

# THE SPRING STAFFORD SALE

Saturday 21 & Sunday 22 April 2018  
Staffordshire County Showground



# Bonhams





*Granddaddy  
Peerless*



# THE SPRING STAFFORD SALE

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

Saturday 21 & Sunday 22 April 2018

The 38th Carole Nash International Classic MotorCycle Show

Sandylands Centre

Staffordshire County Showground



### VIEWING

Saturday 21 April  
09.00 to 17.00

Sunday 22 April  
from 09.00

### SALE TIMES

Saturday 21 April  
Spares & Memorabilia  
(Lots 1 - 107) 13.30

Motorcycles  
The Tan House Collection  
(Lots 108 - 168) 14.30  
Sunday 22 April

Motorcycles  
(Lots 201 - End) 11.00

### SALE NUMBER

24494

### CATALOGUE £25.00 + P&P

(admits two)

### ADMISSION TO THE INTERNATIONAL CLASSIC MOTORCYCLE SHOW

Admission is not included  
in the price of the catalogue.  
Tickets can be purchased  
in advance from  
[classicbikeshows.com](http://classicbikeshows.com)  
or purchased on entry to  
the show

### BIDS

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

### Bonhams 1793 Limited

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

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

### 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](mailto:bids@bonhams.com) with "Live bidding" in the subject line no later than 48 hours before the auction to register for this service.** Failure to register for this service at least 48 hours in advance of the sale will result in your account not being authorised for live bidding.

Please note that bids should be submitted no later than 16:00 on Friday 21 April. Thereafter bids should be sent directly to the Bonhams office at the sale venue. +44 (0) 8700 270 089 fax or [bids@bonhams.com](mailto: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](mailto:ben.walker@bonhams.com)

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

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

### Motorcycle Administrator

Kristi Lavis  
+44 (0) 20 8963 2817  
+44 (0) 8700 273 625 fax  
[kristi.lavis@bonhams.com](mailto:kristi.lavis@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  $\Phi$  printed beside the lot number in this catalogue.

### 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 Herford,  
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.

### 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.

# 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 following the Sale on Sunday 22nd April at the Buyers' cost. In any event, the Purchase Price should be paid to Bonhams no later than 12 noon on Monday 23rd April. 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 £175,000 of hammer price, 20% from £175,001 to £3,000,000 of hammer price, and 12.5% 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 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 be) 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. Payments made by anyone other than the registered Buyer will not be accepted. Bonhams reserves the right to vary the terms of payment at any time. Bonhams' preferred payment method is by 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. Payment may also be made by one of the following methods: Sterling personal cheque drawn on a UK branch of a bank or building society; all cheques must be cleared before you can collect your purchases and should be made payable to Bonhams 1793 Limited.

**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; this limit applies to both payment at our premises and direct deposit into our bank account. Debit cards (including China Union Pay (CUP) cards and debit cards issued by Visa and MasterCard only). There is no limit on payment value if payment is made in person using Chip & Pin verification.

Payment by telephone may also be accepted up to £5,000, subject to appropriate verification procedures, although this facility is not available for first time buyers. If the amount payable by you for Lots exceeds that sum, the balance must be paid by other means.

**Credit cards** (including China Union Pay (CUP) cards and credit cards issued by Visa and MasterCard only). There is a £5,000 limit on payment value if payment is made in person using Chip & Pin verification.

It may be advisable to notify your debit or credit card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay. Note: only one debit or credit card may be used for payment of an account balance. If you have any questions with regards to card payments, 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 (Notification of Vehicle Arrivals)

Certain imported Motor Car and Motorcycle Lots marked "N" in the catalogue are subject to a NOVA Declaration prior to the purchaser making an application to register the vehicle in the UK with the DVLA.

## EU Imports

• Bonhams will undertake the NOVA Declaration on the purchaser's behalf, providing them with a NOVA reference number.

Successful purchasers should contact the Kristi Lavis post-sale to confirm whether they intend to register the vehicle in the UK, or intend to Export the vehicle immediately

## Non-EU Imports

• If the Lot is purchased by a private purchaser wishing to register in the UK, Bonhams will undertake the NOVA Declaration on the purchaser's behalf, providing them with both a NOVA reference number and stamped C88 form.  
• If the Lot is purchased by a trade buyer / company, Bonhams will provide the purchaser with a stamped C88, though they will need to submit a NOVA Declaration themselves via: [www.gov.uk/nova-log-in](http://www.gov.uk/nova-log-in). N.B: Bonhams takes no responsibility for a purchaser's failure to submit a NOVA Declaration and any fines / charges levied against them as a result.

## 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 30 working days after the sale. This time may be reduced to 48 hours for an additional charge of £75 per vehicle, payable by the buyer. Please contact the motorcycle administrator should you wish to fast track your application.

## 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@carolnash.com](mailto:bikes@carolnash.com)

## VMCC Statement of Search/Dating Certificates

The DVLA have revised their policy for the issuing of a VMCC Dating Certificate. Accordingly, any Vintage Motor Cycle Club Statement of Search Certificate issued before serial number 18999, will no longer be accepted by the DVLA for dating and registration purposes due to the insufficient depth of information provided. Whilst Bonham's may refer to old style VMCC dating certificates in the catalogue description of a lot and their physical presence within the lot's history file, the old style dating certificate cannot be relied upon as evidence in correspondence with the DVLA. In all cases, prospective bidders must satisfy themselves as to the date and manufacture of a machine and its major mechanical components prior to bidding. Please contact the VMCC Library for replacement applications and further details.

# Guide for Buyers

## Do I need to bring my catalogue to the sale?

Yes. Please ensure that you bring your catalogue to the sale as entry is by catalogue only. Each catalogue allows two people entry on the view and sale days. Further copies of the catalogue can be purchased at the sale venue.

## How do I bid at the sale?

In order to bid at the sale you will be required to complete a bidder registration form. We will also need to confirm your identification so please bring a passport or drivers licence with you. Credit/Debit card details will also be required. Should you not wish to divulge these details, we will require a £100 returnable cash deposit.

Should you be unable to attend the sale but still wish to bid, you can either leave an absentee or telephone bid. These forms can generally be found at the back of the sale catalogue.

## Telephone bidding

Telephone bidding allows you to bid live as the auction is happening. You will need to complete a form which asks for your name, address, the telephone number(s) you wish us to contact you on (it is advisable to add an additional number such as your mobile) and the lot number(s) you wish to bid on. For any reason we are unable to contact you on the telephone number(s) you leave on the form, please ensure that the highest bid column is completed (optional). A member of Bonhams staff will contact you a few lots prior to the lot(s) you wish to bid on and you will be instructed from there on. Please note that we do not operate telephone bids for lots with a low estimate below £500.

## Absentee/Commission bidding

As with telephone bidding, you will need to complete a form with your name, address, credit card details and the lot(s) number(s) you wish to bid on. You will also need to enter the amount you are willing to bid up to for that lot (excluding premium & VAT). Bonhams will execute the bid as cheaply as possible on your behalf.

Please ensure the form is signed and dated at the bottom and disregard the client and paddle no. fields at the top of the form as this is for Bonhams use only. Once the form is completed you can either fax or post it back to our offices. Should you post the form back to our offices, please ensure it is posted in ample time prior to the sale day. If you are a first time bidder you must also provide proof of identity. This can be either a copy of your passport or driving licence. This must be sent at the same time as your bidding form.

**In order for the above forms to be accepted they have to be completed with buyer's details, lot number(s), signed, contain credit/debit card details and fax/post to us no later than the morning of the sale day.**

## Live online bidding is available for this sale

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

## How fast will the auctioneer go?

The auctioneer will aim to sell +/- 90 lots of automobilia per hour and circa 30 vehicles per hour.

## How can I pay?

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

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

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

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

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

We accept the following methods of payment.

### 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

### Payment by card

You may pay by debit card. You may also pay by the following credit cards: Visa and MasterCard. Limits are in place for payments by telephone, please contact us for further information.

### Payment by cheque

You may pay by sterling cheque but all cheques must be cleared before you can collect your purchases, unless you have a cheque facility with Bonhams or we have received an assurance directly from your bank prior to the sale. Cheques generally take up to 10 working days to clear.

## 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 £175,000 of hammer price, 20% from £175,001 to £3,000,000 of hammer price, and 12.5% 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 Sunday 22 April 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, authenticity, integrity and recorded mileage 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.

## 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.

## 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.

## Keys and Documents

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

## Important V5/V5C Information

In order to comply with the Driver and Vehicle Licensing agency's (DVLA) procedures for updating a change of keeper for a motor vehicle, Bonhams has now changed their policy on the handling of V5C Registration documents, upon full payment by the buyer. If we have not received confirmation of the new keeper's name and address 14 days from the date of Sale, we will write to you requesting this information. If, after 28 days from the date of Sale, we still have not had contact from you, we will update the new keeper to the name and address shown on your Bonhams client account. Should your address be from outside the United Kingdom, we will inform the DVLA that the vehicle has been exported. If you wish the new keeper details to be updated in any other way please make contact with the Sale administrator as soon as possible (contact details on page 4 of this catalogue). **Please note: Once the V5C has been updated by the DVLA it cannot be reversed. Please note DVLA's processing time for V5C's is 4 – 6 weeks.**

## Vehicle Tax Disc

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

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.etcell@bonhams.com

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

Home Counties  
+44 (0) 127 629 413  
david.hancock@bonhams.com

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

Wilts, Hants, Glocs, Berks &  
Somerset  
+44 (0) 1380 816 493  
greg.pullen@bonhams.com

Hants & 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  
Craig Mallery  
+1 (323) 436 5470  
craig.mallery@bonhams.com

Andy Barrett  
+1 (323) 436 5450  
andrew.barrett@bonhams.com

## Motorcycle Administrator

Kristi Lavis  
+44 (0) 20 8963 2817  
kristi.lavis@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.mckenziemsmith@bonhams.com

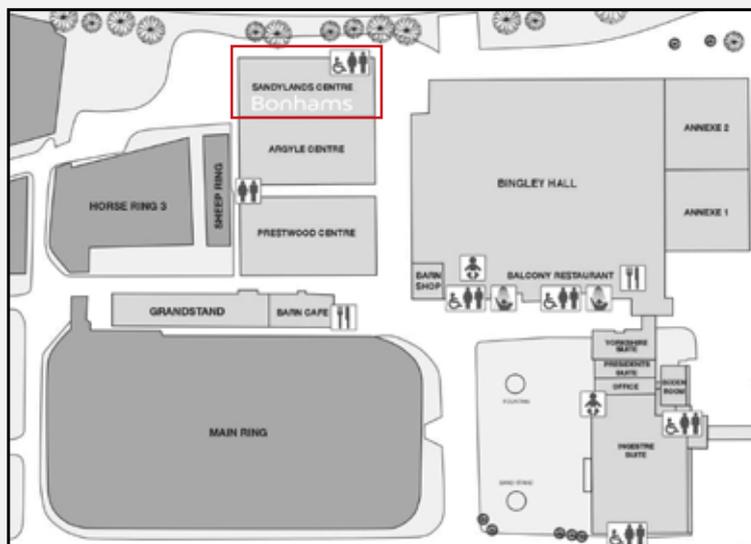
## Recommended Transporters

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 7pm Sunday 22 April. All un-collected purchased lots shall then be removed to Bonhams storage facility at:

Bonhams Oxford  
Banbury Road  
Shipton-on-Cherwell  
Kidlington  
Oxfordshire  
OX15 1JH

Lots will be available for collection from 10am Thursday 26 April 2018 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.

### Shipping Enquiries:

For all motorcycle spares & memorabilia shipping enquiries please contact Alban Shipping quoting your client, sale & lot number to discuss your shipping requirements  
Tel: +44 (0) 1582 493099  
email: enquiries@albanshipping.co.uk

Please note Bonhams do not provide shipping neither do Bonhams pack lots. Should you wish to organise collection of your lots via a third party carrier, they must check and pack lots on your behalf upon collection.

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 Sunday 22 April. 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 store in Southampton 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 store in Southampton. 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 store in Southampton from 12pm Tuesday 24 April, by appointment with Polygon Transport.

### Vehicle Removal charges to store in Southampton

£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

### Limited transport is available to Oxfordshire by request with Polygon Transport at

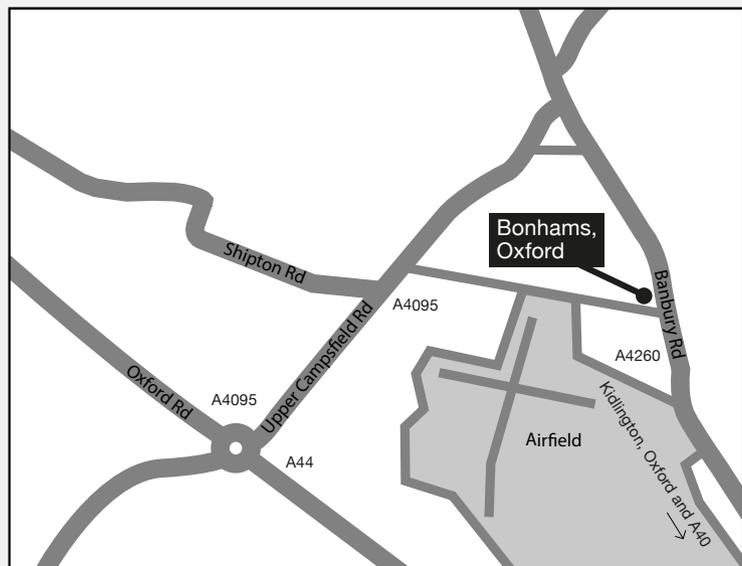
£100 + VAT per motorcycle  
£145 + VAT per motorcycle combination

### Storage charges

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

### Transport and Shipping

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



# MOTORCYCLE SPARES & MEMORABILIA

Day 1

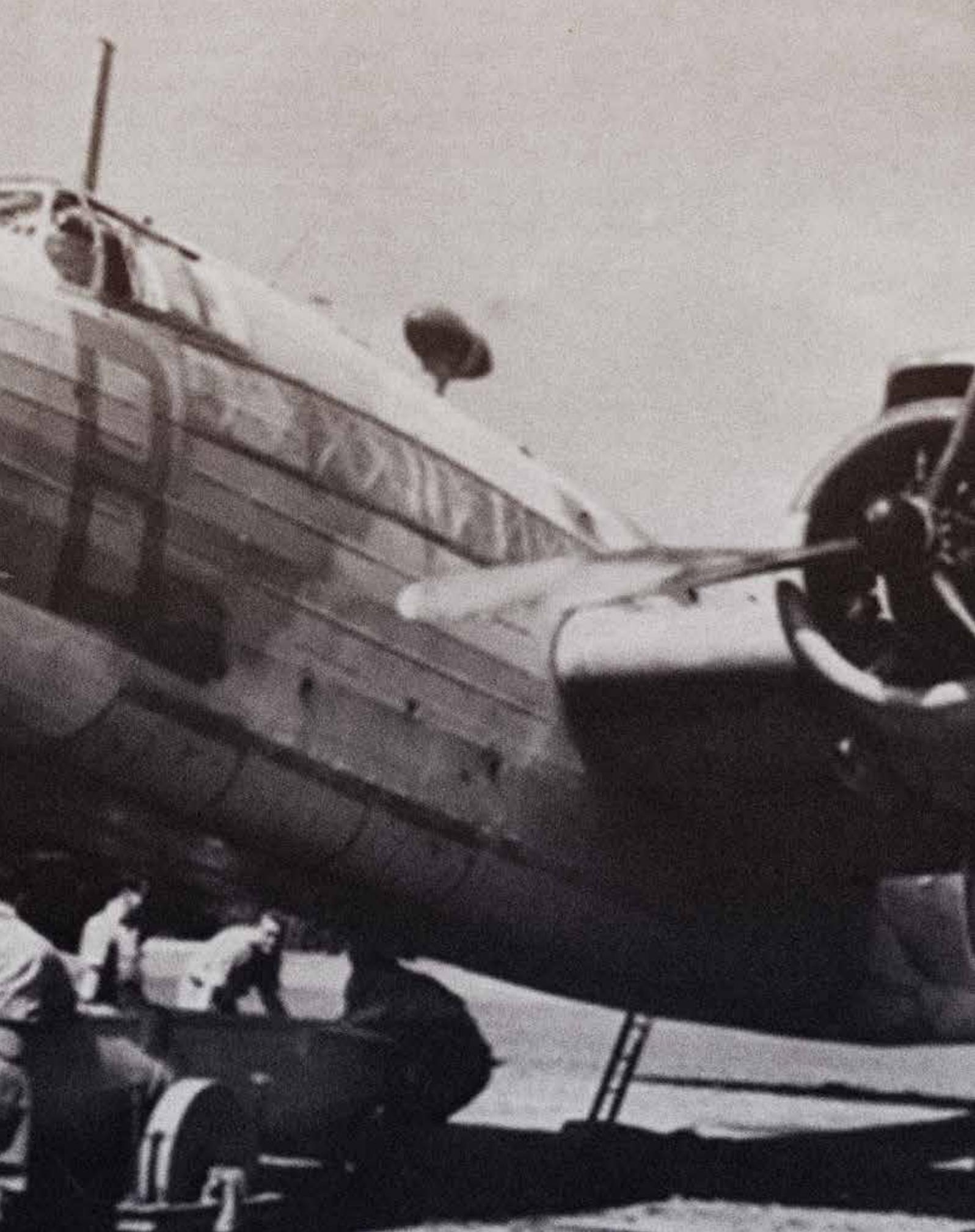
Saturday 21 April 2018

at 13.30

Lots 1 - 107

Further images of each lot can be found at:  
[www.bonhams.com/24494](http://www.bonhams.com/24494)





1<sup>o</sup>  
**AN ESSO EXTRA MOTOR OIL FORECOURT CARRIER CRATE,**  
containing seven original bottles, four sealed and containing oil, a similar Essolube crate containing eight bottles and two singular bottles, BP Energol bottle and Castrol Motor Oil.  
(Qty)  
£250 - 350  
€280 - 400

2<sup>o</sup>  
**A CASTROL TT TWO STROKE OIL FORECOURT DISPENSER,**  
together with six other oil delivery related items.  
(Qty)  
£250 - 350  
€280 - 400

3<sup>o</sup>  
**A MOBIL OIL GARGOYLE UPPER CYLINDER LUBRICATOR,**  
together with a Carburol example, a Redex dispenser and five other oil delivery related items.  
(7)  
£250 - 350  
€280 - 400

4<sup>o</sup>  
**A BELIEVED NEW OLD STOCK MID 1960S TRIUMPH T120 FUEL TANK,**  
in very good condition together with another similar.  
(2)  
£250 - 350  
€280 - 400

5<sup>o</sup>  
**A BELIEVED 500CC TRIUMPH PETROL TANK,**  
in good condition, together with another similar.  
(2)  
£250 - 350  
€280 - 400

6<sup>o</sup>  
**A 1960S 650CC TRIUMPH PETROL TANK,**  
in blue and white together with a believed T100C petrol tank in green and two other Triumph fuel tanks.  
(4)  
£250 - 350  
€280 - 400

7<sup>o</sup>  
**TWO BELIEVED NEW OLD STOCK TRIUMPH 6T OIL TANKS,**  
together with another oil tank and side panel possibly for a 3TA and another used oil tank possibly for a 6T.  
(5)  
£250 - 350  
€280 - 400

8<sup>o</sup>  
**A GOOD SELECTION OF TRIUMPH FRONT AND REAR MUDGUARDS,**  
(Qty)  
£250 - 350  
€280 - 400

9<sup>o</sup>  
**A LARGE QUANTITY OF MOTORCYCLE MUDGUARD STAYS,**  
together with bridges, stands, footrests, rubbers and swinging arms, the majority believed Triumph.  
(Qty)  
£250 - 350  
€280 - 400

10<sup>o</sup>  
**A GOOD QUANTITY OF TRIUMPH AND OTHER SPARES,**  
including fork shrouds, a headlamp nacelle, rear number plates, oil tank, side panels, battery trays, together with other associated spares.  
(Qty)  
£250 - 350  
€280 - 400

11<sup>o</sup>  
**A QUANTITY OF TRIUMPH FORK YOKES,**  
together with springs, shrouds, steering dampers and other associated items.  
(Qty)  
£250 - 350  
€280 - 400

12<sup>o</sup>  
**A PAIR OF EARLY CRAVEN CARRIERS,**  
together with a later pair of Craven carriers in white, a selection of motoring badges including an AA motorcycle badge.  
(Qty)  
£250 - 350  
€280 - 400

13  
**A DUNLOP WM2-18 FRONT WHEEL,**  
together with a Dunlop WM2-18 rear wheel, the front with original Triumph replacement part label.  
(2)  
£250 - 350  
€280 - 400

14  
**A DUNLOP WM2-19 FRONT WHEEL,**  
with twin leading shoe and two similar WM2-19 wheels marked Jones.  
(3)  
£250 - 350  
€280 - 400

15  
**A DUNLOP WM3-18 REAR WHEEL,**  
together with a Jones WM2-18 rim and two other Dunlop WM2-18 rear wheels.  
(4)  
£250 - 350  
€280 - 400

16<sup>o</sup>  
**TWO TWIN LEADING SHOE FRONT BRAKE PLATES, POSSIBLY SUITABLE FOR TRIUMPH,**  
together with a selection of other brake plates, rear sprockets, possibly new and unused, various hubs, and other assorted spares.  
(Qty)  
£250 - 350  
€280 - 400

17<sup>o</sup>  
**A QUANTITY OF MONOBLOC AND CONCENTRIC CARBURETTOR SERVICE PARTS,**  
together with a selection of Amal carburetors and a quantity of new old stock boxed control and other cables, and assorted spares.  
(Qty)  
£300 - 400  
€340 - 450

18<sup>o</sup>  
**A RECONDITIONED TRIUMPH 650CC SINGLE CARB HEAD NUMBERED E3925,**  
together with another similar, a TT air filter assembly, valve springs, air filters and other items.  
(Qty)  
£250 - 350  
€280 - 400

19<sup>o</sup>  
**A LUCAS NEW OLD STOCK SS 700P HEADLAMP UNIT,**  
together with another similar, a quantity of Lucas service parts including rear lenses, a selection of handlebar control fittings and other items.  
(Qty)  
£250 - 350  
€280 - 400

20<sup>o</sup>  
**A LARGE METAL MINISTRY OF DEFENCE METAL CARRYING CASE,**  
containing a good quantity of new old stock Lucas reflectors, switches, rectifiers, rubbers, keys, toggle switches and other items.  
(Qty)  
£250 - 350  
€280 - 400

21<sup>o</sup>  
**A SELECTION OF LUCAS HEADLAMPS UNITS AND SURROUNDS,**  
together with a quantity of Triumph suitable indicator lenses and units, various fittings, motorcycle mirrors and other related items.  
(Qty)  
£250 - 350  
€280 - 400

22<sup>o</sup>

**VARIOUS BELIEVED NEW AND UNUSED TRIUMPH WIRING HARNESSES,**

a selection of new tank badges, tank caps, tank carriers, horns, and assorted spares.

(Qty)

£250 - 350

€280 - 400

23<sup>o</sup>

**A PAIR OF UNSUED 'CAMPBELLS' REPLACEMENT TRIUMPH SILENCERS,**

together with a large selection of unused and other long and short tailpipes suitable for Triumph motorcycles and a selection of unused and other downpipes.

(Qty)

£300 - 400

€340 - 450

24

**A SMITHS 150MPH SPEEDOMETER,**

together with a similar 120 mph speedometer and a rev counter, possibly new and unused.

(3)

£250 - 350

€280 - 400

25

**A BOXED SMITHS 150MPH SPEEDOMETER,**

together with a grey faced 120 mph speedometer and a revolution counter, possibly new old stock.

(3)

£250 - 350

€280 - 400

26

**THREE SMITHS 150 MPH SPEEDOMETERS,**

one boxed and believed new old stock.

(3)

£250 - 350

€280 - 400

27

**A SMITHS 120 MPH SPEEDOMETER,**

believed new old stock, together with a 150 mph speedometer and two revolution counters.

(4)

£250 - 350

€280 - 400

28

**A SMITHS 150MPH SPEEDOMETER,**

together with a 120 mph speedometer, two Smiths rev counters and two ammeters.

(6)

£250 - 350

€280 - 400

29<sup>o</sup>

**A 9 STUD TRIUMPH CYLINDER BARREL,**

together with an 8 stud barrel and a large quantity of new old stock and other pistons and rings.

(Qty)

£250 - 350

€280 - 400



32

30<sup>o</sup>

**TRIUMPH T120R ENGINE CRANKCASES,**

numbered NC00635, together with a quantity of primary chain casings, crank shaft, timing covers, gearbox parts and other assorted spares.

(Qty)

£250 - 350

€280 - 400

31<sup>o</sup>

**A BELIEVED 1938 MATCHLESS MODEL X FRAME,**

numbered 854; with later telescopic forks and front wheel; no documents; close inspection advised, prospective bidders must satisfy themselves as to the suitability of the components prior to bidding.

(2)

£800 - 1,200

€900 - 1,400

32\*<sup>o</sup>

**A C.1936 NORTON 490CC ENGINE,**

numbered 65900 to engine case and barrel, completeness and mechanical condition unknown, close inspection advised.

£300 - 500

€340 - 560

33\*<sup>o</sup>

**A HARLEY-DAVIDSON ENGINE,**

unstamped including raised boss, capacity, completeness and mechanical condition unknown, close inspection advised.

£300 - 500

€340 - 560



33

34<sup>o</sup>

**A NORTON 600CC DOMINATOR TWIN CYLINDER ENGINE,**

dismantled, number 92047 14R, condition and completeness unknown close inspection advised.

(Qty)

£250 - 350

€280 - 400

35<sup>o</sup>

**A NORTON 500CC DOMINATOR TWIN CYLINDER ENGINE,**

dismantled, number 28717 E12, condition and completeness unknown, close inspection advised.

(Qty)

£300 - 400

€340 - 450

36<sup>o</sup>

**A ROYAL ENFIELD 700CC CONSTELLATION TWIN ENGINE,**

dismantled, number SB 10391. With Lucas K2F magneto. Condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

€280 - 400

37<sup>o</sup>

**AN UNIDENTIFIED BELIEVED VINTAGE V-TWIN SIDE VALVE ENGINE,**

numbered M/3 1095, coupled to a gearbox and magdyno, mechanical condition unknown, close inspection advised.

£250 - 350

€280 - 400

38<sup>o</sup>

**A SET OF 1955 NORTON 498CC MODEL 30 MAGNESIUM CRANK CASES,**

numbered K11M 67442 with some wear and damage visible; together with a conrod, a selection of pistons including 350cc and 500cc, piston rings, valve springs, crank pins, believed Quaife internals, bearings, camshaft drive components and other sundry spares.

(Qty)

£400 - 600

€450 - 680

39<sup>o</sup>

**A MINERVA CLIP-ON SINGLE CYLINDER ENGINE,**

appears unnumbered, turns over, mechanical condition unknown, close inspection advised.

£250 - 350

€280 - 400

40<sup>oo</sup>

**TWO WALL AUTOWHEELS LTD ENGINES,**

numbered 3866 and 8982, various states of condition; both with magnetos, both appear to turn over, mechanical condition and completeness unknown, close inspection advised.

(2)

£250 - 350

€280 - 400

41<sup>o</sup>

**TWO BELIEVED VINTAGE VILLIERS TWO-STROKE ENGINES,**

one unnumbered, the other numbered B5012, condition and completeness unknown.

(2)

£250 - 350

€280 - 400

42<sup>o</sup>

**A BELIEVED C.1910 JAP SINGLE CYLINDER ENGINE,**

numbered 9885, with magneto and timing cover, variable front pulley turns over, mechanical condition and completeness unknown, close inspection advised.

£400 - 600

€450 - 680

43<sup>o</sup>

**A BELIEVED VINTAGE SINGLE CYLINDER OHV NEW IMPERIAL ENGINE,**

numbered E4260, turns over, completeness and mechanical condition unknown, close inspection advised.

£300 - 500

€340 - 560

44<sup>o</sup>

**A C.1928 JAP 350CC OHV SINGLE CYLINDER ENGINE,**

numbered IOY/C 9124, with DOT cast timing cover, turns over, completeness and mechanical condition unknown, close inspection advised.

£300 - 500

€340 - 560

45<sup>oo</sup>

**A SELECTION OF ENGINES INCLUDING A BSA BB31 ENGINE,**

numbered BB3128373, poor condition, completeness and mechanical condition unknown; together with a Teagle clip-on engine number 5208; a Villiers engine numbered 070B 60037; an unidentified single cylinder engine numbered A4191; and a believed BSA timing side crankcase, varying states of condition, completeness unknown, close inspection advised.

(Qty)

£250 - 350

€280 - 400

46<sup>o</sup>

**A C.1912 DOUGLAS ENGINE PROJECT,**

numbered 4739. Incomplete. comprising engine cases, rods, pistons (damaged) and three barrels, close inspection advised, sold strictly as viewed.

£200 - 300

€230 - 340

47<sup>oo</sup>

**A LARGE QUANTITY OF BELIEVED CHATER LEA SPARES,**

including two sets of v-twin crankcases numbered 102 and 738, four barrels; timing cover, flywheels, two four stud gearboxes numbered 88 and 285; petrol tank, pistons, footboards, timing covers, conrods and other assorted spares.

(Qty)

£400 - 800

€450 - 900

48<sup>o</sup>

**A SET OF BELIEVED 1922 DOUGLAS 2¾HP CRANKCASES,**

with barrels, together with unidentified spares including a hub, two Vintage oilers, two sprung pillion saddles, a selection of saddles and saddle covers.

(Qty)

£250 - 350

€280 - 400

49<sup>oo</sup>

**A LARGE QUANTITY OF PISTONS,**

including many believed NOS in original packaging, mostly Hepolite, together with a mixed selection of valves and valve guides; petrol taps and priming cocks.

(Qty)

£250 - 350

€280 - 400

50<sup>o</sup>

**ASSORTED NORTON ENGINE AND GEARBOX PARTS,**

engine numbered 49593 H12 fitted with Lucas KF2 magneto. A gearbox no. G101 7968, a spare timing cover, two Roadholder fork shrouds, two pairs of fork springs, a headlamp shell, condition and completeness unknown, close inspection advised.

(Qty)

£300 - 500

€340 - 560

51<sup>o</sup>

**A BELIEVED VINTAGE FLAT SLIDE CARBURETTOR WITH BROWN & BARLOW FLOAT CHAMBER,**

float chamber incomplete; together with a selection of other carburettors and associated spares including Senspray complete with handlebar control, Brown & Barlow; twin float Amal, SU, Solex, Amac and other assorted spares.

(Qty)

£250 - 350

€280 - 400

52<sup>o</sup>

**AN AMAL SINGLE FLOAT CARBURETTOR,** marked 57/016 and JM9700 with a fuel feed and an Ariel Square Four main jet, together with an unidentified OHV stationary engine.

(4)

£250 - 350

€280 - 400

53<sup>o</sup>

**TWO SCOTT RADIATORS,**

thought to be of recent manufacture, one is a two speed type, the other a duplex frame type, internal condition unknown, close inspection advised.

(2)

£300 - 500

€340 - 560

54<sup>o</sup>

**ASSORTED DOUGLAS ENGINE PARTS,**

some thought to be veteran, one part engine no. 4993 including crankcase, barrels, valve gear, timing gears etc. Another crankcase no. 43099 (the 2 halves stamped 13 & 13A), with timing gears, timing cover etc, a two speed gearbox no. 12173, condition and completeness unknown, close inspection advised.

(Qty)

£300 - 500

€340 - 560

55

**FOUR VINTAGE STEERING DAMPERS,**

one marked Andre.

(4)

£250 - 350

€280 - 400

56<sup>◊</sup>

**A SELECTION OF MOTORCYCLE SPARES, BELIEVED MOSTLY ABC,**

including engine bell housing, gear lever, brake rod, Senspray carburettor, exhaust manifolds, four barrels, four heads, crankshaft, valve gear, sprocket and other related spares.

(Qty)

£250 - 350

€280 - 400

57<sup>◊◊</sup>

**A SELECTION OF MOTORCYCLE SPARES, BELIEVED MOSTLY AJS,**

including a set of believed 1927 crankcases numbered H5/110522 to plaque and H10350 to both crankcase halves; a twinport OHV head; rocker plate; push rods; con rod; piston; mag platforms; engine sprocket; cam; rocker gear; various springs and guides; cylinder head clamp; an SV cylinder head; two inner and outer timing covers; flywheels and other sundry spares.

(Qty)

£300 - 500

€340 - 560

58<sup>◊</sup>

**A SELECTION OF LIGHTING SPARES,**

mostly acetylene incl three generators (one small); five believed Veteran era rear lights; one headlamp body and one cycle lamp.

(Qty)

£250 - 350

€280 - 400

59

**A BELIEVED C.1911 BSA CYLINDER ASSEMBLY,**

together with a believed Longuemare veteran carburettor; with a small selection of believed NOS spares in DW Onan & Sons Minneapolis packaging, manufacturer unknown, close inspection advised.

(Qty)

£400 - 600

€450 - 680

60

**A QUANTITY OF BELIEVED VINTAGE WHEELS AND WHEEL RIMS,**

in various states of disrepair, various sizes, some with belt rims and sprockets; together with two unidentified hubs and four tyres (one NOS) of various sizes.

(Qty)

£250 - 350

€280 - 400

61<sup>◊</sup>

**A SELECTION OF LIGHTING AND LIGHTING SPARES,**

including pre and post-War; various manufacturers including P&H and Lucas; various states of disrepair, close inspection advised.

(Qty)

£250 - 350

€280 - 400

62<sup>◊</sup>

**A SELECTION OF MOTORCYCLE SPARES INCLUDING SOME BELIEVED OK-SUPREME,**

comprising an unrestored petrol tank, three footboards; chain case and a large quantity of sundry spares, close inspection advised.

(Qty)

£250 - 350

€280 - 400

63

**TWO PILGRIM OIL PUMPS,**

completeness and condition unknown; together with a Vintage steering damper; a selection of fuel caps and a Vintage oil sight feed.

(Qty)

£250 - 350

€280 - 400

64<sup>◊</sup>

**AN AUTOJUMBLERS LOT**

comprising a Bosch DA2 magneto (completeness and condition unknown), a Klaxon horn, a bulb horn, two silencers, two fishtail ends, an unidentified brake plate and a Scott dome.

(Qty)

£250 - 350

€280 - 400

65<sup>◊◊</sup>

**A LARGE AUTOJUMBLERS LOT,**

including various motorcycle spares such as sprockets, valve gear, electrical, engine plates, foot levers, bracketry, smalls and many others including Vintage items, close inspection advised.

(Qty)

£250 - 350

€280 - 400

66<sup>◊◊</sup>

**A BURMAN GB6 GEARBOX WITH CLUTCH AND SPROCKET,**

suitable for various machines; together with a dismantled CZ-Jawa engine numbered 476-1-009476; a wheel rim and spokes believed Velocette; two other rims and a silencer.

(Qty)

£250 - 350

€280 - 400

67<sup>◊◊</sup>

**A SELECTION OF GEARBOXES AND GEARBOX SPARES,**

including a believed Moss example numbered 28892; another unidentified numbered 4036; an unidentified heavyweight Vintage example; together with various others, close inspection advised.

(Qty)

£300 - 400

€340 - 450

68<sup>◊</sup>

**FIVE BURMAN GEARBOXES,**

one with clutch attached, condition and completeness unknown, close inspection advised.

(5)

£250 - 350

€280 - 400

69<sup>◊</sup>

**SEVEN LUCAS SINGLE CYLINDER MAGNETOS,**

some believed reconditioned, condition and completeness unknown, close inspection advised.

(7)

£300 - 400

€340 - 450

70<sup>◊</sup>

**BTH TWIN CYLINDER AND SINGLE CYLINDER MAGNETOS,**

together with dynamos and related parts; Amal carburettors and electrical parts, condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

€280 - 400

71<sup>◊</sup>

**A SELECTION OF MAGNETOS AND MAGNETO SPARES,**

including a Lucas M01L magdyno incomplete without dynamo; together with a Bosch DA2 magneto; BTH KC2 magneto; two EIC magnetos and various sundry magneto spares, various states of completeness, close inspection advised.

(Qty)

£250 - 350

€280 - 400

72<sup>◊</sup>

**AN AUTOJUMBLERS LOT OF ASSORTED PARTS,**

including saddle, pillion seat, headlamp shells, spark plugs, ATDs, headlamp rims, centre stand, horn, and miscellaneous parts, condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

€280 - 400



89

75<sup>00</sup>

**AN AUTOJUMBLERS LOT INCLUDING A SELECTION OF MOTORCYCLE TINWARE,** a Royal Ruby Cycle petrol tank for restoration, various toolboxes, exhaust expansion chambers, numberplate holders, mudguards, an oil tank, a Laverda saddle and a selection of rubber fork gators and springs.

(Qty)

£250 - 350

€280 - 400

76

**A VELOCETTE ALLOY PETROL TANK** in believed new condition, painted and lined.

£250 - 350

€280 - 400

77<sup>0</sup>

**ASSORTED VELOCETTE ENGINE AND CLUTCH PARTS,**

including crankshaft, cylinder head, rocker box covers, timing covers, 2 new pistons and a Velocette prefix 12 gearbox.

(Qty)

£300 - 400

€340 - 450

78<sup>0</sup>

**VELOCETTE WHEELS WITH STAINLESS STEEL RIMS AND SPOKES,**

together with brake plates (one believed new twin leading shoe type), brake drums, shock absorbers and fork legs, tyres suitable for display only, condition and completeness unknown, close inspection advised.

(Qty)

£300 - 400

€340 - 450

79

**A VELOCETTE PETROL TANK,**

repainted and lined, with badges (one damaged) and used kneepads, condition unknown.

(Qty)

£250 - 350

€280 - 400

80<sup>0</sup>

**ASSORTED MOTORCYCLE SPARES,**

mostly Velocette, including a petrol tank, fork yokes, rear brake pedals, mudguard stays, nacelle top, camshafts, ATDs, distributor, miscellaneous parts, condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

€280 - 400



90

73

**AN AUTOJUMBLERS LOT,**

including four pudding basin helmets; one battery carrier; a believed Vintage Lucas electric headlamp and MT110 taillight; twistgrip; two unidentified toolboxes; an Amal concentric 626 with airfilter; various rear numberplates; tax disc holders less glass; Royal Enfield flywheel magneto; a Lucas lighting/charge switch and other sundry spares.

(Qty)

£250 - 350

€280 - 400

74

**SEVEN WHEEL RIMS,**

some believed NOS, 18" and 19", including Radaelli and WM1x19 suffered in storage; together with a large quantity of spokes; four unidentified wheels.

(7)

£250 - 350

€280 - 400

81<sup>◇</sup>

**A QUANTITY OF BELIEVED VELOCETTE SPARES,**

including silencers, tool box, primary chaincase parts, dynamo drive cover, rear chainguard, a quantity of lever/control parts and miscellaneous parts, condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

€280 - 400

82<sup>◇◇</sup>

**A QUANTITY OF BELIEVED VINCENT SPARES,**

comprising fork blades, brake plates, cylinder head, barrels, engine/gearbox plates, sprockets, silencers, two unidentified rims and other related items, close inspection advised.

(Qty)

£300 - 500

€340 - 560

83<sup>◇</sup>

**A SELECTION OF MAGNETOS AND DYNAMOS,**

comprising two BTH Type MHI magnetos numbered 8E167678 and the other 0L178071, three Miller dynamos numbered H7100, H8671 and OB15893 and one Lucas dynamo.

(6)

£400 - 600

€450 - 680

84<sup>◇◇</sup>

**A SELECTION OF CARBURETTORS AND ASSOCIATED SPARES,**

mostly Amal, together with a selection of pistons, throttle grips, two silencers, an exhaust pipe, four unidentified wheel rims, two centre hubs, bracketry, footpegs and other related spares. Some believed Vincent, close inspection advised.

(Qty)

£300 - 500

€340 - 560

85<sup>◇</sup>

**A QUANTITY OF BELIEVED VINCENT SPARES,**

together with an Amal carburettor, two Lucas KVF magnetos, one Lucas K1F magneto, condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

€280 - 400

86

**FOUR SMITHS SPEEDOMETERS,**

together with one Smiths tachometer, one Veglia Dot speedometer and other related spares.

(Qty)

£350 - 450

€400 - 510

87<sup>◇</sup>

**A BONNIKSEN 100MPH SPEEDOMETER BY ROTHERHAMS OF COVENTRY,**

nickelled dial, numbered 3817, with evidence of repair, with cable and part drive; together with various others including Stewart 60mph; Stewart 75mph magnetic type; Smiths chronometric 120mph; Smiths 80mph chronometric; several other Smiths; NVT; two early drives; speedo drives and assorted spares.

(Qty)

£400 - 600

€450 - 680

88

**A SMITHS 120MPH CHRONOMETRIC SPEEDOMETER,**

in good cosmetic condition, mechanical condition unknown, together with a Lucas KVF magneto and K1F magneto, mechanical condition unknown.

(3)

£250 - 350

€280 - 400

89<sup>◇◇◇</sup>

**A CANTERBURY TRIALS SIDECAR,**

mid 1950's, has undergone a full restoration since acquisition forty years ago by the current owner, aluminium-skinned finish.

£500 - 800

€560 - 900

90<sup>◇◇</sup>

**A MONDIAL TYPE DUSTBIN FAIRING,**

aluminium construction, approx 47cm wide x 96cm long, close inspection advised.

£200 - 300

€230 - 340

91<sup>◇◇</sup>

**A DELIVERY BICYCLE,**

Delivery bicycles were designed and constructed specifically for carrying loads and were a common sight on Britain's road until the 1960s, when the coming of the Minivan brought with it the prospect of cheap motorised deliveries. Designs typically featured a cargo area consisting of an open or enclosed box, a flat platform, or a wire basket, which would be mounted over one or both wheels, low behind the front wheel, or, the case of tricycle versions, between the wheels at either the front or rear. In all cases the framework would be of more robust construction than that of an ordinary bicycle in order to withstand the stresses imposed by the loads carried. A potential promotional vehicle for the independent tradesman or artisan, this 'front-loader' delivery bicycle has the logo 'C T Cheshier' painted on it and the white-painted rear mudguard indicating that it was in use during WW2.

£100 - 200

€110 - 230

92<sup>•</sup>

**A RARE 1939 BROUGH SUPERIOR SALES RANGE BROCHURE,**

very good original condition, gold tooling to black cover, 12pp.

£250 - 350

€280 - 400

93<sup>◇</sup>

**A SELECTION OF VINCENT-HRD AND BROUGH SUPERIOR LITERATURE,**

comprising The Rolls Royce of Motor Cycle - R. Clark; The Book of the J.A.P.; Maintaining your Brough 1919 - 1940; John Surtees, World Champion, various Brough Superior Club reproduction range brochures, Vincent Owners Club Rally enamel badges with various annual drop-badges, a selection of lapel badges for the Brooklands Section, various IOM TT's, Brough Superior, Matchless and J.A.P.; five Vincent HRD commemorative plates, a Selection of T.T programmes, three Brough Superior wall display etchings, and a quantity of Vincent-HRD ephemera, close inspection advised.

(Qty)

£300 - 500

€340 - 560

94<sup>◇</sup>

**A SELECTION OF TANK BADGES AND A QUANTITY OF MOTORCYCLE LITERATURE,**

comprising two used Triumph badges and four various Honda type; together with manuals and spares lists for various makes and models including AJS, Francis Barnett, James, Royal Enfield, Triumph, BSA, JAP, Kawasaki, Yamaha, Honda and others, all in poor condition, close inspection advised.

(Qty)

£250 - 350

€280 - 400

95<sup>◇</sup>

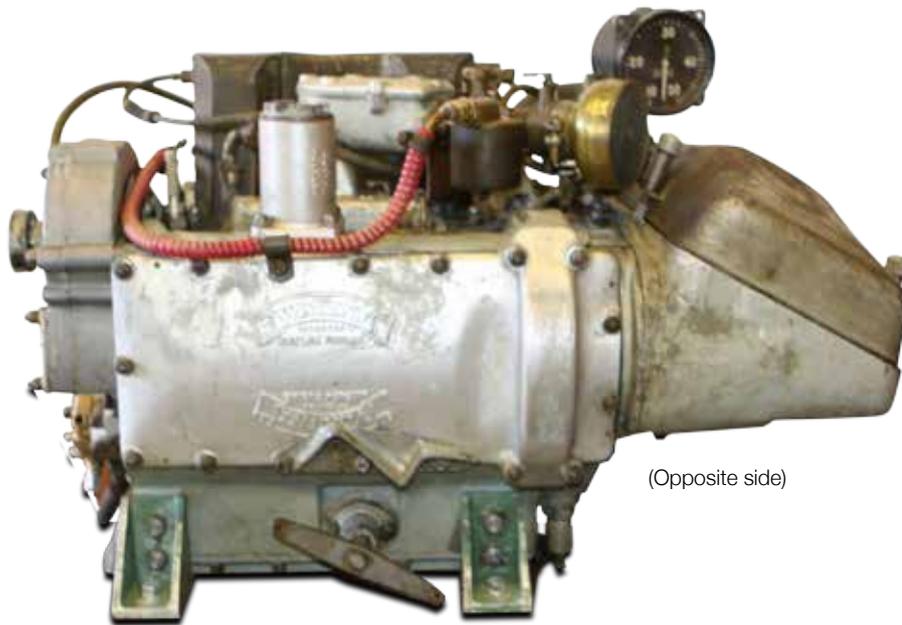
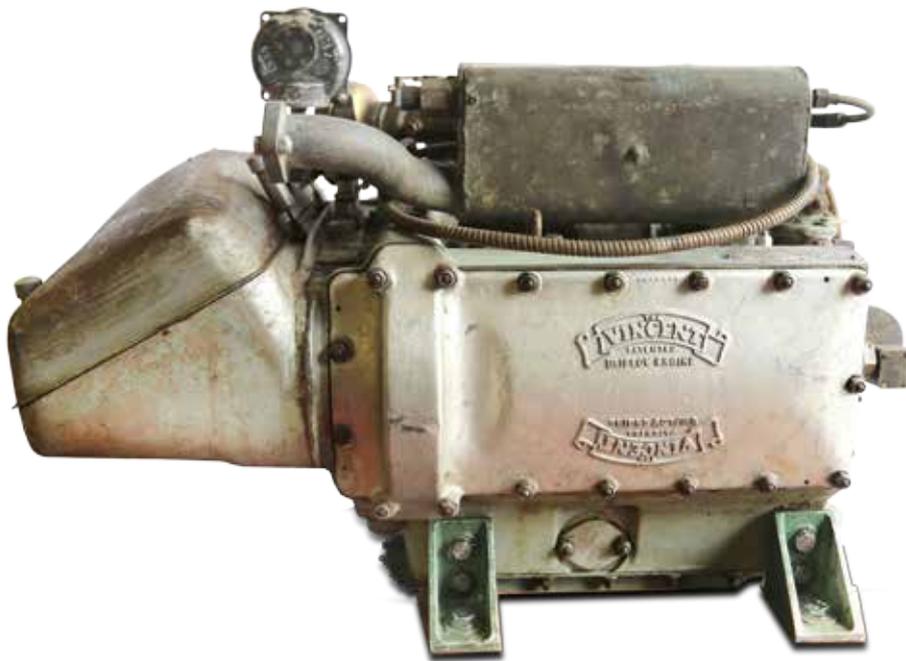
**A BOX OF FRAMED PICTURES INCLUDING PHOTOGRAPHS AND PRINTS,**

comprising six Jim Duffy prints depicting the following machines at speed Gilera, MV Agusta, Matchless, Norton and Mondial; together with a framed copy image of Giacomo Agostini with printed signature; a framed photograph of Mike Hailwood aboard the Honda and an unidentified and unsigned print believed to be of an MV Agusta, various sizes.

(10)

£120 - 180

€140 - 200



(Opposite side)



96 ∞∞

**RARE AIR SEA RESCUE VINCENT TWO-STROKE 1942 LIFEBOAT ENGINE,**

Serial no. 12 Contract no. 6MC/766 Type. TSAM/1 Ref no. 18S/1

Designed to be installed in aluminium lifeboats, parachute-dropped to downed aircrews bobbing in the Pacific Ocean. Like so many other companies, Vincent ceased motorcycle production in 1939 and the factory shifted their efforts over to the war effort, mainly the manufacture of munitions. But in 1942 the Royal Air Force, expecting a protracted campaign against the Japanese, was looking for a lightweight, highly efficient lifeboat engine that could run reliably for extended periods of time. Company boss Phil Vincent already held patents on a suitable design, which he turned over to Phil Irving for final engineering.

The result was a 500cc opposed-cylinder design with three bores each containing two pistons. The outer two cylinders produced power, while the middle cylinder with double acting pistons fed the other two. Unfortunately, this unique engine program wasn't completed before the end of hostilities, though in final form the motor seemed to meet all of its design goals. Producing 15bhp at 3,000rpm, with 50 gallons of fuel on board, the Vincent two-stroke should have been good for up to 5 knots per hour, which certainly beats swimming or fighting off sharks. The government contracted an order of five Vincent HRD Marine engines, after negotiations the Air Ministry increased the order from five to twelve.

It is believed that this example is one of twelve to survive. We are advised that this example is fitted with its original propshaft control panels, gauges, rev counter, manual kickstart and cables, which were removed from an actual Vincent lifeboat. For these items to have survived and not been discarded only adds to its appeal. The engine will require restoration to a greater for lesser extent therefore, close inspection is advised. Prospective must satisfy themselves as to the completeness, condition and suitability of the lot prior to bidding.

**£12,000 - 18,000**  
**€14,000 - 20,000**

97

**A JOHN CRONSHAW RACE HELMET BY BELL,**

size unknown, with applied stickers for Bell and ACU approved, signed 'John Cronshaw 1st Place U.G.P. 1995', race worn.

£500 - 800  
€560 - 900



97 (detail)

98

**A STEVE CULL JPS HELMET,**

as worn whilst riding with team mates Trevor Nation and Robert Dunlop.

£500 - 800  
€560 - 900



98

99

**A RON HASLAM RACE HELMET BY KANGOL HELMETS LTD SCOTLAND,**

size unknown, with part torn applied stickers for ???.G.P 1978 and Phil read G.P, hand painted and race worn.

£500 - 800  
€560 - 900



99

100

**A NIAL MACKENZIE RACE HELMET BY AGV,**

size unknown, with applied stickers for Premier Comms, Cadbury Boost and Knockhill stickers, fitted with tinted visor, race worn and signed to rear 'Nial Mackenzie #1'.

£500 - 800  
€560 - 900

101

**A LOWRY BURTON RACE HELMET BY FM FIMEZ,**

size 6 7/8, race worn with damage throughout, applied stickers for MCU Ireland approved and ACU Scrutineer, Signed Lowry Burton TT 1986 - 1989; together with a 1986 TT signed winners Sidecar A sash and TT Sidecar A Winners cap.

(3)  
£400 - 600  
€450 - 680



100

101





102

102  
**A SCRATCH BUILT SCALE MODEL OF AN AJS 7R ENGINE BY MOTO MINIATURES, OFFERED FOR SALE ON BEHALF OF THE JOAN SEELEY PAIN RELIEF MEMORIAL TRUST,**

an accurate 40% scale, finely detailed model based on measurements taken from original parts and engineering drawings. Cast in high-polymer resin and constructed from over 150 individual components with stainless steel fixings. Hand-finished and painted. Approximately 28cm high, mounted on a wooden display base with Perspex display case. For more information, please visit [moto-miniatures.com](http://moto-miniatures.com).

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

**£600 - 1,000**  
**€680 - 1,100**

103  
**THE WAKEFIELD BMCRC 5-LAP SOLO HANDICAP CUP, 1928,** won by Bill Lacey on October 6th against Eric Fernihough in the 'All Comers up to 1,000cc' race. The twin handled silver cup by Skinner & Co, Old Bond Street, hallmarked London 1913, inscribed with race details and 'Won By C W G Lacey Speed 107.10mph. Presented By Sir Charles Wakefield, Bart.' Complete with wooden base, 24cm (9.5in) in height, and complete with Bill's copy of the 1928 BMCRC Season's Awards.

**£800 - 1,200**  
**€900 - 1,400**

Formerly part of The Bill Lacey Collection, lot 142 at Bonhams Autumn Stafford Sale, 14 October 2004.



103

104  
**TWO FINE 1957 MANX GRAND PRIX TROPHIES, AWARDED TO W. ALAN HOLMES, FOR WINNING BOTH THE 1957 JUNIOR AND SENIOR RACE ABOARD THE NORTON,**

each solid silver hallmarked Birmingham, 1957, Sterling Silver, approximately 20cm in height, formed as a silvered model of the Globe and surmounted by a Goddess of Speed, the whole on plinth base with applied Borough of Douglas coat of arms, applied map of the Island and silver applied winners plaque with the following inscriptions: 1957 1st Senior Race W.A Holmes, 91.43 mph; 1957 1st Junior Race W.A Holmes, 89.13 mph.

Isle of Man Senior/Junior double victories are rare indeed, but Alan Holmes's achievement at the Manx Grand Prix in 1957 is all the more remarkable for being the first by a Manxman. He was awarded the Lady Hill Rose Bowl for the best performance by a Manxman in 1957.

Born and bred in Castletown on the island's south coast, Alan Holmes began his racing career in 1953 with a first-time-out win at Andreas Airfield. That same year he also contested the Clubman's TT and the Junior and Senior MGP races, with a best result of 3rd in the Clubman's. Alan's 1955 season was the first to hint of his potential, yielding a 2nd place in the Junior Manx, while in 1956 he picked up a 3rd place finish in the Senior MGP.

His MGP achievements in 1957 earned Alan a brace of 'works' Nortons for the 1958 season, riding alongside New Zealander Keith Campbell, the reigning 350cc World Champion. Sadly, Alan's racing career was prematurely terminated by injuries sustained in a crash at Oulton Park at the end of the season.

**£2,000 - 3,000**  
**€2,300 - 3,400**



W. Alan Holmes being awarded his MGP Junior trophy



W. Alan Holmes being awarded his MGP Senior trophy



W. Alan Holmes winning the double





105

105  
**AN ISLE OF MAN TT REPLICA TROPHY, AWARDED TO MIKE HAILWOOD,**  
 mounted on a plastic base, with applied plaque inscribed 'Auto Cycle Union, 1979, Senior Race 5th, M. Hailwood, 106-06 M.P.H. Ducati'.

£2,000 - 3,000  
 €2,300 - 3,400



106

106  
**AN ISLE OF MAN TT SILVER REPLICA TROPHY AWARDED TO M. HAILWOOD,**  
 mounted on a wooden base, with applied plaque inscribed 'Auto-Cycle Union, 1958, Lightweight Race, 3rd, M. Hailwood, 74-30 M.P.H. NSU. Caduceus detached from trophy.

£1,000 - 2,000  
 €1,100 - 2,300



107

107  
**AN ISLE OF MAN TT SILVER REPLICA TROPHY AWARDED TO A. J. BELL,**  
 mounted on a wooden base, with applied plaque inscribed 'Auto-Cycle Union, 1948 T.T. Races, Junior Race, 3rd, A. J. Bell, 78.907 M.P.H.

£400 - 800  
 €450 - 900

# MOTORCYCLES

Day 1

Saturday 21 April 2018 at 14.30

Lots 108 - 168

Further images of each lot can be found at:  
[www.bonhams.com/24494](http://www.bonhams.com/24494)

## THE TAN HOUSE COLLECTION

The following 61 machines have been acquired by their collector owner over the past three decades and have been standing for some time. Accordingly, all will require an element of restoration or recommissioning to a greater or lesser extent. As with all Lots in the Sale, they are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

108

## C.1913 INDIAN 7HP BIG TWIN MOTORCYCLE COMBINATION

Registration no. DS 9701

Engine no. 92E870

- Imported in 1992
- An older restoration
- Pioneer Certificate (copy) on file



Oscar Hedstrom and Oliver Hendee, both active in the cycle racing world, got together to found the Hendee Manufacturing Company and build the first prototype Indian motorcycle in 1901. That first machine was powered by a single-cylinder, 'F-head' (inlet over exhaust) engine that formed part of the 'diamond' frame, in the Indian's case it sloped rearwards to act as the seat tube. An advanced feature in motorcycling's early, pioneering days, chain drive was used by Indian right from the start.

The Indian single proved immensely successful and provided the basis for the first of the powerful, large-capacity v-twins for which the marque is best remembered. Indian's first, 38.61cu in (633cc) v-twin appeared in 1907 with an engine clearly derived from that of the single, though mechanical inlet valves - introduced for 1908 - were an early improvement. The twin's rear cylinder continued to form part of the frame until 1909 when a loop frame of the type favoured by rivals Harley-Davidson was adopted. The Springfield company's first 'Big Twin' debuted that same year displacing 60.32cu in (988cc).

In 1911 Indian broke new ground yet again with their ohv four-valves-per-cylinder racers, and then in 1913 the Big Twin was up-dated with Indian's innovative, leaf-sprung, swinging-arm frame. At the end of 1915 the Big Twin (by this time equipped with a three-speed countershaft gearbox and displacing 998cc) was superseded by a new 'flat head' v-twin - the Powerplus - thus bringing to an end a noble line.

This Indian motorcycle combination was imported and/or first registered in the UK in 1992 and acquired by the current vendor in April 2014. An older restoration, it has deteriorated since and now requires further refurbishment. The machine's mechanical condition is not known and thus it is sold strictly as viewed. It comes with a large history file containing a substantial quantity of photocopied historical and technical literature; a selection of 'as found' and post-restoration photographs; parts list; an old-style V5 (part); expired MoT (1993); current V5C; and a photocopied Pioneer Certificate (number '1378') issued January 1993.

**£16,000 - 22,000**

**£18,000 - 25,000**

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

109

## C.1913 MATCHLESS 8HP

Registration no. AE 628

Frame no. A177

Engine no. 8056/1805

- *Rare early Matchless v-twin*
- *Colliers & Son (Matchless) engine*
- *An older 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.

For 1913, there were no fewer than six different models on offer ranging from 3½hp to 8hp in nominal rating. This had been reduced to three for the following year: one of 3½hp and two of 8hp, one of which was fitted with a Matchless engine and the other a proprietary MAG. The latter was typed '8B' and later would form the basis for the legendary Model H.

An older restoration, this rare early Matchless has the company's own engine marked 'Colliers & Son'. Its mechanical condition is not known and thus the machine is sold strictly as viewed. Accompanying documentation consists of an old-style continuation logbook (1971), expired MoT (1992), and an old-style V5 registration document in the name of Walter 'Wally' Flew, who acquired the Matchless in January 1989.

**£10,000 - 14,000**

**€11,000 - 16,000**

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

110

## 1926 NORTON 490CC MODEL 16H

Registration no. TW 5794

Frame no. 24854

Engine no. 32094

- *Acquired 2014*
- *Vintage era example*
- *Patinated*
- *Offered with V5C*



Having hitherto relied on proprietary engines, Norton introduced its own in 1907. The long-stroke sidevalve single displaced 633cc and the new model it powered became known as the 'Big 4'. Smaller capacity versions followed and in 1911 the 500 adopted the classic 79x100mm bore and stroke dimensions which would characterise the half-litre (actually 490cc) Norton for the next 50 years. The 490cc engine was revised for 1914 and in 1921 the Model 16, as it had become known, received a new lower frame, becoming the 16H. Norton's trusty sidevalve would be continuously updated for the next 30-plus years, many seeing service with Allied forces in WW2, before taking its final bow in 1954.

Acquired by the current vendor in April 2014, this Vintage-era Model 16H appears to be an older restoration. However, its mechanical condition is not known and thus the machine is sold strictly as viewed. Accompanying documentation consists of an expired tax disc (1974) and a current V5C.

**£8,000 - 12,000**

**€9,000 - 14,000**

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

111

### 1927 TRIUMPH 494CC MODEL P

Registration no. AJH 572A (no documents, status unknown)

Frame no. 944668

Engine no. 249126 CMT

A landmark machine in the development of the motorcycle in Britain, Triumph's Model P debuted at the 1924 Motor Cycle Show. A no-frills, sidevalve-engined model, the newcomer was priced at £42 17s 6d, at which level it undercut every other 500cc machine then on sale in the UK. The first batch manufactured was not without its faults, but once these had been sorted the Model P was a runaway success. Output from Triumph's Priory Street works was soon running at an astonishing 1,000 machines per week, and the Model P's arrival undoubtedly hastened the demise of many a minor manufacturer. Production continued until the decade's end, by which time the Model P had spawned a number of derivatives - models N, Q and QA among them - and lost penny-pinching features such as its guide-less valves and bicycle-type front brake.

An older restoration, this Model P features an ML magneto, Miller lighting, and a Lucas bulb horn. Its mechanical condition is not known and thus the machine is sold strictly as viewed. There are no documents with this Lot. Prospective purchasers should satisfy themselves with regard to its registration status prior to bidding.

**£4,000 - 5,000**

**€4,500 - 5,600**



112

### 1927 TRIUMPH 277CC MODEL W DELUXE

Registration no. DS 7529

Frame no. 612398

Engine no. 402137

While the mainstay of Triumph's range throughout the mid-to-late 1920s was the ubiquitous 3½hp Model P and its many derivatives, there were some interesting offerings in other capacities. The little two-stroke Junior had gone in 1925 but before then it had been joined by the LS, an advanced 350cc sidevalve of unitary construction. Sales of the latter were sluggish however, prompting a switch from such expensive products to simpler and cheaper alternatives. The first of these was the Model P, which arrived in 1925, and the second the 277cc Model W, which was as big an engine Triumph could build while keeping the resulting machine within the favourable taxation class that limited weight to 220lbs. Introduced for 1927, the Model W changed little for the next couple of years, becoming the WS in 1930 when it adopted the fashionable saddle tank, and was dropped when the 1931 range was announced. Apparently a relatively recent restoration, this Model W should respond well to re-commissioning. However, its mechanical condition is not known and thus the machine is sold strictly as viewed. Offered with an old-style V5 (issued January 1987) and an expired MoT (1994).

**£2,800 - 3,800**

**€3,200 - 4,300**

**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 completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



113  
**1928 AJS 248CC MODEL K12**  
Registration no. KP 1335  
Frame no. A120737  
Engine no. 120737

Originally manufacturers of proprietary engines, A J Stevens Ltd, of Wolverhampton, introduced its first complete motorcycle in 1911. The first AJS was a single-cylinder sidevalve-engined lightweight displacing 292cc that came in two versions, one with direct belt drive (Model A), the other (Model B) having a two-speed countershaft gearbox, an advantage enjoyed by few contemporary rivals. The company first entered the Isle of Man TT in 1911, making an historic breakthrough in 1914 when it won the Junior event, the first such victory by a single-cylinder machine. From then onwards, the 2¾hp (350cc) sidevalve-engined model remained a fixture of the AJS range. Capitalising on its success, for 1928 the firm introduced a sidevalve '250' built along similar lines: the K12, 'K' being the letter code for 1928. Weighing 191lbs, the K12 qualified for reduced toad tax and cost £39 17s 6d. It continued for 1929 as the M12 but was missing from the 1930 line-up, its place being taken an all-new overhead-valve '250' - the R12 - and thus is one of the rarer Vintage-era AJS models. This AJS K12 appears to be an older restoration. However, its mechanical condition is not known and thus the machine is sold strictly as viewed. Offered with a current V5C Registration Certificate.

**£3,800 - 4,800**  
**€4,300 - 5,400**  
**No Reserve**



114  
**1923 AJS 2¼HP**  
Registration no. NM 3518  
Frame no. 31475  
Engine no. 31475

Originally manufacturers of proprietary engines, A J Stevens Ltd, of Wolverhampton, introduced its first complete motorcycle in 1911. The first AJS was a single-cylinder sidevalve-engined lightweight displacing 292cc that came in two versions, one with direct belt drive (Model A), the other (Model B) having a two-speed countershaft gearbox, an advantage enjoyed by few contemporary rivals. The company first entered the Isle of Man TT in 1911, making an historic breakthrough in 1914 when it won the Junior event, the first such victory by a single-cylinder machine. From then onwards, the 2¾hp (350cc) sidevalve-engined model remained a fixture of the AJS range. Light in weight (around 200lbs) robust and adequately powerful, the model is widely regarded as one the finest of early Vintage sports machines. An older restoration, this AJS 2¾hp was acquired by the current vendor in April 2014 and is offered with an expired tax disc (1988) and a V5C document listing a different engine number and assumed incorrect date of manufacture. The machine's mechanical condition is not known and thus it is sold strictly as viewed.

**£3,200 - 4,500**  
**€3,600 - 5,100**  
**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 completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

115

**C.1929 BSA 250CC MODEL B29 DE LUXE**

Registration no. not registered

Frame no. B50795

Engine no. B11311

A top-selling model for BSA in the 1920s, the versatile Model B, or 'Round Tank' as it came to be known, was used by just about every tradesman whose job required cheap personal transport. Popular with learners - the fact that the gearbox had only two speeds and that both brakes operated on the rear wheel were attributes guaranteed to reassure novices - the reliable 250 sidevalve provided many with their first motorcycling experience. Advanced features, for a lightweight, included all-chain drive and pumped lubrication, though the traditional sight feed and auxiliary hand pump were retained. In 1926 a three-speed version - identifiable by its black tank - was added to the range. Reverting to BSA's traditional green finish the following year, the Model B was available in three-speed form only, although there were now two versions: 'Standard' and 'De Luxe', the latter boasting a wedge-shaped tank. Apparently an older restoration, this circa 1929 example features the saddle tank introduced in 1928 and has the three-speed gearbox with hand change. Its mechanical condition is not known and thus the machine is sold strictly as viewed. Offered with purchase receipt (March 1994). There is no registration document with this Lot.

**£2,800 - 3,500**

**€3,200 - 3,900**

**No Reserve**



116

**C.1928 BSA 249CC MODEL B28 DE LUXE**

Registration no. OP 1205 (no documents, status unknown)

Frame no. none visible

Engine no. B40513W

A top-selling model for BSA in the 1920s, the versatile Model B, or 'Round Tank', was used by just about every tradesman whose job required cheap personal transport. Popular with learners - the fact that the gearbox had only two speeds and that both brakes operated on the rear wheel were attributes guaranteed to re-assure novices - the reliable 250 sidevalve provided many with their first motorcycling experience. Advanced features, for a lightweight, included all-chain drive and pumped lubrication, though the traditional sight feed and auxiliary hand pump were retained. In 1926 a three-speed version - identifiable by its black tank - was added to the range. Reverting to BSA's traditional green finish the following year, the Model B was available in three-speed form only, although there were now two versions: 'Standard' and 'De Luxe', the latter boasting a wedge-shaped tank. Marginally heavier and slightly more expensive, the De Luxe was the only Model B offered in 1928. This Model B De Luxe appears to be an older restoration. However, its mechanical condition is not known and thus the machine is sold strictly as viewed. There are no documents with this Lot. Prospective purchasers should satisfy themselves with regard to its registration status prior to bidding.

**£2,200 - 3,000**

**€2,500 - 3,400**

**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.

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



117  
**1927 BSA 493CC MODEL S27**  
Registration no. SV 4530  
Frame no. H4592  
Engine no. M10079

The first motorcycles made by the Birmingham Small Arms Company in the early 1900s used proprietary engines such as the Belgian Minerva, and it was not until 1910 that the firm introduced a BSA designed and built machine. The first model to feature the marque's distinctive green and cream tank colours was a 499cc (3½hp) side-valve single, which was soon complemented by a 557cc (4¼hp) long-stroke version, built initially with single-speed belt drive transmission and later on with a three-speed countershaft gearbox in the case of the Model K, to which the Model H added chain final drive. BSA continued to offer a comprehensive range of sidevalve models in all capacities well into the 1920s, and despite the introduction of modern, overhead-valve models, such as the 'Sloper', to its line-up. Featuring the altered frame, restyled fuel tank, larger front brake, and lower seating position - all new for the 1927 model year - this Model S27 was priced at £45 (without lamps and horn) when new. The machine appears to be an older restoration. However, its mechanical condition is not known and thus it is sold strictly as viewed. Offered with an old-style V5 and an expired MoT and tax disc (1994).

**£4,500 - 6,500**  
**€5,100 - 7,300**



118  
**C.1924 BSA 349CC MODEL L**  
Registration no. not registered  
Frame no. 11177  
Engine no. 15989

The Birmingham Small Arms Company first experimented with powered two-wheelers in the latter years of the 19th Century and then again in 1905. These first motorcycles made by BSA used proprietary engines such as the Belgian Minerva, and it was not until 1910 that the firm introduced a BSA designed and built machine. Introduced for 1923, the Model L, as it would come to be known, is noteworthy as BSA's first production motorcycle to have overhead valves. Complementing this new 349cc sports model was an otherwise similar sidevalve version sharing essentially the same cycle parts. 'To the sporting solo rider who asks for a "go anywhere" mount, its records in the Scottish Six Days' Trial and the International Trials in Sweden in 1923 stand as recommendation,' stated Pitman's Book of the BSA, reviewing the sidevalve version of the Model L. This sidevalve Model L appears to be an older restoration. However, its mechanical condition is not known and thus the machine is sold strictly as viewed. There are no documents with this Lot.

**£3,800 - 5,000**  
**€4,300 - 5,600**  
**No Reserve**



All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

119

**1925 AJ'S 2¾HP**

Registration no. SV 5891

Frame no. 55211

Engine no. 55211

Originally manufacturers of proprietary engines, A J Stevens Ltd, of Wolverhampton, introduced its first complete motorcycle in 1911. The first AJ'S was a single-cylinder sidevalve-engined lightweight displacing 292cc that came in two versions, one with direct belt drive (Model A), the other (Model B) having a two-speed countershaft gearbox, an advantage enjoyed by few contemporary rivals. The company first entered the Isle of Man TT in 1911, making an historic breakthrough in 1914 when it won the Junior event, the first such victory by a single-cylinder machine. From then onwards, the 2¾hp (350cc) sidevalve-engined model remained a fixture of the AJ'S range. Light in weight (around 200lbs) robust and adequately powerful, the model is widely regarded as one the finest of early Vintage sports machines. An older restoration, this AJ'S 2¾hp is offered with an expired MoT (October 1996) and an old-style V5 registration document showing that the last registered keeper acquired it in September 1995 (the '1923' manufacturing date quoted is assumed to be a clerical error). Its mechanical condition is not known and thus the machine is sold strictly as viewed.

**£3,200 - 4,500**

**€3,600 - 5,100**

**No Reserve**



120

**C.1921/1924 DOUGLAS 2¾HP**

Registration no. FJ 1607

Frame no. 50162

Engine no. 65605 (see text)

In its publicity announcing the 1924 models Douglas claimed that 'well over 75,000 Douglas 2¾hp machines are giving satisfaction every day to their owners.' No need was seen for major changes: 'For many years now it has not been found necessary to alter the main design, which incorporated the vibrationless twin-cylinder engine, because, as a mount world famous for economy, ease of control and great comfort, it had withstood the buffeting and battering of every clime since 1908, under all conditions, in the hands of riders of both sexes and all ages.' This early Vintage-era Douglas has a 350cc sidevalve engine of the fixed head type with outside flywheel and magneto ignition. The transmission comprises chain primary drive to a two-speed gearbox with belt final drive. The front fork is of the side-spring type with stirrup front brake, while rear wheel retardation is achieved by a v-block belt-rim brake. The frame number is that of a 1921 model, while the engine dates from 1924. 'FJ 1607' appears to be an older restoration. However, the machine's mechanical condition is not known and thus it is sold strictly as viewed. Offered with an old-style V5 registration document (recording a different engine number).

**£3,500 - 4,500**

**€3,900 - 5,100**

**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 completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



121

**C.1929 RALEIGH 350CC SPORTS**

Registration no. WE 1430

Frame no. 333198

Engine no. OHV381

Britain's best-known and longest-lived bicycle maker, Raleigh also manufactured motorcycles from 1899 to 1905, and from 1919 to 1933. More recently, the Nottingham company offered a range of mopeds plus a scooter in the late 1950s/1960s. During the 1920s the Raleigh range expanded to include machines of a wide variety of capacities and types, ranging from a 175cc unitary construction lightweight to a hefty 998cc v-twin. Traditionally, trials had been Raleigh's favoured area of motorcycle competition, but in 1928 the firm entered the Isle of Man Senior TT with a team of new 495cc overhead-valve long-stroke singles, one of which finished 8th, a creditable first effort. Raleigh fared less well the following year but returned in 1930 with redesigned overhead-valve racers, Johnny Duncan finishing 5th in the Junior and Jack Williams (father of Peter) 10th in the Senior respectively. Overseas results that year were even better, OHV Raleighs winning the Austrian and Argentine Grands Prix. There was the customary 'TT Replica' spin-off for road riders available from 1929, this model being Raleigh's first with foot-operated gearchange. This rare overhead-valve Raleigh appears to be an older restoration. However, its mechanical condition is not known and thus the machine is sold strictly as viewed. Accompanying paperwork consists of an expired MoT (1998) and an old-style V5 document showing that the last registered keeper had owned 'WE 1430' since at least June 1978.

**£4,500 - 6,000**

**€5,100 - 6,800**



122

**1932 RALEIGH 298CC MO32 SLOPER**

Registration no. UVS 465

Frame no. 028091

Engine no. 3311

Britain's best-known bicycle maker, Raleigh also manufactured motorcycles from 1899 to 1905, and from 1919 to 1933. More recently, the Nottingham company offered a range of mopeds plus a scooter in the late 1950s/1960s. During the 1920s Raleigh's line-up expanded to include machines of various capacities, both sidevalve and overhead-valve engines, ranging from a 175cc unit-construction lightweight to a hefty 998cc v-twin. With inclined engines becoming all the rage, Raleigh climbed aboard the bandwagon in 1931, launching a new range of 'slopers', one of which was the 298cc sidevalve-engined Model MO, as seen here. This machine is one of the last Raleigh motorcycles made, as the firm ceased producing powered two-wheelers at the end of 1933. This rare 1930s Raleigh appears to be an older restoration. However, its mechanical condition is not known and thus the machine is sold strictly as viewed. Accompanying paperwork consists of an old-style V5 document showing that the last registered keeper acquired the Raleigh in August 1998. It appears to have sold on 27th March 2000.

**£3,500 - 4,500**

**€3,900 - 5,100**

**No Reserve**



All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

123

### 1932 NEW IMPERIAL 247CC MODEL 30

Registration no. XAS 870

Frame no. 102/1929

Engine no. 112/26993/30

Builder of the last British-made machine to win the Lightweight 250 TT, New Imperial was unsurpassed for innovation during the 1930s, with models featuring pivoted fork rear suspension and unitary construction of engine and gearbox. Introduced for 1933, the unitary construction Model 30 was based on the earlier 148cc Model 23 and featured helical primary drive gears, pushrod overhead valves, and coil ignition. Production continued until 1936. A relatively recent restoration, this New Imperial Model 30 was acquired by the current vendor in June 2012. However, its mechanical condition is not known and thus the machine is sold strictly as viewed. Accompanying documentation consists of two MoTs (most recent expired June 2012), a V5C Registration Certificate, and a quantity of New Imperial Owners Association correspondence and literature including a dating certificate. The machine also comes with a reproduction Spare Parts Booklet and Pitman's 'Book of the New Imperial' (two copies and CD-ROM). It should be noted that a clerical error has resulted in the frame number being incorrectly recorded in the V5C.

£3,200 - 4,200

€3,600 - 4,700

No Reserve



124

### C.1939 ROYAL ENFIELD 346CC MODEL C

Registration no. NSV 693

Frame no. C15646

Engine no. 13285

Royal Enfield of Redditch manufactured a range of bewildering and fast-changing variety in the 1930s. 'Slopers' with inclined engines were a feature of the decade's early years, and then in 1936 a revised range with vertical engines began to be phased in, establishing the pattern for Enfield singles for the next 25 years. The first of these new machines were the overhead-valve models G (350cc) and J (500cc), both of which came with coil ignition, dry sump lubrication with oil reservoir contained with the crankcase, and four-speed foot-change gearboxes. Later in the year the line-up expanded with the arrival of the basically similar 250cc overhead-valve S2 and 350cc sidevalve Model C. Alongside the overhead-valve CO, the Model C was supplied to Allied forces in WW2, but was not revived after the war. This Model C appears to be an older restoration. However, its mechanical condition is not known and thus the machine is sold strictly as viewed. Accompanying documentation consists of an old-style V5 registration document (top half only) showing that the last registered keeper acquired the machine in September 1985.

£1,800 - 2,400

€2,000 - 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 completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



125



127



126



128

125

#### **C.1915 TRIUMPH 225CC JUNIOR**

Registration no. not registered Frame no. 2572022 Engine no. 88910  
The first Triumph motorcycle of 1902 used a Belgian Minerva engine, but within a few years the Coventry firm - originally a bicycle manufacturer founded by German immigrants Siegfried Bettman and Maurice Schulte - was building its own power units. One of Triumph's new introductions for 1914 was the Junior: a 225cc two-stroke single. Weighing only 129lb, the Junior featured chain-cum-belt transmission and a two-speed gearbox - the latter being an unusual feature among contemporary lightweights - but there was no clutch and the machine was push-started. Known as the 'Baby' Triumph by the motorcycling public, the Junior resumed production after The Great War and was last catalogued for 1922. This Triumph Junior appears to be an older restoration. However, its mechanical condition is not known and thus the machine is sold strictly as viewed. There are no documents with this Lot.

**£3,000 - 4,000**

**€3,400 - 4,500**

**No Reserve**

126

#### **1923 RALEIGH 2 3/4 HP**

Registration no. not registered Frame no. 8043 Engine no. M8127  
Britain's best-known bicycle maker, Raleigh also manufactured motorcycles from 1899 to 1905, and from 1919 to 1933. More recently, the Nottingham company offered a range of mopeds plus a scooter in the late 1950s/1960s. During the 1920s Raleigh's line-up expanded to include machines of various capacities, both sidevalve and overhead-valve engines, ranging from a 175cc unit-construction lightweight to a hefty 998cc v-twin. One of the mainstays was the 350cc, 2 3/4 hp model, a compact sidevalve-engined lightweight that, while not devastatingly fast 'flat out', accelerated briskly and handled well by the standards of its day. This Vintage-era Raleigh appears to be an older restoration. However, its mechanical condition is not known and thus the machine is sold strictly as viewed. There are no documents with this Lot.

**£3,000 - 4,000**

**€3,400 - 4,500**

**No Reserve**

127

#### **C.1922 TERROT LIGHTWEIGHT**

Registration no. not registered Engine no. 1453  
Like many of his cycle industry contemporaries, Charles Terrot turned to powered transport towards the end of the 19th Century, and by the early 1900s his Dijon factory was making not only bicycles but also motorcycles, quadricycles and voitures. The name 'motocyclette' had already been registered by another company, so Terrot called his first motorcycles 'motorettes'. Proprietary engines supplied by Givaudin, Dufaux, and Zédel were used for Terrot's early motorettes before the firm went on to develop its own. Previously a user of British-built JAP engines, Terrot began producing its own power units in the mid-1920s and by the decade's end had become France's largest manufacturer of motorcycles. Apparently a relatively recent restoration, this Terrot lightweight should respond well to re-commissioning. However, its mechanical condition is not known and thus the machine is sold strictly as viewed. There are no documents with this Lot.

**£1,400 - 2,000**

**€1,600 - 2,300**

**No Reserve**

128

#### **1926 FRANCIS-BARNETT 147CC MODEL 4**

Registration no. BHU 320A Frame no. 10600 Engine no. W18862  
The downturn in the motorcycle market in the early 1920s prompted F-B to switch from producing expensive, high quality machines to the more utilitarian. First seen in 1923, the first of these was the triangulated, pin-jointed, straight-tube frame models whose novel method of construction gave rise to the 'Built Like A Bridge' advertising slogan. This straight-tube 'Fanny B' is powered by the 147cc Villiers two-stroke engine. Of the three versions offered, this machine is an example of the medium-price (£29 10s when new) model equipped with clutch, two-speed gearbox and kick-starter. Offered for restoration and sold strictly as viewed, the machine comes with a letter from the Francis-Barnett factory, an expired MoT (1989), and old RF60 and V5 documents. It should be noted that the registration shown on the machine is assigned to another vehicle and thus no longer available.

**£1,400 - 1,800**

**€1,600 - 2,000**

**No Reserve**

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



129



131



130



132

129

### C.1924 LE GRIMPEUR MOTO LÉGÈRE

Registration no. not registered Engine no. 8596  
According to Tragatsch, French make Le Grimpeur (The Climber) 'produced a variety of machines from 98cc two-strokes to big V-twins with engines made by MAG, JAP, Aubier-Dunne, Stainless, Chaise, etc. Another French factory, Dresch, bought Le Grimpeur in the late 1920s'. Tragatsch dates Le Grimpeur's origin to circa 1900, though this is disputed by some sources, which claim that it originated in 1924. It would appear that Dresch kept the brand going post acquisition. The rare French 'Moto Légère' (Lightweight Motorcycle) offered here is powered by a single-cylinder two-stroke engine, probably of 175cc. The machine appears to be an older restoration. However, its mechanical condition is not known and thus it is sold strictly as viewed. There are no documents with this Lot.

£1,800 - 2,400

€2,000 - 2,700

No Reserve

130

### 1935 SCOTT 498CC FLYING SQUIRREL

Registration no. BFC 752 (no documents, status unknown)  
Frame no. 4941 Engine no. DPZ 4123  
Introduced in 1925, the Flying Squirrel sports model came in 498cc and 596cc capacities, the latter being the most expensive in the range. Subsequent improvements included the duplex frame and bigger brakes first seen on the works bikes in 1926, and the mag-platform Pilgrim pump adopted for the 1927 TT machines. The Flying Squirrel took on a touring role in the 1930s, being further up-dated with detachable cylinder head, Brampton forks and foot-change gearbox. This late-model Flying Squirrel has the detachable-'head, long-stroke, Replica-type engine introduced for 1933. This particular Flying Squirrel appears to be an older restoration. However, its mechanical condition is not known and thus the machine is sold strictly as viewed. There are no documents with this Lot. Prospective purchasers should satisfy themselves with regard to its registration status prior to bidding.

£3,500 - 5,000

€3,900 - 5,600

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.

131

### 1936 VELOCETTE 249CC GTP

Registration no. DPG 268 Frame no. GB5541 Engine no. GB5499  
The first machine to bear the name 'Velocette' was a two-stroke, so called to differentiate it from the larger, four-stroke Veloce model, and the type was an almost permanent fixture of the Hall Green range up until WW2. The ultimate expression of Velocette's two-stroke line - the GTP - appeared in 1930. Unlike many of its contemporaries, the GTP was not a 'built-to-a-price' utility model but a sporting lightweight of advanced design incorporating coil ignition and pumped lubrication controlled by the throttle. Early models had the three-speed hand-change gearbox, later ones the four-speed foot-change type, and all employed Velocette's characteristic slim-line clutch. This foot-change GTP appears to be an older restoration. However, its mechanical condition is not known and thus the machine is sold strictly as viewed.

£2,600 - 3,400

€2,900 - 3,800

No Reserve

132

### C.1934 BSA 249CC B34-1

Registration no. HV 4469 Frame no. B1 6805 Engine no. D2 1130  
During the 1930s BSA concentrated on producing a range of dependable, well-made, competitively priced motorcycles. In the decade's early years, the firm offered two B-series machines in the 250 class: one sidevalve, the other overhead-valve. Both featured engines having vertical cylinders and magneto ignition carried in conventional cycle parts with rigid frames and girder front forks. The gearbox was a three-speed unit with hand 'change. A higher-specification 'Blue Star' model was an addition for 1933 while a full electrical system, originally an optional extra, became standard equipment for 1934. Apparently, an older restoration, this B34-1 has been fitted with a later engine dating from 1936. However, its mechanical condition is not known and thus the machine is sold strictly as viewed. Accompanying paperwork consist of an expired MoT (1991) and an old-style V5 registration document showing that the last registered keeper acquired the BSA in October 1990.

£3,500 - 5,000

€3,900 - 5,600

No Reserve

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



133

**1933 SUNBEAM 489CC MODEL 6 LION**

Registration no. BAE 642B

Frame no. BAL35288 (see text)

Engine no. JA2340 (see text)

The first Sunbeam motorcycle - a 350cc side-valve single - left the Wolverhampton premises of John Marston, hitherto a manufacturer of finest quality enamelled goods, bicycles and - latterly - cars in 1912. Like Marston's other products, his motorcycles soon established a reputation for sound construction and exemplary finish. Sunbeam's famous 'longstroke' sidevalve engine first appeared at the 1921 French Grand Prix, scoring a debut win in the hands of Alec Bennett, and in road-going form this remarkable engine remained in production right up until WW2. A version of it powered the new-for-1931 Model 6 Lion. Introduced in the summer of 1930, the re-vamped Lion replaced the old Model 6 and featured the innovations - for Sunbeam - of a chromium-plated fuel tank and Webb-pattern girder forks. A 599cc Model 7 Lion joined the range the following year, and the two sidevalve workhorses continued in production - surviving Sunbeam's 1937 sale to AMC, re-location of production to Plumstead, and the axing of the rest of the traditional models - until the outbreak of WW2. An older restoration, this Sunbeam Lion is offered with an old-style V5 document (top half only) showing that the last registered keeper had owned it since at least 1978. It should be noted that, apparently due to clerical errors, the frame and engine numbers are incorrectly recorded. Sold strictly as viewed.

**£4,000 - 6,000**

**€4,500 - 6,800**



134

**C.1937 NORTON 490CC MODEL 18**

Registration no. EFC 925 (no documents, status unknown)

Frame no. 58079

Engine no. 72844

After debuting on the racetrack, a road-going version of Norton's new overhead-valve roadster - the Model 18 - was catalogued for 1923, quickly establishing a reputation for both speed and reliability. The Model 18 retained its essentially Vintage characteristics until 1931 when the range was extensively redesigned, dry-sump lubrication and a rear-mounted magneto being standardised. There were numerous improvements made to the engine throughout the 1930s, while Norton's own four-speed foot-change gearbox replaced the old Sturmey Archer in 1935. This Model 18 appears to be an older restoration. However, its mechanical condition is not known and thus the machine is sold strictly as viewed. There are no documents with this Lot. Prospective purchasers should satisfy themselves with regard to its registration status prior to bidding.

**£4,000 - 5,000**

**€4,500 - 5,600**



All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

135

**1938 BSA 496CC M20**

Registration no. FHU 209

Frame no. KM20 101

Engine no. 120639 WM20B (see text)

The creation of Val Page, BSA's new singles range debuted in 1937. Intended mainly for the sidecar man, the two biggest sidevalve models were the 496cc M20 and the 596cc M21, both of which came with rigid frames, girder forks, and four-speed, hand-change gearboxes. Ruggedly built and endowed with copious low-speed pulling power, both models were highly successful in their intended role, and many did sterling service as despatch riders' mounts with Allied forces during WW2. Production of the M20 ceased in 1955 while the M21 lasted until the end of 1958, though it remained available to special order until 1963. Its frame number – 'KM20 101' – indicates that this M20 is the first 1939 model completed. An older restoration, 'FHU 209' has been fitted with the engine from a wartime M20. Its mechanical condition is not known and thus the machine is sold strictly as viewed. Accompanying paperwork consists of an old-style V5 registration document showing that the last registered keeper acquired the BSA in May 1984.

**£2,400 - 3,000**

**€2,700 - 3,400**

**No Reserve**



136

**1938 RUDGE 245CC RAPID**

Registration no. EOF 311

Frame no. 63128

Engine no. A1486 (see text)

Motorcycle manufacturers from 1910 to 1939, Rudge were renowned for their championing of the four-valves-per-cylinder engine layout, employing it for the first time on a 250 in 1932. The Rudge 250 was unusual for its day in having coil rather than magneto ignition, though the latter became optional later. A two-valve Tourist 250 joined the range for 1935; becoming the Rapid the following year when the model adopted the marque's characteristic coupled brakes. With the deletion of the four-valver, the Rapid became the sole 250 (a Sports version with high-level exhaust was added for 1938) and the only Rudge to retain the left-side gear pedal to the end. This Rudge Rapid appears to be an older restoration. However, its mechanical condition is not known and thus the machine is sold strictly as viewed. Accompanying documentation consists of an old-style V5 registration document, expired MoT (1992), and an old-style continuation logbook (1949) recording a change of engine. The machine also comes with a 1937 Rudge brochure and an instruction manual.

**£3,500 - 4,500**

**€3,900 - 5,100**

**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 completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



137



139



138



140

137

**1939 AJS 245CC MODEL 22**

Registration no. NM 3518 (no documents, status unknown)  
 Frame no. X597 Engine no. 39/22 5255A  
 The Model 22 was one of two new AJS overhead-valve machines introduced for 1935 (the other being the 348cc Model 26) both of which featured a vertical cylinder, twin-port cylinder head, and forward-mounted magneto. Enclosure of the valve gear had arrived by 1936 and a single-port 'head - standard on the competition version - became available later. Production continued until 1940. This handsome twin-port Model 22 appears to be an older restoration. However, its mechanical condition is not known and thus the machine is sold strictly as viewed. There are no documents with this Lot. Prospective purchasers should satisfy themselves with regard to its registration status prior to bidding.

**£2,400 - 3,400**

**€2,700 - 3,800**

**No Reserve**

138

**1939 FRANCIS-BARNETT 249CC CRUISER**

Registration no. LVS 625 Frame no. JB38826 Engine no. UU1096  
 Francis-Barnett's experience in the production of pressed-steel car components resulted in yet another innovative model in 1933: the partially enclosed Cruiser, which would be produced up to 1940. The frame combined a forged 'down-tube' beam with channel-section pressings and pressed-steel bladed forks, while other notable features included built-in leg shields, deeply valanced mudguards, and detachable engine/gearbox covers. Although of modest performance - top speed was barely more than 50mph - the Cruiser provided better-than-average weather protection for those who enjoyed touring at a relaxed pace. Formerly part of the Stondon Museum collection, this F-B Cruiser was acquired by the current vendor in April 2015. 'LVS 625' appears to be an older restoration. However, its mechanical condition is not known and thus the machine is sold strictly as viewed. Offered with an old purchase receipt (1993) expired MoT (1993), and a V5C Registration Certificate.

**£1,300 - 1,800**

**€1,500 - 2,000**

**No Reserve**

139

**C.1942 ARIEL 346CC W/NG PROJECT**

Registration no. EBD 822 (no documents, status unknown)  
 Frame no. XG57419 Engine no. BH17625  
 By 1930 the engine of Ariel's Val Page-designed single-cylinder range had gained a rear-mounted magneto and its distinctive timing cover, and this basic design - frequently revised - would last well into the post-war era. For the 1936 season the Standard models were dropped and two new overhead-valve De Luxe models introduced: When WW2 broke out, existing stocks of Ariel motorcycles (and those of other makes) were requisitioned for allocation to the British Armed Forces, pending the development of a military version of the 350 single, designated 'W/NG', which first appeared in 1940. There are no documents with this W/NG, which is offered for restoration and sold strictly as viewed. Its mechanical condition is not known. Prospective purchasers should satisfy themselves with regard to this machine's registration status prior to bidding.

**£1,600 - 2,200**

**€1,800 - 2,500**

**No Reserve**

140

**C.1935 MOTOCONFORT-JAP**

Registration no. not registered Frame no. 64293  
 Engine no. B/S38882/B  
 Founded in 1923 by Charles Benoît and Abel Bardin, the French Motobécane company had become the world's largest manufacturer of mopeds and bicycles by the 1970s. Motobécane's first motorcycle, the MB1, was developed during 1923 and entered production towards the end of 1924. A 175cc single-cylinder two-stroke equipped with belt drive transmission, the MB1 sold for 1,375 Francs and was such a success that the fledgling company had to extend its factory to meet demand. In 1930, Motobécane acquired the rival Motoconfort company and continued to build motorcycles under that name at its factory in Pantin, Seine, one of which is offered here. This JAP-powered Motoconfort appears to be original and un-restored. Its mechanical condition is not known and thus the machine is sold strictly as viewed. There are no documents with this Lot.

**£1,400 - 2,000**

**€1,600 - 2,300**

**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.



141



143



142



144

141

**C.1934 NEW-MAP 100CC BMA AUTOCYCLE**

Registration no. not registered Frame no. 51365 Engine no. 21228  
The French New-Map concern built a wide variety of proprietary engined motorcycles from the 1920s into the 1960s. The marque's origins go back to the late 1890s when Joseph Martin set up a bicycle manufacturing and sub-contracting firm in Lyon, his ex-aircraft engineer son Paul being responsible for the creation of New-Map in 1926. As an established bicycle manufacturer, New-Map was able to make many of its motorcycle components in house. Production centred around lightweight motorcycles powered by Yrdal and AMC (Atelier Mécanique du Centre, Clermont Ferrand) engines. Some motorcycles were sold under the 'P. Martin' brand. Partly restored at date unknown, this rare French autocycle is offered for restoration and sold strictly as viewed. Its mechanical condition is not known. There are no documents with this Lot.

£800 - 1,200

€900 - 1,400

No Reserve

142

**C.1946 FRANCIS-BARNETT 98CC POWERBIKE AUTOCYCLE**

Registration no. GYD 496 Frame no. R686 Engine no. XXA 39870  
After WW2 Francis-Barnett became part of AMC along with James, and concentrated on the production of two-stroke powered lightweights. The semi-enclosed Powerbike autocycle first appeared in 1939 and resumed production after WW2. Like many of its fellows, the Powerbike 50 was powered by the 98cc Villiers Junior de Luxe engine, featuring single-speed transmission and auxiliary pedalling gear. The model was updated for 1948 with tubular girder forks complete with rubber-band suspension, and in 1949 received the Villiers 2F engine, a new frame, and revised fuel tank and leg shields, becoming the Powerbike 56. This Powerbike appears to be an older restoration. However, its mechanical condition is not known and thus it is sold strictly as viewed. The machine is offered with an old-style green continuation logbook incorrectly recording the make as 'Norman'. Prospective purchasers should satisfy themselves with regard to its registration status prior to bidding.

£250 - 350

€280 - 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.

143

**C.1947 NORMAN 98CC MOTOBYK AUTOCYCLE**

Registration no. YSU 603 (no documents, status unknown)  
Frame no. 81151 Engine no. XX 2986  
Norman motorcycles of Ashford, Kent exhibited its first powered two-wheelers in 1938. The Motobyk's Villiers Junior engine drove the rear wheel by chain via a clutch, an arrangement superior to the friction roller favoured by some other makes. The engine was carried in an open bicycle frame, which in the case of the deluxe version boasted Webb blade-type girder forks. Both the autocycle and the lightweight motorcycle continued when production resumed after WW2. This Norman autocycle appears to be an older restoration. However, its mechanical condition is not known and thus the machine is sold strictly as viewed. There is a tax disc in place but no other documents with this Lot. Prospective purchasers should satisfy themselves with regard to its registration status prior to bidding.

£300 - 500

€340 - 560

No Reserve

144

**1948 JAMES 98CC SUPERLUX AUTOCYCLE**

Registration no. FBL 904 (no documents, status unknown)  
Frame no. J15679 Engine no. 439/21842  
Like the mopeds of the 1950s and the definitive machine of this type - the Honda 50 - autocycles were aimed at a non-enthusiast mass market, offering simplicity of operation and, often, a degree of weather protection not enjoyed by larger and more powerful machines. A rigid-framed model fitted with tubular girder forks, the James Superlux autocycle was powered by a 98cc Villiers Junior de Luxe engine enclosed by pressed-steel panels. The model received the new Villiers 2F unit for 1950 and continued in production in this form until 1954. This James autocycle appears to be an older restoration. However, its mechanical condition is not known and thus the machine is sold strictly as viewed. There are no documents with this Lot. Prospective purchasers should satisfy themselves with regard to its registration status prior to bidding.

£200 - 300

€230 - 340

No Reserve

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



145



147



146



148

145

**1950 JAMES 98CC SUPERLUX AUTOCYCLE**

Registration no. OFO 153 Frame no. F06274 Engine no. AA44607 Autocycles were immensely popular in the years immediately following WW2, offering the prospect of affordable two-wheeled transport in a period of severe austerity. Like the mopeds of the 1950s and the definitive machine of this type - the Honda 50 - autocycles were aimed at a non-enthusiast mass market, offering simplicity of operation and, often, a degree of weather protection not enjoyed by larger and more powerful machines. A rigid-framed model fitted with tubular girder forks, the James Superlux autocycle was powered by a 98cc Villiers Junior de Luxe engine enclosed by pressed-steel panels. The model received the new Villiers 2F unit for 1950 and continued in production in this form until 1954. An older restoration, this James Superlux is offered with an old-style V5 showing that the last registered keeper acquired it in August 1995. Its mechanical condition is not known and thus the machine is sold strictly as viewed.

**£200 - 400**

**€230 - 450**

**No Reserve**

146

**MOTOBÉCANE MOBYLETTE MOPED**

Registration no. none Frame no. none visible Engine no. none visible Founded in 1923, the French Motobécane company had by the 1970s become the world's largest manufacturer of mopeds and bicycles. The firm built lightweight motorcycles before WW2 and into the early 1960s, before changes to France's licensing laws made such machines unpopular there. This change also brought about the demise of Motobécane's scooter range, leaving only the immensely successful mopeds, the first of which had appeared in 1939. The best known of these is the Mobylette, which was launched in November 1949 and would be produced in countless versions over the years. There are no documents with this Mobylette moped, which is offered for re-commissioning/restoration and sold strictly as viewed.

**£200 - 300**

**€230 - 340**

**No Reserve**

147

**VÉLOSOLEX 49CC MBK 3800 MOPED**

Registration no. none Frame no. 03922801 Engine no. 5122576 Developed in the late 1930s, the French VéloSolex first appeared in 1946, just in time to exploit the post-war boom in moped sales. In what many considered an act of Gallic eccentricity, the designers chose not to put the engine in the conventional position in the centre of the frame but above the front wheel, which the single-cylinder two-stroke motor drove via a roller. Pressure from rival manufacturers eventually forced the introduction of more conventional models but the original VéloSolex remained an immutable fixture of the range. Formerly part of the Stondon Museum collection, this example was purchased in April 2015. The machine's mechanical condition is not known and thus it is sold strictly as viewed. There are no documents with this Lot.

**£250 - 350**

**€280 - 400**

**No Reserve**

148

**VÉLOSOLEX 49CC MOPED**

Registration no. none Frame no. none visible Engine no. 4702810 Developed in the late 1930s, the French VéloSolex first appeared in 1946, just in time to exploit the post-war boom in moped sales. In what many considered an act of Gallic eccentricity, the designers chose not to put the engine in the conventional position in the centre of the frame but above the front wheel, which the single-cylinder two-stroke motor drove via a roller. Pressure from rival manufacturers eventually forced the introduction of more conventional models but the original VéloSolex remained an immutable fixture of the range. This example is offered for re-commissioning or restoration. The machine's mechanical condition is not known and thus it is sold strictly as viewed. There are no documents with this Lot.

**£150 - 250**

**€170 - 280**

**No Reserve**

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

149

### 1957 DOUGLAS 348CC DRAGONFLY

Registration no. ULL 678 (no documents, status unknown)

Frame no. 1688/6

Engine no. 1688/6

An extensively redesigned flat twin replaced Douglas's earlier models in 1955. Known as the Dragonfly, the newcomer featured a revised engine with stronger crankcase, single carburettor, alternator electrics and coil ignition. The duplex swinging-arm frame employed conventional Girling dampers in place of the preceding torsion bar set-up, while the old Radidraulic front fork was dropped in favour of an Earles-type leading-link arrangement. The large headlamp nacelle extending back to the five-gallon fuel tank was a distinctive feature, though one of dubious practical merit as the light unit did not turn with the handlebars. Douglas's final model, the Dragonfly did not receive the development it deserved, production ceasing in March 1957 following the company's take-over by Westinghouse. This Douglas Dragonfly was purchased at Bonhams' sale at the Bristol Classic Motorcycle Show in February 2012 (Lot 76). 'ULL 678' appears to be an older restoration. However, its mechanical condition is not known and thus the machine is sold strictly as viewed. There are no documents with this Lot. Prospective purchasers should satisfy themselves with regard to its registration status prior to bidding.

£3,600 - 4,600

€4,100 - 5,200

No Reserve



150

### 1961 PANTHER 645CC MODEL 120

Registration no. 128 UPD

Frame no. 27572 (see text)

Engine no. 617A462A

Post-WW2, Panther added medium-weight 250/350cc models with vertical engines to the range, but its largest models retained the inclined engine that had been around since the dawn of time. In 1959 an enlarged (to 645cc) Model 120 joined the 594cc Model 100 and the former would be the sole Panther four-stroke in the range after 1963. With their low-revving engines and limitless pulling power, the big Panthers had long been a favourite of sidecarists. The coming of the Mini in 1959 hit Panther's traditional market hard, but the Model 120 remained available until the end of production in 1968, by which time it had become the motorcycle equivalent of a living fossil. Acquired by the current vendor in April 2014, this Model 120 appears to be an older restoration. However, its mechanical condition is not known and thus the machine is sold strictly as viewed. It should be noted that the frame number is incorrectly recorded in the accompanying V5C Registration Certificate.

£3,500 - 4,500

€3,900 - 5,100

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 completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



151

**C.1950 SUNBEAM 489CC S7**

Registration no. OUA 85 (no documents, status unknown)

Frame no. S7 4328

Engine no. S8 5216

A wartime design by Erling Poppe, the Sunbeam inline twin was introduced by BSA, owners of Sunbeam Cycles Limited, in 1947. A luxury tourer inspired by the pre-war BMW, it was of advanced specification with overhead-camshaft engine, shaft drive and plunger rear suspension. The clutch housing and four-speed gearbox bolted directly to the back of the engine, which was rubber mounted in the duplex loop frame, an innovation that required a flexible joint in the exhaust system ahead of the silencer. The first S7 version was equipped with balloon tyres, a feature not carried over to the deliberately more conventional, and also lighter and cheaper, S8 introduced in 1949. The front fork and 7" brake were now standard BSA components, and there were numerous other changes made in the interests of rationalisation. Never as popular as BSA's more performance orientated models, the gentlemanly S7 and S8 remained in production until 1957. This Sunbeam S7 appears to be an older restoration. However, its mechanical condition is not known and thus the machine is sold strictly as viewed. There are no documents with this Lot. Prospective purchasers should satisfy themselves with regard to its registration status prior to bidding.

**£3,800 - 5,000**

**€4,300 - 5,600**

**No Reserve**



152

**1961 MATCHLESS 350CC MODEL G5**

Registration no. 503 PHA

Frame no. 12821

Engine no. 61/G5 2852

Associated Motor Cycles returned to the 250cc class in 1958 with a brace of all-new models. Shared by the Matchless G2 and AJS Model 14, the four-stroke, overhead-valve engine incorporated its oil tank within the crankcase and appeared to be of unitary construction, although a separate gearbox was retained. The cycle parts comprised an open, tubular steel frame, closed at the bottom by a pressed-steel channel, which was complemented by a telescopic front fork and swinging-arm rear suspension. A lightweight 350cc version arrived for 1960 and was offered as an alternative to the traditional 'heavyweight' 350s, which continued for a few more years. Typed 'Model 8' (AJS) and 'G5' (Matchless) the newcomers were virtually identical to their 250 progenitors apart from the bigger engine, Teledraulic front forks, and 18" wheels. Production of AMC's lightweight 350s ended in July 1962.

This matching-numbers Matchless G5 appears to be an older restoration. However, its mechanical condition is not known and thus the machine is sold strictly as viewed. The current vendor purchased the Matchless at Bonhams' sale of the Chichester Collection at the Bristol Classic Motorcycle Show in February 2012 (Lot 23), at which time it was described as 'last taxed in 1975'. The machine is offered with a green continuation logbook (issued 1974) and old/current V5/V5C documents.

**£1,800 - 2,600**

**€2,000 - 2,900**

**No Reserve**



All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



153



155



154



156

153  
**1953 MATCHLESS 348CC G3LS**

Registration no. NOF 328 (no documents, status unknown)  
Frame no. 91767 Engine no. 53/G3LS 20087

Weighing as much as the 500cc model from which most of them were derived but considerably less powerful, the typical British 350 of the 1950s was not likely to be anyone's first choice as a fast sports bike. Rather, these honest, workaday mounts were chosen for other reasons, chiefly their inherent strength, dependability and economy. AMC's offerings in this important market sector were the Matchless G3L and AJS Model 16, models identical in all essential respects, tank badge and magneto position excepted. A recent purchase by the vendor and last taxed in 2012, this 350 Matchless appears to be an older restoration. However, its mechanical condition is not known and thus the machine is sold strictly as viewed. There are no documents with this Lot. Prospective purchasers should satisfy themselves with regard to its registration status prior to bidding.

£2,400 - 3,400

€2,700 - 3,800

No Reserve

154  
**1955 AJS 348CC MODEL 16MS**

Registration no. JVS 891 Frame no. A34203  
Engine no. 55/16MS 26596

Associated Motor Cycles announced its post-war range of AJS and Matchless heavyweight singles in June 1945. Coded Model 16M and G3L respectively, the two 350cc models shared the same 93mm stroke as their 500cc brethren, coupled to a 69mm bore, and could be distinguished by the different magneto position: forward of the cylinder in the AJS, behind it in the Matchless. Housed in a rigid frame with Teledraulic front fork, the ruggedly built overhead-valve engine drove through a four-speed gearbox. Hairpin valve springs were adopted for 1949 and a swinging-arm frame introduced, the latter initially for export only but available in the UK from 1950, machines so-equipped being suffixed 'S'. An older restoration, this AJS 16MS is offered with its 2016 purchase receipt and a current V5C Registration Certificate. Its mechanical condition is not known and thus the machine is sold strictly as viewed.

£2,000 - 2,600

€2,300 - 2,900

No Reserve

155  
**1961 MATCHLESS 348CC G3**

Registration no. 350 APW Frame no. A78729  
Engine no. 61/G3 40239

Weighing as much as the 500cc model from which most of them were derived, but considerably less powerful, the typical British 350 of the 1950s was not likely to be anyone's first choice as a fast sports bike. Rather, these honest, workaday mounts were chosen for other reasons, chiefly their inherent strength, dependability and economy. AMC's offerings in this important market sector were the Matchless G3L and AJS Model 16, models identical in all essential respects, tank badge and magneto position excepted. Testing one of these stalwarts in 1961, Motor Cycling recorded a modest mean top speed of 76mph but found that when toured at a relaxed pace across country, an excellent 86 miles per gallon was achievable. An older restoration acquired by the vendor in June 2016, this Matchless G3 is offered with its original buff logbook and (copy) old-style V5/current V5C registration documents. Its mechanical condition is not known and thus the machine is sold strictly as viewed.

£1,800 - 2,600

€2,000 - 2,900

No Reserve

156  
**C.1960 BMW 247CC R26**

Registration no. not registered Frame no. 367536 Engine no. 367536  
BMW's first new post-war model was a single-cylinder design - the 250cc R24 - which arrived in 1948. By 1956, BMW's quarter-litre luxury lightweight had evolved into the R26 that boasted a more powerful (15bhp) engine, Earles-type leading-link front fork and a larger fuel tank among numerous improvements. Considerably more expensive than other 250s, the R26 was a relative rarity outside Germany, appealing to mature, discerning riders for whom quality of construction counted more than mere outright performance. This BMW R26 is offered for restoration and sold strictly as viewed. Its mechanical condition is not known, though it should be noted that the engine is seized. There are no documents with this Lot.

£1,000 - 1,400

€1,100 - 1,600

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 completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



157



159



158



160

157

**C.1961 EXCELSIOR 98CC CONSORT**

Registration no. 725 CYY (no documents, status unknown)  
Frame no. SC9-1371 Engine no. 606B 14538

Excelsior's Consort first appeared in 1953 as the F4, with Villiers 4F engine and two-speed gearbox, changing to the 6F unit for 1956 when a plunger-suspended version joined the range. The Consorts continued in production until the end of 1957 when they were replaced by the new Consort CA8. A year-or-so later a rigid-framed (F4F) version was reintroduced and the two Consorts continued until the rigid model was dropped in 1963, to be followed a year later by the swinging-arm type. This Excelsior Consort appears to be an older restoration. However, its mechanical condition is not known and thus the machine is sold strictly as viewed. There are no documents with this Lot. Prospective purchasers should satisfy themselves with regard to its registration status prior to bidding.

**£500 - 900**  
**€560 - 1,000**  
**No Reserve**

158

**1955 FRANCIS-BARNETT 197CC FALCON MODEL 70**

Registration no. OBT 878 Frame no. VM/73441  
Engine no. 376A/34508

After WW2 Francis-Barnett concentrated on the production of lightweight two-strokes powered firstly by Villiers engines, though from 1957 AMC's own power units were fitted to many models. First introduced for 1949, the Falcon used the Villiers 6E 197cc engine, which was housed in a rigid frame with telescopic front fork. In August 1951 the Falcon (together with the 122cc Merlin) was upgraded with swinging arm rear suspension that used dampers of F-B's own manufacture. The model continued in this form up to 1954, latterly with the Villiers 8E engine, when a new frame featuring central enclosure and a dual seat was introduced. An older restoration, this Model 70 Falcon is offered with an old-style V5 dating from November 1988. Its mechanical condition is not known and thus the machine is sold strictly as viewed. It should be noted that the engine is seized.

**£400 - 600**  
**€450 - 680**  
**No Reserve**

159

**1956 JAMES 98CC COMET**

Registration no. NSL 319 Frame no. 56L1/1266  
Engine no. 652A 13887

James' first post-war models were the ML, a 122cc Villiers-engined machine derived from a successful military design, and an auticycle. 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 deluxe (battery) models were offered. The current vendor purchased this James Comet at Bonhams' sale at the Bristol Classic Motorcycle Show in February 2012 (Lot 84). The machine appears to be an older restoration. However, its mechanical condition is not known and thus it is sold strictly as viewed. Accompanying documentation consists of a V5C Registration Certificate, SORN acknowledgement letter, and an expired MoT (January 2008). It should be noted that the engine has been changed (see V5C).

**£400 - 600**  
**€450 - 680**  
**No Reserve**

160

**C.1960 ARIEL 247CC LEADER PROJECT**

Registration no. OSV 785 Frame no. none visible Engine no. T13168A

Launched in 1958 and powered by an all-new 247cc air-cooled two-stroke twin with unit gearbox, the Leader broke with British tradition in its frame and suspension design, employing a stiff, fabricated-steel beam instead of tubes, and a trailing-link front fork. Detachable panels enclosing the engine and most of the rear wheel extended forwards to meet leg-shields and screen while the rear chain was fully enclosed. A highly promising design capable of further development, the Leader/Arrow deserved better than to be prematurely axed by BSA in 1965. An older restoration, this Ariel Leader is offered with an old-style V5 dating from December 1983. Its mechanical condition is not known and thus the machine is sold strictly as viewed. It should be noted that the engine is seized.

**£300 - 500**  
**€340 - 560**  
**No Reserve**

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



161



163



162



164

161  
**1964 YAMAHA 50CC YF1**

Registration no. PTU 439B    Frame no. Y22-127511  
Engine no. F3-127511

Yamaha introduced its first motorcycle in 1955. The range soon expanded to encompass smaller-engined singles and larger twins. Disc valve induction and an inclined cylinder were characteristics of many of these early singles, which in 1964 gained Yamaha's 'Autolube' pumped lubrication system that did away with need to use pre-mixed fuel/oil, though the YF1, as seen here, retained pre-mix lubrication. This rare early Yamaha lightweight was first registered in the UK in 2016. Ridden by the vendor within the last year, this restored machine is offered with DVLA correspondence, VJMC dating letter, 2015 purchase receipt, V5C registration Certificate, MoT (expired October 2017), owner's manual, and a Clymer service/repair manual.

**£1,000 - 1,500**

**€1,100 - 1,700**

**No Reserve**

162  
**1974 HONDA SS50Z**

Registration no. TKP 14N    Frame no. SS50Z 226581  
Engine no. SS50ZE-228035

The first sports derivative of Honda's classic C100 Super Cub 'step-thru', the C110 Sports Cub, appeared in October 1960. A more powerful version of the C100 motor. Larger-capacity models soon followed and in 1964 an overhead-camshaft version of the engine was introduced on the CS90 sports, with 50cc and 65cc derivatives arriving in 1965. An even more sporting tiddler – the SS50 – arrived for 1967 equipped with a more powerful version of the OHC engine producing 6.0bhp at 11,000rpm and coupled to a five-speed gearbox. During the mid-1970s the model was offered on the UK market in 'Sixteener Special' guise equipped with four-speed gearbox and pedals, thereby qualifying as a moped, and continued in production to the end of 1977. This restored SS50 was acquired by the current vendor in April 2017 and comes with sundry bills and a V5C document. Its mechanical condition is not known and thus the machine is sold strictly as viewed.

**£600 - 1,000**

**€680 - 1,100**

**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.

163  
**1983 YAMAHA RX-S100**

Registration no. E478 WAM    Frame no. 31J-006671  
Engine no. 31J-006671

Yamaha's popular learner-bike RX-S100 arrived in 1983, replacing the RS100 whose 98cc single-cylinder two-stroke engine it retained. The little RXS was destined to be a fixture of Yamaha's range well into the 1990s; only killed off when changes to the driving test laws meant that the test had to be taken on a 125 if the rider intended to ride anything larger. Weighing only 207lb, the RXS had a top speed of around 70mph and could return up to 80mpg if ridden with restraint. Believed original and un-restored, this RX-S should require only minimal re-commissioning; indeed, the vendor advises us that it has been ridden within the last year. The machine is offered with a V5C document and sold strictly as viewed.

**£500 - 800**

**€560 - 900**

**No Reserve**

164  
**1975 AMF HARLEY-DAVIDSON Z90**

Registration no. KLM 613M    Frame no. 3D11448H5  
Engine no. C69/C69

This stylish two-stroke lightweight dates from the period when Harley-Davidson was owned by AMF: American Machine and Foundry. In actual fact, Harley's lightweight models were manufactured not in the USA but in Italy by Aermacchi, which had been part owned by the American company since 1960. By purchasing a 50% stake in Aermacchi, Harley-Davidson obtained a ready-made range of smaller models to complement its large v-twins. Powered by a single-cylinder air-cooled two-stroke engine with pumped lubrication and integral three-speed gearbox, the Z90 was a new introduction for 1973. First registered in the UK in 2012, this Z90 is believed un-restored. However, its mechanical condition is not known and thus the machine is sold strictly as viewed. Accompanying documentation consists of a V5C Registration Certificate and an expired MoT (October 2017).

**£700 - 1,200**

**€790 - 1,400**

**No Reserve**

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



165



167



166



168

165

#### **1984 HONDA 50CC EXPRESS DELUXE**

Registration no. B186 BTL (no documents, status unknown)  
Frame no. none visible Engine no. NC50E-6142576

During the 1970s and 1980s it seemed that Honda simply could not make up its mind about what constituted the definitive moped, the result being a plethora of different models all powered by 50cc two-stroke engines. Featuring automatic (clutch-less) transmission and pumped lubrication, the Express was introduced in 1977 and manufactured until 1984, which was the final year it was available in the UK. The version offered here is the Deluxe, which featured leg shields, flashing indicators, and a shopping basket. Offered for restoration and sold strictly as viewed, the machine comes with an online auction purchase receipt (May 2016). There is no registration document with this Lot. Prospective purchasers should satisfy themselves with regard to its registration status prior to bidding.

**£200 - 300**

**€230 - 340**

**No Reserve**

166

#### **C.1974 HONDA PC50 MOPED**

Registration no. UMB 50M (no documents, status unknown)  
Frame no. C50-2079729 Engine no. PC50E-CE91326

Having conquered the world during the 1960s by producing millions of 'step-thru' mopeds based on its original C100 Super Cub of 1958, Honda greatly expanded its range of this type of machine during the 1970s. Built initially with an overhead-camshaft engine but subsequently with an overhead-valve type, the PC50 arrived in 1969. A simple to use, 'twist-'n-go' model with single gear and automatic clutch, the economical PC50 was soon almost as common a sight on UK streets as the ubiquitous C100. First registered in March 1969, this early PC50 has the OHV engine. The machine appears to be partly restored. However, its mechanical condition is not known and thus the machine is sold strictly as viewed. There are no documents with this Lot. Prospective purchasers should satisfy themselves with regard to its registration status prior to bidding.

**£250 - 450**

**€280 - 510**

**No Reserve**

167

#### **C.1980 HONDA CD200 BENLY PROJECT**

Registration no. ECF 714V Frame no. MA01-2003340  
Engine no. MA01E-2003352

Introduced for 1979 and based on the preceding CD175 and CD185 models, the Honda CD200 was aimed squarely at the market sector that regarded motorcycles merely as cheap and convenient transport rather than thrilling lifestyle accessories. Not exactly an exciting performer, the CD200 would nevertheless cruise comfortably at 65mph while at the same time delivering around 70 miles to every gallon. A lengthy production run of over 20 years proved the rightness of the basic concept. Apparently substantially original and complete, this CD200 is offered for restoration and sold strictly as viewed. Its mechanical condition is not known, though we are able to report that the engine does turn over. There are no documents with this Lot.

**£200 - 400**

**€230 - 450**

**No Reserve**

168

#### **1975 MOTOBÉCANE 49CC MOBY X1 MOPED**

Registration no. LAT 447P Frame no. 01010708 Engine no. 1492821

Changes made to France's licensing laws in the early 1960s resulted in larger machines becoming unpopular there, so MotoBécane concentrated thereafter on its immensely successful mopeds, the first of which had appeared in 1939. The best known of these is the Mobyette, which was launched in November 1949 and would be produced in countless versions over the years. First introduced at the 1971 Paris Motor Show and sold in the UK from 1973 until production ceased in 1976, the futuristic-looking Moby X1 was yet another attempt to provide a small, 'collapsible' two-wheeler that could be stowed in the boot of a car. In effect a French 'monkey bike', the iconic X1 has come to be seen as a 1970s design classic, attracting a cult following in micro-bike circles. Apparently in original condition, this example comes with an old-style V5 registration document and is offered for restoration. Sold strictly as viewed.

**£200 - 300**

**€230 - 340**

**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.

# MOTORCYCLES

Day 2

Sunday 22 April 2018 at 11.00

Lots 201 - 436

Further images of each lot can be found at:  
[www.bonhams.com/24494](http://www.bonhams.com/24494)



All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



201

**1959 NORMAN 249CC B3 TWIN**

Registration no. NJT 295

Frame no. B3 7185

Engine no. 950A 4359

Norman motorcycles were built in Ashford, Kent, well away from the industry's traditional Midlands home. Originally enamellers and platers, Norman turned to bicycle manufacture in the mid-1930s and exhibited its first powered two-wheelers in 1938. Villiers powered, the post-war range consisted of the autocycle and the B1 and B2 lightweights, of 122cc and 197cc respectively. In 1952 the renamed B2S sported swinging-arm rear suspension - at first using long, inclined dampers of Norman's own manufacture - before acquiring conventional upright dampers and Armstrong leading-link front forks in the mid 1950s. In 1955 Norman introduced its first twin-cylinder model, the TS, which was powered by the 242cc Anzani engine. This did not last long and by 1959 had been replaced by a new twin-cylinder model: the Villiers 2T-powered B3. This Norman B3 was acquired by the late owner in September 2011. Believed already restored at that time, the machine has been kept in dry storage since acquisition, while the presence of a tax disc expiring in June 2015 is an indication of approximately when it was last used. Re-commissioning will be required before it returns to the road. The machine is offered with a V5C Registration Certificate and an expired MoT (November 2012).

**£2,000 - 2,400**

**€2,300 - 2,700**

**No Reserve**



202

**1962 NORMAN 197CC B2S ROADSTER DELUXE**

Registration no. YRE 553

Frame no. B2S 2674

Engine no. 229A 61884D

Norman motorcycles were built in Ashford, Kent, well away from the industry's traditional Midlands home. Originally enamellers and platers, Norman turned to bicycle manufacture in the mid-1930s and exhibited its first powered two-wheelers - a 122cc lightweight and 98cc autocycle, both Villiers-engined - in 1938. The post-war range consisted of the autocycle and the B1 and B2 lightweights, of 122cc and 197cc respectively. In 1952 the renamed B2S sported swinging-arm rear suspension - at first using long, inclined damper's of Norman's own manufacture - before acquiring conventional upright dampers and an Armstrong leading-link front fork in the mid-1950s. The B2S was built in Roadster and Sports versions from 1959, the former available in standard (three-speed) or deluxe (four-speed) forms. Production ceased in 1961. This particular B2S Roadster Deluxe was purchased by the late owner in November 2008 and is believed to have already been restored at that time. Since acquisition it has been kept in dry storage - almost certainly unused - and therefore will require re-commissioning before returning to the road. The machine is offered with an old-style V5C Registration Certificate.

**£1,400 - 1,800**

**€1,600 - 2,000**

**No Reserve**



All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

203

**1962 EXCELSIOR 150CC UNIVERSAL**

Registration no. VHH 430

Frame no. U10/827

Engine no. OS1D/2223

After WW2 Excelsior concentrated on the production of lightweights powered by engines of their own make and those of Villiers. The first 150cc model – the Excelsior-engined Courier C2 - appeared for the 1953 season and used the cycle parts of the existing Universal and Roadmaster series. Subsequent updates included a swinging-arm frame, a dualseat, and a change of name to 'Convoy' before the model was dropped, together with all the other Excelsior-engined singles, in 1957. After a year's break, the 150cc model was re-introduced as the Universal for 1959, this time with the Villiers 30C engine and three-speed gearbox. The Universal was one of the last surviving models in the Excelsior range when motorcycle production ceased in 1965. This Excelsior Universal was acquired by the late owner in February 2008 and is believed to have already been restored at that time. Since acquisition it has been kept in dry storage and therefore will require re-commissioning before returning to the road. The machine is offered with an old-style V5C Registration Certificate and an MoT certificate that expired in August 2010.

**£1,000 - 1,500**

**€1,100 - 1,700**

**No Reserve**



204

**1955 JAMES 225CC COLONEL**

Registration no. XFO 860

Frame no. 55K12 1262

Engine no. 799A 6751

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 particular James Colonel was purchased by the late owner in June 2010 and is believed to have already been restored at that time. The previous owner had kept the James for some 11 years. The presence of a tax disc expiring in November 2007 is an indication of approximately when 'XFO 860' was last used. Re-commissioning will be required before it returns to the road. The machine is offered with an old-style V5C Registration Certificate stating three former keepers since 1956.

**£1,400 - 1,800**

**€1,600 - 2,000**

**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 completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



205  
**1958 NORMAN 197CC B2S ROASTER**  
Registration no. VTU 203  
Frame no. B2S/4141  
Engine no. 710A/11350

Norman motorcycles were built in Ashford, Kent, well away from the industry's traditional Midlands home. Originally enamellers and platers, Norman turned to bicycle manufacture in the mid 1930s and exhibited its first powered two-wheelers - a 122cc lightweight and 98cc auticycle, both Villiers-engined - in 1938. The post-war range consisted of the auticycle and the B1 and B2 lightweights, of 122cc and 197cc respectively. In 1952 the renamed B2S sported swinging-arm rear suspension - at first using long, inclined damper's of Norman's own manufacture - before acquiring conventional upright dampers and an Armstrong leading-link front fork in the mid-1950s. The B2S was built in Roadster and Sports versions from 1959, the former available in standard (three-speed) or deluxe (four-speed) forms. Production ceased in 1961. This particular B2S Roadster was purchased by the late owner in June 2009 and is believed to have already been restored at that time. Since acquisition it has been kept in dry storage - almost certainly unused - and therefor will require re-commissioning before returning to the road. The machine is offered with an old-style V5C Registration Certificate and a photocopy of a previous V5.

**£1,400 - 1,800**  
**€1,600 - 2,000**  
**No Reserve**



206  
**1960 NORMAN 197CC B2S SPORTS**  
Registration no. AJN 187A  
Frame no. B2S/7953  
Engine no. 375/6869

Norman motorcycles were built in Ashford, Kent, well away from the industry's traditional Midlands home. Originally enamellers and platers, Norman turned to bicycle manufacture in the mid 1930s and exhibited its first powered two-wheelers - a 122cc lightweight and 98cc auticycle, both Villiers-engined - in 1938. The post-war range consisted of the auticycle and the B1 and B2 lightweights, of 122cc and 197cc respectively. In 1952 the renamed B2S sported swinging-arm rear suspension - at first using long, inclined damper's of Norman's own manufacture - before acquiring conventional upright dampers and Armstrong leading-link front forks in the mid 1950s. The B2S was built in Roadster and Sports versions from 1959, the former available in standard (three-speed) or deluxe (four-speed) forms. Production ceased in 1961. This B2S Sports was acquired by the late owner in March 2009. Believed already restored at that time, the machine has been kept in dry storage since acquisition, while the presence of a tax disc expiring in October 2014 is an indication of approximately when it was last used. Re-commissioning will be required before it returns to the road. The machine is offered with a V5C Registration Certificate and an expired MoT (November 2014).

**£1,400 - 1,800**  
**€1,600 - 2,000**  
**No Reserve**



All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

207

**1957 BSA 172CC BANTAM MAJOR**

Registration no. 855 UYW

Frame no. CD3 10232

Engine no. to be advised

Developed from the pre-war DKW RT125 and announced in 1948, the Bantam became a top seller for BSA, in excess of half a million leaving the Birmingham factory before production ceased in 1971. Originally of 123cc, the engine grew first to 148cc (on the D3 Bantam Major, introduced for 1954) and then to 172cc. Plunger rear suspension became available as an option in 1950, as did battery electrics powered by a 6-volt Lucas alternator, direct lighting having been relied upon hitherto. The next major changes to the cycle parts were the introduction of swinging-arm rear suspension and a sturdier telescopic front fork on the Bantam Major in 1956. While larger-engined versions came and went, the original D1 Bantam in its updated, plunger-suspended form remained available until 1963, one of its foremost users being the 'GPO' (General Post Office – Royal Mail's forerunner) whose red-liveried machines – used for telegram deliveries – were a familiar sight on city streets. Resplendent in its bright red livery, this Bantam Major evokes spirit of those charming GPO D1s. The machine was restored in 2013, since when it has been on display in the Strathmore Vintage Vehicle Club Museum, and was last used in August 2017. It should be noted that the original engine has been swapped for a 172cc unit. Offered with a V5C Registration Certificate.

**£800 - 1,200**

**€900 - 1,400**

**No Reserve**



208

**1968 BSA 172CC D14 BANTAM**

Registration no. WGW 884G

Frame no. D14B 7225

Engine no. D14B 7225

The introduction of the 172cc D10 model in 1966 marked a number of important technical developments for the ever-popular Bantam, the most important of which were a change to coil ignition and the adoption of a four-speed gearbox, while a raised compression ratio and bigger carburettor increased maximum power to 10bhp and the top speed to 62mph. Introduced for 1968, the successor D14 Bantam boasted a more powerful engine producing 12.6bhp, while the Sports and Bushman versions featured new heavy-duty front forks. This D14 was acquired by the current vendor in January 2014 and then partially restored (engine and frame). The Bantam had been purchased as a lighter alternative to the owner's Vintage-era Sunbeam (Lot 288 in this sale) but it too has become more than he can cope with, hence the decision to sell. The machine is offered with a V5C Registration Certificate, (copy) old V5, BSA instruction manual, and a Haynes manual.

**£1,200 - 1,800**

**€1,400 - 2,000**

**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 completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



209  
*Property of a deceased's estate*  
**1947 VELOCETTE 500CC MSS**  
Registration no. DCX 410  
Frame no. KDD 8546  
Engine no. MSS 7045

Following spectacular sporting successes and as a result of its all-round excellence, the "cammy" Velocette had developed a cult following. However, the bevel drive ohc engines required very skilled assembly and these were expensive motorcycles to manufacture. The company recognized the need for a less expensive and more profitable range of machines. The result was the very successful pushrod range: the 250cc MOV appeared in 1933, followed shortly afterwards by the 350cc MAC, and in 1935 by the 500cc MSS which remained in production until 1948. This 1947 MSS was acquired by its Velo enthusiast late owner in 2011. In February 2016 a comprehensive engine and gearbox overhaul was carried out by Velocette specialist Martin Arscott. A copy of the invoice for this job amounting to £2868.05 is included in the sale. At the owner's request, a pre-war camplate was fitted to the gearbox – so the gearchange has the pre-war "down for down" operation. An Alton electric starter has recently been installed. We are told that the starter turns the engine over, but as yet no attempt has been made to start the Velo following its installation. Prospective bidders should therefore be aware that further adjustments may be required. It is thought that few miles have been covered following the 2016 engine rebuild because of the late owner's infirmity, and the engine may well require running in. The Velo is accompanied by a V5C. Following a period of inactivity, careful checking and re-commissioning will be required before taking to the highway.

**£7,000 - 8,000**  
**€7,900 - 9,000**  
**No Reserve**



210  
*Property of a deceased's estate*  
**1937 VELOCETTE 348CC KSS**  
Registration no. WXG 396  
Frame no. MS3738  
Engine no. KSS 8612

Velocette was a relatively small family firm which consistently punched well above its weight. By the mid 1930s their much loved ohc production models with exposed valves and open frame were nearing the end of their long production run. The mark V KTT production racer featured a new cradle frame and this was utilised for the new 495cc ohv MSS model which was released in 1935. Meanwhile the new ohc 348cc mark II KSS engine was being developed, and went into production in 1936, featuring an alloy cylinder head, fully enclosed valve gear, and a downdraught inlet tract. It was slotted into the same frame as the new MSS. The mark II KSS was a more luxurious mount than the preceding model, but with the new beefier frame it was inevitably somewhat heavier. In both its mark I & mark II forms the KSS featured slimmer, sportier mudguards and larger diameter wheels than its KTS sister machine, otherwise they were virtually identical. This attractive mark II KSS was acquired by its late owner in March 2016 and we know very little about it. The wheels and tyres seem to be 19 inches, so perhaps it started life as a KTS and acquired its slimmer mudguards in the course of restoration. It is accompanied by a V5C registration document. With no knowledge of its condition, and following a period of inactivity, careful checking and re-commissioning will be required. Prospective bidders should satisfy themselves as to the motorcycle's mechanical condition.

**£6,500 - 8,500**  
**€7,300 - 9,600**  
**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 completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

211

*Property of a deceased's estate*

**1925 SCOTT 596CC SUPER SQUIRREL**

Registration no. UK 440

Frame no. 761

Engine no. FY8826 (see text)

Two speed Scotts have a proud and distinguished history which can be traced directly back to Alfred Angas Scott's original ground-breaking design for these famous water cooled two stroke twin cylinder machines. The new for 1925 Super Squirrel model was based on the 1924 TT machines. In the first of his Vintage Road Test books Titch Allen wrote "...for my money the two speeder of 1925-26 is the last Scott to be truly representative of Alfred Angas". This Super Squirrel was acquired by the late owner in December 2000 but has not been used for about twelve years (a tax disc expiring 30th April 2006 is displayed). Although the engine turns over with compression, it is thought that it may require some attention. The magneto is attached, but we understand that it has not been timed. Please note that the accompanying V5C registration document records engine no. FY9382. This has been replaced with engine no. FY8826 (there is some evidence of over-stamping of the number). The original crankcase is supplied along with a spare exhaust pipe, and a V5C. Generations of Scott enthusiasts have discussed the merits of the various different oiling systems. This "Super" retains its original drip feed oiling which is the preferred oiling method for many time served Scott men. Following a long period of inactivity, re-commissioning, as well as the previously mentioned engine checking, will be required. Prospective bidders should satisfy themselves as to the motorcycle's mechanical condition.

**£8,000 - 10,000**

**€9,000 - 11,000**

**No Reserve**



212

*Property of a deceased's estate*

**1912 DOUGLAS 348CC**

Registration no. DS 9652

Frame no. 4275

Engine no. 16064 (see text)

1912 was a very good year for the Bristol based Douglas factory. The engine was still a horizontally opposed twin cylinder side valve, but both valves were now mechanically operated. The gearbox was two speed with a primary chain and belt final drive. Four machines were entered in the 1912 Junior TT and they were remarkably successful: Harry Bashall won at an average speed of 39.65 mph, while other riders finished 2nd and 4th. Apparently, the War Department had sent two Army officers to observe the TT, and it is entirely possible that this 1912 TT success had a direct bearing on the choice of the Douglas concern as one of the primary motorcycle suppliers during The Great War. The Douglas offered here was acquired by the late owner in 1996. In the current ownership it has done the Pioneer Run on many occasions, often being generously lent to other riders who have used it to gain their first Pioneer experience. It is accompanied by old and new V5Cs, as well as a Pioneer certificate. The engine number quoted above is as per the V5C, but at the time of cataloguing we haven't actually found it. We are told that the barrels and heads may be 1913 or 1914, and we understand that there are some unusual aspects to the gearbox. This motorcycle is sold strictly as seen. Following a period of inactivity, careful checking and re-commissioning will be required. Prospective bidders should satisfy themselves as to the motorcycle's mechanical condition.

**£5,000 - 7,000**

**€5,600 - 7,900**

**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 completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



213  
*Property of a deceased's estate*  
**1929 SCOTT 498CC 'TT REPLICA'**  
Registration no. BS 9147  
Frame no. 16M (see text)  
Engine no. RZ 2273 (see text)

By the late twenties Scotts were less competitive against the four strokes than they had been in their glory days before the Great War. However, the 1928 race was run in appalling conditions, and as ever, the wet was a great leveller. Tommy Hatch utilised his Scott's excellent road holding to the full and finished third. The factory commemorated this success with the launch of the TT Replica which was to become one of their most sought-after machines, both then and now. This 1929 "Rep" was acquired in 2006 by its late owner from the estate of the late Jim Best. Jim was famous for his Scotts and we are told that he won the Feridax Trophy (for best machine at the Banbury Run) more than once. His restorations were said to be as good on the inside as they were on the outside. This Scott acquired its unique green colour scheme because in the distant past it had been raced in Ireland, and there was still some old green paint on the tank. Included in the sale are: the original tank which had become leaky and was replaced with a new one by the late owner, a rare twin float Binks carburettor which had been fitted previously, and a V5C. We understand that the Pilgrim pump has been converted to drip-feed operation. Please note that there is some doubt as to whether the frame and engine numbers are the original factory stamps. Following a period of inactivity careful re-commissioning is recommended before further use.

**£7,000 - 8,000**  
**€7,900 - 9,000**  
**No Reserve**



214  
*Property of a deceased's estate*  
**1955 NORTON 497CC DOMINATOR 88**  
Registration no. XWL 141  
Frame no. K122 63302  
Engine no. 48153 H12

In the years following the war most of the big guns of the British motorcycle industry followed Triumph's lead and introduced their own parallel twin engines. Bert Hopwood was responsible for the Norton twin, and having previously worked with Edward Turner at Triumph, he came with plenty of twin cylinder experience. Indeed many considered the Norton engine to be superior to the Triumph in a number of different aspects. However, Norton's trump card was the Featherbed frame whose development is well known. From the early fifties until the late sixties the Featherbed frame outhandled the competition across the globe, while the famous Roadholder forks also played their part. Once again, the Norton claim to be "unapproachable" was not misplaced. This attractive mid fifties Dominator was restored by the late Jim Best, from whom it was purchased by its late owner in December 2000. Jim was a toolmaker who turned out a number of fabulous restorations. He wasn't bothered about matching numbers; indeed, the engine number here indicates that the power unit started life in a 1953 Dominator model 7. Jim's concern was that his motorcycles performed and looked as he considered they should – that is to the highest possible standard. We understand that this machine won the Norton Owners Club concours whilst in his ownership. These days it has developed a nicely patinated appearance. Old and new V5Cs are supplied. Following a long period of inactivity, re-commissioning will certainly be required. Prospective bidders should satisfy themselves as to the Norton's mechanical condition.

**£4,000 - 5,000**  
**€4,500 - 5,600**  
**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 completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

215

*Property of a deceased's estate*

**C.1959 NORTON ES2/VELOCETTE KSS MARK II 350CC SPECIAL**

Registration no. not registered

Frame no. P 4811706

Engine no. KSS 10513

Norton's ubiquitous Featherbed frame has long been the special-builder's friend, proving versatile enough to accommodate power units of all kinds ranging from the humble British single up to relatively modern Japanese fours and even the occasional car engine. This example of a rarely seen Norton/Velocette hybrid consists of a 'wideline' Featherbed frame from a 1959 ES2 and the engine from a Mark II KSS dating from around 1947. Other noteworthy features include a Velocette gearbox and primary drive; Norton front and rear brakes; Manx-style alloy fuel tank; Norton oil tank; clip-on handlebars; rear-set footrests; 'racing' solo seat; and a Velocette 'fishtail' silencer. The machine appears substantially complete, although lacking any form of lighting, and would clearly benefit from further restoration. It could even provide the basis for an interesting special for British Historic Racing Club events, sprints, hill climbs, etc. The machine's mechanical condition is not known. There are no documents with this Lot, which is sold strictly as viewed.

**£4,500 - 6,500**

**€5,100 - 7,300**



216

*Property of a deceased's estate*

**1960 VELOCETTE 499CC VENOM**

Registration no. KEN 588

Frame no. RS12496

Engine no. VM2671

Introduced in 1956, the Venom sports roadster was derived from the touring MSS. The latter had disappeared from the range in 1948, re-appearing in 1954 with a new swinging-arm frame and telescopic 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, while 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 particular Venom was acquired by its deceased owner in the late 1970s and restored over the course of the next few years, as evidenced by the lengthy list of parts and costs involved (see file). Additional documentation consists of an old-style green continuation logbook and an old-style V5 registration document. It is not known when the machine was last used and its mechanical condition remains unknown. Sold strictly as viewed.

**£6,000 - 8,000**

**€6,800 - 9,000**



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.

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



217  
*Property of a deceased's estate*  
**C.1977 YAMAHA DT250**  
Registration no. PEK 447R  
Frame no. 012 001658  
Engine no. 012 001659

North America's wide-open spaces are the perfect playground for off-road motorcycles and the importance of this leisure-orientated sector has long been recognised by European and Japanese manufacturers. Yamaha began contesting this market in the 1960s, offering a range of two-stroke single-cylinder trail bikes and purpose-built moto-crossers as well as twin-cylinder 'street scramblers'. Powered by a single-cylinder, air-cooled, two-stroke engine equipped with reed valve induction, the trail-styled DT250 enduro was one of Yamaha's most successful models of this type during the 1970s. Unlike some of its contemporaries, the DT was quite good on the dirt, Bike magazine's John Bulley reckoning it would even cope with a real enduro competition. This matching-numbers DT250 was acquired by the current vendor in October 1980. On file is a lengthy list of parts indicating that an extensive restoration was planned, though it is not known whether or not it was ever undertaken. Seemingly in highly original condition, the machine currently displays a total of 12,684 miles on the odometer. It is not known when the machine was last used and its mechanical condition remains unknown. Sold strictly as viewed, it is offered with an old-style V5 Registration Document.

**£1,600 - 2,400**  
**€1,800 - 2,700**  
**No Reserve**



218  
*Property of a deceased's estate*  
**1986 HONDA CBX750F**  
Registration no. C926 NFV  
Frame no. RC17-2015971  
Engine no. RC17E-2016073

Just when it seemed that Honda had decided all its future medium/large sports bikes would be V4-powered, along came the CBX750: a conventional across-the-frame four that looked every inch the typical 'Universal Japanese Motorcycle'. It was as if, having invented the modern motorcycle in the shape of the original CB750 of 1968, Honda just didn't have the heart to kill the concept off. Introduced in 1984, the CBX750 was powered by a 16-valve air-cooled engine with six-speed gearbox, which was carried in conventional tubular steel frame. Running gear was typical Honda of the period: air-assisted front fork with TRAC anti-dive; Pro-Link rear suspension; triple disc brakes; and 16" front/18" rear Comstar wheels. Hydraulic tappets, a slipper clutch, and a twin-headlamp cockpit fairing were unusual features at that time. With a claimed maximum of 92bhp (nearer 80 at the rear wheel) the CBX was good enough for a top speed approaching 140mph. This example was purchased by the current vendor in 1989. Currently displaying a total of 14,642 miles on the odometer, the machine carries a tax disc that expired in May 1995, which almost certainly is when it was last used on the road. Noteworthy features include a Micron 4-into-1 exhaust system and a tank cover. The machine is presented in seemingly very good cosmetic condition, though its mechanical condition remains unknown. Sold strictly as viewed, it is offered with an old-style V5 registration document and two expired MoTs from the 1990s.

**£2,500 - 3,500**  
**€2,800 - 3,900**



All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

219

Property of a deceased's estate

**1991 HONDA VFR750F**

Registration no. K639 PCM (see text)

Frame no. JH2RC360XPM300274

Engine no. to be advised

Honda had a lot riding on the VFR750F when it arrived in 1986, not the least of which was having to live down the preceding VF750's appetite for camshafts and cylinder heads... And to emphasise the effort expended on sorting out the V4 engine, early VFR750Fs 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. Indeed, the VFR has proved so successful that it is still in Honda's line-up today as the VFR800F, over 30 years since the original was launched. The new engine was slotted into a state-of-the-art aluminium beam frame. Early VFR750Fs featured a conventional two-sided swinging arm, while later (1990 onwards) models have a single-sided swinging arm of the type pioneered on the Elf-Honda GP and Endurance racers. A rare, one-owner example, the Honda VFR750F offered here was purchased new in the USA by its late owner and currently displays a total of 14,936 miles on the odometer. The machine was subsequently registered as 'K639 PCM' in the UK but is currently registered in France. Accompanying documentation consists of the original US title, sundry bills, Honda correspondence, and extensive French paperwork relating to its registration in France. The machine's mechanical condition is not known and thus it is sold strictly as viewed.

**£1,600 - 2,400**

**€1,800 - 2,700**

**No Reserve**



220

Property of a deceased's estate

**1991 HONDA CBR600F SUPER SPORT**

Registration no. H51 GNR

Frame no. PC25-2003439

Engine no. PC25E-2007067

Although Kawasaki can be said to have 'invented' the 600 class with its GPZ600-R, it was Honda that quickly established dominance of this increasingly important market sector with the CBR600F. Introduced for 1987, the CBR set new standards for the class, and the UK's first batch sold out within weeks of arrival. 'Offering a previously mythical package, the CBR quite simply left all previous efforts at similar-sized tackle gasping in it whisper-smooth wake,' enthused Bike magazine. In 1991 the original 'jelly mould' CBR receive a new frame, new bodywork, and an updated engine before undergoing an equally thorough revision in 1998, re-emerging with an aluminium frame (replacing the steel original) and another change of bodywork. An example of the updated 1991-onwards model, this CBR600F Super Sport was purchased by the late owner in April 1992 having been first registered on 26th April 1991. It carries a tax disc that expired at the end of July 1995, which is almost certainly when it was last used on the road. The current odometer reading is 13,630 miles, which seems consistent with the machine's overall very clean and tidy condition. However, its mechanical condition remains unknown. The machine is offered with an old-style V5 Registration Document and is sold strictly as viewed.

**£1,400 - 2,200**

**€1,600 - 2,500**

**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 following 12 machines are the property of a deceased's estate and have been standing unused for a number of years. Accordingly, all will require an element of restoration or recommissioning to a greater or lesser extent.



221  
*Property of a deceased's estate*  
**1923 NIMBUS 746CC FOUR**  
Registration no. not registered  
Frame no. 322  
Engine no. V322

The result of diversification by the Danish vacuum cleaner manufacturer, Fisker & Nielsen, the Nimbus motorcycle first appeared in 1919. Unusually, only inline four-cylinder models were built. These were of advanced design, using shaft final drive and pressed steel frames right from the start. Motorcycle production was suspended in 1928 to enable the company to concentrate on producing its Nilfisk vacuum cleaners, and when the new Nimbus appeared in 1934 it was with an engine constructed along car lines with integral crankcase/cylinder block in cast iron and a detachable alloy sump. Foot change for the gearbox, a beefier front fork, and larger brakes had been added by the end of the 1930s but from then on the Nimbus changed little until series production was ended in 1954. An additional few machines were assembled from spares between 1954 and 1959 but none have been made since then. Production was always on a limited scale, but such is the quality of the Nimbus that many remain in service today. Dated March 1971, there are photographs on file of this 'stovepipe' Nimbus with its late owner showing it in restored condition at that time; re-commissioning will be required before further use. There are no documents with this Lot, which is sold strictly as viewed.

**£12,000 - 16,000**  
**€14,000 - 18,000**



222  
*Property of a deceased's estate*  
**C.1930 MATCHLESS 394CC SILVER ARROW**  
Registration no. GN 7099  
Frame no. 1060  
Engine no. A1050

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. Like many advanced designs before and since, it failed to fire the imagination of the enthusiast with sporting pretensions; sales were disappointing, fewer than 2,000 being sold in the four years of production. Today the Silver Arrow is both rare and sought after. This particular Silver Arrow has been off the road for some time having covered circa 4,000 miles since restoration; re-commissioning will be required before further use. The headlamp glass is missing and the brightwork is pitted and corroded in places, but the machine should respond well to detailing. The engine turns over with compression. Accompanying documentation consists of an old-style V5 registration document. Sold strictly as viewed.

**£6,000 - 8,000**  
**€6,800 - 9,000**



223

*Property of a deceased's estate*

**1926 AJS 350CC 'BIG PORT'**

Registration no. not registered

Frame no. 83124

Engine no. 83124

Wolverhampton-based A J Stephens first experimented with an overhead-valve engine in 1918 and by 1920 felt sufficiently confident to try their new 350cc racer in the toughest test of the day: the Isle of Man TT. After victory in the 1920 Junior race, when works rider Cyril Williams was able to push over the finishing line, so great was his lead, AJS's new overhead-valve 350 scored a memorable double the following year, Tom Sheard winning the Junior race and Howard Davies the Senior, the first time such a feat had been achieved on a 350. The production version duly made its debut in November 1922, delighting clubmen everywhere with its 'racer on the road' performance. A right-first-time design destined to achieve countless successes in the hands of privateers, the overhead-valve AJS - initially built only as a '350' and known as the 'Big Port' - became available as a '500' for the first time in 1926. It would change only in detail before being superseded by a much-revised version for 1929. Correspondence, invoices, and photographs on file confirm that this particular 'Big Port' was restored for its late owner by the Sammy Miller Museum in 1983. In cosmetically good condition, the machine will require re-commissioning before further use and would respond well to detailing. There are no documents with this Lot, which is sold strictly as viewed.

**£6,000 - 8,000**

**€6,800 - 9,000**



224

*Property of a deceased's estate*

**C.1925 AJS 2¾HP**

Registration no. not registered

Frame no. to be advised

Engine no. 28118

Originally manufacturers of proprietary engines, A J Stevens Ltd of Wolverhampton, introduced its first complete motorcycle in 1911. The first AJS was a single-cylinder sidevalve-engined lightweight displacing 292cc that came in two versions, one with direct belt drive (Model A), while the other (Model B) had a two-speed countershaft gearbox, an advantage enjoyed by few contemporary rivals. The company first entered the Isle of Man TT in 1911, making an historic breakthrough in 1914 when it won the Junior event, the first such victory by a single-cylinder machine. From then onwards the 2¾hp (350cc) sidevalve-engined model remained a fixture of the AJS range. Light in weight (around 200lbs) robust and adequately powerful, the model is widely regarded as one the finest of early Vintage sports machines. This particular 350 AJS appears to be an older restoration that has been maintained in good condition and would respond well to detailing; re-commissioning will be required before further use. There are 'as found' and restoration-in-progress photographs but no registration document with this Lot, which is sold strictly as viewed. It should be noted that the frame number (which part reads 5534) and engine number do not match.

**£4,000 - 5,000**

**€4,500 - 5,600**



All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



225  
*Property of a deceased's estate*  
**C.1913 BSA 3½HP**  
Registration no. not registered  
Frame no. None visible  
Engine no. 5542/13 5432

BSA first experimented with powered two-wheelers in 1905 using a standard-type bicycle. This first BSA motorcycle used a proprietary engine - probably the Belgian Minerva - clipped to the front down-tube, but it was not until 1910 that the firm introduced a model entirely of its own design and manufacture. This was produced, not at the famous Small Heath works in Birmingham, but at the old Eadie Manufacturing Company factory in Redditch, which had been acquired in 1908. Displayed at the 1910 Olympia Show, the first series-production motorcycle to feature the marque's distinctive green and cream tank colours was a 499cc (3½hp) sidevalve single, which was built initially with single-speed, belt-drive transmission and later on with a three-speed countershaft gearbox. Well engineered and equally well made, this first BSA proved an enormous success and changed little over the next few years, though for 1912 a two-speed hub gear was available together with an all chain drive model suitable for sidecar work. Correspondence on file indicates that this 3½hp hub-gear BSA was restored by the Sammy Miller Museum circa 1988; re-commissioning will be required before further use and thus the machine is sold strictly as viewed. There is no registration document with this Lot.

**£8,000 - 12,000**  
**€9,000 - 14,000**



226  
*Property of a deceased's estate*  
**C.1915 CONNAUGHT 293CC**  
Registration no. TS 897  
Frame no. None visible  
Engine no. 121

'Producer of excellent 293cc and 347cc two-stroke singles with belt and chain drive to the rear wheel. The range of models became larger when Connaught introduced 1925 models with 348cc sv and ohv Blackburne and ohv Bradshaw (oil-cooled) engines. Bert Perrigo, who afterwards went to BSA, and Jack Sprosen were among leading Connaught riders.' – Tragatsch. First seen in 1912, Connaught motorcycles were built by the Bordesley Engineering Company of Birmingham, whose first offering was a 293cc two-stroke single. Like the four-strokes of the time, early two-stroke engines relied on hand-pumped lubrication, with oil being delivered from a separate compartment within the fuel tank. Connaught though, was among the first to use 'petrol' lubrication, whereby oil is mixed with the petrol, which would become the accepted method and remain so for several decades. However, a hand pump was retained, presumably to allay fears about possible unreliability. Connaught motorcycles were last produced in 1926. This particular Connaught lightweight has the two-speed Sturmey-Archer hub gear, and is equipped with a BTH magneto and Senspray carburettor. An older restoration, 'TS 897' will require re-commissioning before returning to the road and thus is sold strictly as viewed. The machine is offered with a post-restoration b/w photograph and an old-style V5 registration document.

**£7,000 - 9,000**  
**€7,900 - 10,000**



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.

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

227

*Property of a deceased's estate*

**C.1922 CONNAUGHT 3½HP (SEE TEXT)**

Registration no. YA 6877

Frame no. 3662

Engine no. 3995

First seen in 1912, Connaught motorcycles were built by the Bordesley Engineering Company of Birmingham, whose first offering was a 293cc two-stroke single. Like the four-strokes of the time, early two-stroke engines relied on hand-pumped lubrication, with oil being delivered from a separate compartment within the fuel tank. Connaught though, was among the first to use 'petrol' lubrication, whereby oil is mixed with the petrol, which would become the accepted method and remain so for several decades. However, a hand pump was retained, presumably to allay fears about possible unreliability. Connaught motorcycles were last produced in 1926. Interestingly, this particular Connaught has the Burman three-speed gearbox, indicating that it may be an example of the ultra-rare one-year-only 3½hp (370cc) model of 1922. (It had not been possible positively to identify the machine at time of cataloguing; further research is recommended). Noteworthy features include a BTH magneto, Lucas acetylene lighting, and an XL-All Spring Carrier. Restored by the Sammy Miller Museum circa 1982, 'YA 6877' will require re-commissioning before returning to the road and thus is sold strictly as viewed. The machine is offered with sundry restoration invoices and an old-style V5 registration document.

**£4,000 - 5,000**

**€4,500 - 5,600**



228

*Property of a deceased's estate*

**C.1920 ABC 349CC**

Registration no. not registered

Frame no. 1377

Engine no. 2892

Designed by Granville Bradshaw and produced by the Sopwith Aircraft Company, the ABC drew heavily on its designer's wartime experience in the development of air-cooled aero engines. A ground-breaking design, the ABC engine was a 398cc overhead-valve flat twin with integral four-speed gearbox. Legend has it that the power unit was designed in under three weeks, but Bradshaw did not stop there, going on to pen the duplex loop frame and sprung front and rear forks that marked out the ABC as one of the most advanced motorcycles of its day. It was fast too, J L E Emerson breaking the one-hour record twice at Brooklands, the second time at an average speed of 70.44mph, a feat that necessitated exceeding 80mph on occasions. Despite these successes, this promising design was hamstrung by production difficulties and price increases, just 3,000-or-so being made up to 1921 when the Sopwith factory ceased manufacture, though production of a modified version was continued by Gnome & Rhone in France. Presented in generally good condition, this particular ABC was restored for its late owner circa 1982 by the Sammy Miller Museum (see correspondence and invoices on file); re-commissioning will be required before further use. There is no registration document with this machine, which is sold strictly as viewed. Engine and gearbox match.

**£6,000 - 9,000**

**€6,800 - 10,000**



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.

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



229

*Property of a deceased's estate*

**C.1920 ABC 398CC**

Registration no. BW 3789 (see text)

Frame no. 2526

Engine no. 1893

Designed by Granville Bradshaw and produced by the Sopwith Aircraft Company, the ABC drew heavily on its designer's wartime experience in the development of air-cooled aero engines. A ground-breaking design, the ABC engine was a 398cc overhead-valve flat twin with integral four-speed gearbox. Legend has it that the power unit was designed in under three weeks, but Bradshaw did not stop there, going on to pen the duplex loop frame and sprung front and rear forks that marked out the ABC as one of the most advanced motorcycles of its day. It was fast too, J L E Emerson breaking the one-hour record twice at Brooklands, the second time at an average speed of 70.44mph, a feat that necessitated exceeding 80mph on occasions. Despite these successes, this promising design was hamstrung by production difficulties and price increases, just 3,000-or-so being made up to 1921 when the Sopwith factory ceased manufacture, though production of a modified version was continued by Gnome & Rhone in France. Presented in cosmetically good condition, this particular ABC was restored for its late owner circa 1991 by the Sammy Miller Museum (see documents and photographs on file); re-commissioning will be required before further use and thus the machine is sold strictly as viewed. Engine and gearbox match. There is no registration document with this machine, though the registration 'BW 3789' is recorded in the HPI database. Prospective purchasers should satisfy themselves with regard to this motorcycle's registration status prior to bidding.

**£5,000 - 8,000**

**€5,600 - 9,000**



230

*Property of a deceased's estate*

**C.1924 TRIUMPH 550CC SD**

Registration no. not registered

Frame no. 338831

Engine no. 100792 DGH

The first Triumph motorcycle of 1902 used a Belgian Minerva engine but within a few years the Coventry firm - originally bicycle manufacturers - was building its own power units. This first engine was not without its weaknesses, but its shortcomings were soon sorted and by the outbreak of The Great War the marque's reputation for quality and reliability was well established, leading to substantial orders from the military. Triumph's 3½hp model had first appeared in 1907. Originally of 453cc, its sidevalve engine was enlarged to 476cc in 1908 and finally to 499cc in 1910 before being superseded by the 4hp model in 1914. Equipped with three-speed Sturmey-Archer gearbox, it was Triumph's revised 4hp - the Model H - that did such sterling service in The Great War, some 30,000 'Trusty Triumphs' seeing action with Allied forces. Updated with chain final drive for 1920, it became known as the 'SD' (Spring Drive) because of its clutch-mounted, coil-spring shock absorber, and later formed the basis of the four-valve Ricardo model. The SD offered here is an older restoration that remains in cosmetically good condition; re-commissioning will be required before further use and thus the machine is sold strictly as viewed. The engine fitted is believed to date from 1925. There is no registration document with this Lot.

**£4,500 - 6,500**

**€5,100 - 7,300**



231

*Property of a deceased's estate*

**C.1921 TRIUMPH 225CC JUNIOR**

Registration no. not registered

Frame no. 601303

Engine no. 6621 11

The first Triumph motorcycle of 1902 used a Belgian Minerva engine, but within a few years the Coventry firm - originally a bicycle manufacturer founded by German immigrants Siegfried Bettman and Maurice Schulte - was building its own power units. This first engine was not without its weaknesses, but its shortcomings were soon sorted and within a couple of years 'Triumph' was a byword for reliability. The famous 3½hp model first appeared in 1907. Originally of 453cc, its sidevalve engine was enlarged to 476cc in 1908 and finally to 499cc in 1910 before being superseded by the 550cc (4hp) model in 1914. Another new introduction for 1914 was the Junior: a 225cc two-stroke single. Weighing only 129lb, the Junior featured chain-cum-belt transmission and a two-speed gearbox - the latter being an unusual feature among contemporary lightweights - but there was no clutch and the machine was push-started. Known as the 'Baby' Triumph by the motorcycling public, the Junior resumed production after The Great War and was last catalogued for 1922. Restored circa 1985 (it is believed by the Sammy Miller Museum), this Triumph Junior will require re-commissioning before further use and thus is sold strictly as viewed. The machine is offered with a restoration invoice..

**£3,500 - 4,500**

**€3,900 - 5,100**



232

*Property of a deceased's estate; the 'Around the world with Stan Soames'*

**1954 BSA 348CC B31**

Registration no. VWL 653 (see text)

Frame no. CB31 3409

Engine no. BB31 12490

BSA's rugged, workaday B31 was manufactured from 1945 to the end of 1959, its overhead-valve engine providing the basis for the renowned Gold Star sports roadster. At the time of its introduction, the B31 was BSA's sole all-new model, joining the lightweight 'C' and heavyweight 'M' ranges carried over from pre-war days. Produced initially with rigid frame and telescopic front fork, the B31 gained (optional) plunger rear suspension in 1949 and an all-new swinging-arm frame in '54. A good all-round performer by the standards of its time, the B31 could cruise comfortably all day at 60mph while returning 75-plus miles per gallon, virtues that endeared it to private owners and police forces alike. This particular B31 was ridden around the world circa 1974 by intrepid adventurer, Stan Soames, and comes with a framed map showing his route across Europe, Africa, North America, and South America. Wonderfully patinated, the machine appears not to have been touched since its return, and still displays various 'battle scars' and stickers picked up along the way; re-commissioning will be required before further use. The odometer reading is 92,154 miles. There are no documents with this Lot, and it should be noted that the registration 'VWL 653' is not recorded in the HPI database. Prospective purchasers should satisfy themselves with regard to this motorcycle's registration status prior to bidding. Sold strictly as viewed.

**£1,800 - 2,500**

**€2,000 - 2,800**

**No Reserve**



# THE MIKLOS SALAMON COLLECTION



If you spend years working 16-hour days to build a business, what do you do when you no longer need to work? If you are Miklos Salamon, you take that energy, focus it on a lifelong dream and put together one of the finest private motorcycle collections. Salamon knew exactly what he wanted. Many of the objects of his desire came from a 1970s book called *Superbikes*, an anthology of the best machines of the era. He used the book like a shopping list.

“For someone whose true passion is motorcycling, to be able to create a collection like this is very special,” he said. “I suspect I owe thanks to someone up there who helped me pull the threads together.”

The completion of the collection was, however, tinged with sadness. Salamon knew he was losing a battle with cancer. He died last year at the age of 62.

The 40-bike collection offered in the Spring Stafford Sale is a journey through the best motorcycle design from the 1940s to the 1980s. It shows the swelling engine sizes, as well as the geographical shift eastwards. Many of the earlier bikes are from British brands such as Triumph and Norton, then you see the arrival of the conquering Japanese bikes from Honda and Kawasaki. Salamon chose only the very best examples of what he wanted, and among them are some of the rarest models available, such as a 1970 Clymer Münch 1177cc TTS ‘Mammoth’ and a 1973 MV Agusta 750S. The collection is a great tribute to the life of a remarkable man.

Salamon was born in Budapest in 1955. The following year the Hungarian Revolution arrived and the family ended up in an Austrian refugee camp. His father’s profession as a mining engineer proved their salvation, taking them to Britain and then South Africa.

When Salamon turned 18 he began working while studying. He scraped together enough money to buy a 1961 500CC AJS Thumper. As his own mining industry career was getting going, Miklos got married and had three children, so for a while time and money to enjoy motorcycles was limited. South African mining was booming, and along with four others, Salamon listed the company Billiton on the London Stock Exchange. In 2001 it merged with an Australian firm to form BHP Billiton, the world’s largest mining company. Work took Salamon to Australia then finally the UK. In 2010 health issues made him step back and ask himself what the most important things in his life were. The answer was simple: family – and motorcycles.

He went full-throttle to build a collection, and acquired premises which he turned into a business in Guildford. While staff worked on Salamon’s bikes, they also did restorations for clients. The business gained a reputation for quality work, but Salamon was not so well-suited to running it. Much came down to how passionately he felt about design. According to his son Bruce, “Dad knew what he liked and what he wanted. Sometimes customers would come in with requests to do things that he thought wouldn’t look right. So he would refuse to take their cash.”

Unsurprisingly, the business ended up costing money, rather than making it. Before he died, Salamon made arrangements for his family to close the business and find new homes for the bikes. This incredible collection tells a story that makes Miklos Salamon’s family very proud.

---

Richard Holt is a regular contributor to *The Telegraph*, *Motor Sport Magazine* and *The Wall Street Journal*



All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

233

## 1955 NIMBUS 750CC MODEL C FOUR

Registration no. 718 UYB

Frame no. 13122

Engine no. 10127

- *Rare Danish four-cylinder motorcycle*
- *Engine rebuilt 2008-2009*
- *Further restoration completed 2016*
- *Substantial history file*



The result of diversification by the Danish vacuum cleaner manufacturer, Fisker & Nielsen, the Nimbus motorcycle first appeared in 1919; unusually, only inline four-cylinder models were built. These were of advanced design, using shaft final drive and pressed steel frames right from the start of production, and pioneered the use of the telescopic front fork in the mid-1930s. The early models featured a distinctive tubular spine frame that doubled as the fuel tank, soon gaining the nickname 'stovepipe'.

Motorcycle production was suspended in 1928 to enable the company to concentrate on producing its Nilfisk vacuum cleaners, and when the new Nimbus appeared in 1934 it was with a power unit that showed strong motor-industry influence, being constructed along car lines with integral crankcase/cylinder block in cast iron and a detachable alloy sump. The cast-iron cylinder head was topped by an alloy housing for the single overhead camshaft, the latter being driven by shaft-and-bevel gears. A single-plate clutch transmitted power to the three-speed gearbox. Foot change for the gearbox, a beefier front fork and larger brakes had been added by the end of the 1930s, but from then on, the Nimbus changed little until series production was ended in 1954, once again to free up resources for the vacuum cleaner business. An additional few machines were assembled from spares between 1954 and 1959 but none have been made since then. Production was always on a limited scale, but such is the quality of the Nimbus that many remain in service today.

First registered in the UK in May 1987, this example was acquired in June 2016 from Alexander Taylor who had owned it since November 2008; Miklos is the third owner in the UK. An extensive engine overhaul had already been carried out (in 2008-2009) using parts sourced from Rombach & Nielsen and Aarhus Nimbus in Denmark (bills on file). The Nimbus was in 'oily rag' condition when purchased and Miklos went on to complete its restoration. The wheels were rebuilt by Hagon using stainless steel spokes, while the paintwork was shared between Cycle Sprays of Cranleigh and Ooey Custom Paint of Camberley, the colour chosen being period-correct Withered Green.

Invoices relating to the restoration and other works may be found in the machine's substantial file, which also contains service bills (most recent dated March 2017), miscellaneous technical and historical information, and the V5C Registration Certificate. Various instruction manuals are included in the sale together with a copy of Real Classics magazine (August 2017 edition) featuring this actual machine.

**£7,000 - 10,000**

**£7,900 - 11,000**

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

234

**1968 PANNÓNIA 246CC T5**

Registration no. to be advised

Frame no. T58083058

Engine no. 8083058

'Also made by the Csepel works, the Pannónia motorcycles had a certain similarity with Jawa products. The 247cc (sic) two-stroke was built with one and two cylinders and was also exported to European countries.' – Tragatsch. Located on the eponymous island in the River Danube, Csepel built motorcycles under its own name from 1932 until the early 1950s when the Tünde, Panni, Danuvia, White, and Pannónia brands were added to the portfolio. The most famous of these is Pannónia, which offered a range of air-cooled two-strokes that remained essentially unchanged until production ceased in 1975. Pannónia motorcycles were sold throughout the Eastern Bloc countries but were, and still are, a rare sight in the West. This example of Hungary's last and most successful motorcycle was imported as an original and essentially complete 'barn find' in December 2016, having stood idle for some considerable time. Miklos purchased the machine from one Jerry Deeks of Eastern Block Motorcycles, and immediately embarked on a no-expense-spared restoration, which is detailed by a thick sheaf of bills in the accompanying file. A NOVA declaration has been made and customs duties paid. A wonderful opportunity to acquire a rare Hungarian motorcycle that is likely to be unique at any gathering.

**£2,000 - 2,500**

**€2,300 - 2,800**



235

**1978 DKW W2000 ROTARY**

Registration no. XSD 557T

Frame no. 480000472

Engine no. 7585977

Although it would eventually prove a technological blind alley, the rotary engine seemed full of promise for automotive applications in the early 1970s. Three major motorcycle manufacturers released models using rotary engines: Suzuki, Norton, and DKW. Introduced to the UK market in 1973, the latter's offering was the W2000 (marketed as the Hercules W2000 elsewhere) which was powered by a single-rotor Fichtel & Sachs snowmobile engine displacing 294cc. This fan-cooled unit drove via a six-speed transmission and was suspended from a tubular spine frame, while the rest of the cycle parts were entirely conventional for the time. It goes without saying that its engine was vibration-less, but the little 'Deek' possessed other virtues: excellent build quality, superb handling, BMW-like rider comfort, and the convenience of an electric starter. Top speed was around 95mph. 'But even ignoring the novelty value of the unconventional power unit, it's an outstanding machine in its own right,' declared Bike. This DKW W2000 was purchased in August 2014 from Webbs Classic Motorcycles of Tamworth, Staffordshire (purchase receipt available). Also on file is a quantity of MoTs (most recent expired October 2017), old/current V5C documents, and numerous invoices for parts and services, including one for repainting the tank and side panels. The most recent service invoice is dated September 2016. An original owner's manual and a photocopy BMS maintenance manual are included in the sale.

**£3,500 - 4,500**

**€3,900 - 5,100**



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.

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



236

**1974 DUCATI 750 GT**

Registration no. JHU 561N

Frame no. DM750S 754889

Engine no. 754506 DM750

Designed by the legendary Fabio Tagliani, Ducati's first road-going v-twin - the 750 GT - arrived in 1971. Lacking the resources of larger Far Eastern rivals, Ducati had made the most of what it already possessed to create one of the all-time great post-war motorcycles. A 90-degree vee, the engine looked like two of the Bologna firm's bevel-drive overhead-cam singles on a common crankcase (which in essence it was) though the coil valve springs represented a departure from Ducati's traditional hairpins. The 90-degree layout made for exceptional smoothness and a lengthy wheelbase, a handicap more apparent than real that failed to stop the fine-handling Ducatis notching up a succession of wins in Formula 750 events, commencing with Paul Smart's famous victory at Imola in 1972. This particular 750 GT was sold new in Italy and comes with copies of its original Italian registration papers. The late owner purchased the Ducati for £11,000 from Made in Italy Motorcycles of Stowmarket, Suffolk in December 2012, taking delivery the following summer after Made in Italy Motorcycles had completed its total restoration (see detailed bill for over £30,000 on file). Noteworthy upgrades include a high-output alternator and a second front disc brake. Last serviced in January 2017, this beautifully restored 750 GT comes with a quantity of expired MoTs, current V5C document, assorted correspondence, sundry service/parts bills, and MoT to July 2018.

**£16,000 - 20,000**

**€18,000 - 23,000**



237

**1977 BENELLI 750CC SEI**

Registration no. URF 336R

Frame no. BC 5526

Engine no. BC 005810

Despite a racing heritage second to none, Benelli was in trouble by the late 1960s and fell into the clutches of Argentinian industrialist Alejandro De Tomaso in 1971. Under De Tomaso's stewardship the revitalised company was soon grabbing the headlines with a host of new models, none more startling than the 750cc Sei (Six) of 1972, the world's first production six-cylinder motorcycle. The fact that Benelli was able to produce the design so quickly despite lacking previous experience of this type of engine was easily explained: it looked like a Honda CB500 'four' with two extra cylinders, which in effect was just what it was. Even the bore and stroke dimensions were identical to those of the Japanese unit. Production properly began in 1974 but the Benelli was soon overshadowed by Honda's own CBX1000 'six', forcing the Italian company to respond with the 900 Sei in 1980. First registered in the UK in December 1996, this Benelli 750 Sei was acquired by Miklos in September 2013 from one Terence Chapman of Hayle (purchase receipt available). Also on file is a quantity of MoTs (most recent expiring 22nd August 2018), old/current V5/V5C documents, and numerous invoices for parts and services. The most recent of the latter is dated December 2016 when new electronic ignition was fitted, and the machine stripped for repainting by Cycle Sprays of Cranleigh, Surrey.

**£8,000 - 12,000**

**€9,000 - 14,000**



All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

238

## 1965 BMW 594CC R69S

Registration no. KYY 563C

Frame no. 659419

Engine no. 659419

- Purchased in Germany in 2012
- Already restored when acquired
- Serviced and MoT'd annually



BMW introduced its first post-war twin-cylinder model in 1949; this was the R51/2, which was based, as its designation suggests, on the pre-war R51. For the next few years BMW concentrated on refining what were essentially pre-war designs, but by 1955 was ready with a brace of new machines: the R50 and R69. Of (nominally) 500cc and 600cc respectively, the newcomers inherited the updated, flat-twin engine introduced on the R51/3 a few years previously. This heavily revised power unit was deployed in all-new cycle parts, the most notable departures from preceding practice being the Earles-type, leading-link front fork, and swinging-arm rear suspension enclosing the driveshaft in the right leg: developments first seen on the works racers.

A luxury tourer capable of over 100mph, the R69 cost as much as a small family car and sold to discerning enthusiasts for whom expense mattered little when set against the excellence of BMW engineering. The R50 and R69 were produced until the arrival of the slightly more powerful 'S' versions for 1961.

The larger of these, the R69S, produced 42bhp and was good for a top speed of around 110mph. 'Luxury roadster with superb high-speed performance yet docile traffic manners; magnificent steering, roadholding and brakes,' was Motor Cycle magazine's verdict.

This beautiful BMW R69S was purchased in Germany in November 2012 from E Thiesen KG of Hamburg (bill of sale available). In restored condition and painted black at time of purchase, the BMW was then refinished in Chamonix White by S Meyer GmbH of Hillesheim, Germany (bills on file). The machine has been serviced and MoT'd annually since acquisition, the last service being carried out in June 2017, while the most recent MoT certificate due to expire January 2019. Additional documentation includes the current V5C Registration Certificate, old German registration papers, DVLA correspondence, VMCC dating certificate, and sundry service bills.

**£10,000 - 14,000**  
**€11,000 - 16,000**



239  
**1969 BSA 740CC ROCKET III**  
Registration no. CAU 549H  
Frame no. AC 01070 A75R  
Engine no. AC 00298 A75R

Essentially a 'Tiger-and-a-half', the Triumph and BSA 750 Triples were launched in the UK in 1969. Differences between the Triumph Trident and BSA Rocket III were more than just cosmetic: the two models used different frames and in BSA guise the motor's cylinder block was slightly inclined. BSA-Triumph had learned a lot about engine development from racing the 500 twins, and the Triples were the most powerful machines in their class. Today these charismatic machines enjoy an enthusiastic following worldwide and are supported by numerous recognised specialists and a first-rate owners' club – the TR3OC – whose annual 'Beezumph Rally' is highly recommended. A United States model, this particular Rocket III had already been restored when it was purchased from RWHS Classic Bikes of Market Drayton, Shropshire in September 2012. It boasts desirable upgrades in the form of Hagon shock absorbers, a Grimeca double-sided front brake, and Mikuni carburettors, while the cylinder head has been rebuilt by JD Autowerx with hardened valve seats for unleaded fuel. The machine has been serviced and MoT'd annually since acquisition, the last service being carried out in June 2017, while the most recent MoT certificate expires on 6th December 2018. Additional documentation includes the current V5C Registration Certificate, assorted correspondence, old US registration papers, and sundry service and parts bills.

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



240  
**1971 BSA 650CC LIGHTNING**  
Registration no. EKH 374K  
Frame no. A65L NG02481  
Engine no. A65L NG02481

For 1965, BSA's original A65 Star single-carburettor touring twin was replaced by the A65 Thunderbolt, which joined the twin-carburettor Lightning, both models continuing after the range was given a major makeover for the 1971 season. In this, its final incarnation, BSA's 650 gained a new oil-bearing frame, Ceriani-style front forks with exposed stanchions, and conical hubs. The lusty, parallel-twin performance remained unimpaired, Bike magazine recording figures of 14.09 seconds for the standing quarter-mile and a top speed of around 105mph when comparing the Lightning with an almost-identically-performing Yamaha XS2 back in 1972. Perhaps surprisingly, the BSA's handling, ride, and comfort were deemed superior to those of its Japanese opposite number. Manufactured in 1971, this particular Lightning was despatched new to Movilito, Spain in May 1973, and was first registered in the UK in May 2010. The late owner purchased the BSA in September 2016 from Motorcycles Unlimited of Greenford, Middlesex (bill of sale on file). Since then the machine has been serviced twice (both occasions in 2016) while in May 2017 the engine was re-bored and Pazon electronic ignition fitted. Accompanying documentation includes a BSA OC Dating Certificate, old Spanish registration papers, a quantity of expired MoT certificates, current V5C document, sundry service/parts bills, and MoT to 29th June 2018.

**£3,800 - 4,400**  
**€4,300 - 5,000**



All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

241

**1957 ARIEL 995CC SQUARE FOUR MARK II**

Registration no. VNY 809

Frame no. GM987

Engine no. NML989

Designed by Edward Turner, creator of the legendary Triumph Speed Twin, the first Ariel Square Four was shown at the Olympia Motorcycle Show in 1930. Conceived as an overhead-camshaft 500, the model grew to 601cc before a total redesign saw it emerge as the Model 4G, with 995cc overhead-valve engine, in 1937. An exercise in weight shedding saw an aluminium cylinder head and barrel adopted for 1949, the revised model, now capable of 90mph-plus, being known as the Mark I. Introduced in 1953, the 'four pipe' Mark II 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. This stunning Square Four Mark II was purchased in 2013 from marque specialist Colin Reed-Apsley, whose company, Reed's Classics, had just completed its full restoration (see bill and correspondence on file). Serviced regularly since acquisition, most recently in July 2017, the machine is offered with owner's guide, parts list, current V5C document, sundry service invoices, and its original old-style logbook confirming matching frame, engine, and registration numbers. A minor oil leak from the tank is the only fault notified.

**£7,000 - 11,000**

**€7,900 - 12,000**



242

**1996 HARLEY-DAVIDSON 1,340CC FLSTN HERITAGE**

Registration no. N245 HSF

Frame no. 1HD1BNL2XTY010072

Engine no. 2096115009

An important event in the lengthy development of Harley's perennial v-twin occurred in 1984 with the introduction of the new all-alloy Evolution engine together with a diaphragm clutch, air-assisted shock absorbers, and toothed-belt final drive. By this time Harley-Davidson had freed itself from the American Machine & Foundry group, and one of the more significant developments of the immediately post-AMF era was the introduction of the traditionally styled Softail. The Softail featured a cleverly disguised rear end looking like that of a pre-war 'rigid'-framed Harley but was, in fact, sprung, as its name suggests. Completing the 'vintage' retro look was a girder-type front fork with bottom link and centre spring. This was the look the die-hard Harley traditionalists had been waiting for, and the Springer Softail and its variants would prove an enduring success. Miklos bought this Heritage Softail in May 1996 in South Africa, and some 20 years later imported it into the UK where it was first registered on 1st February 2017. The 1996 purchase receipt is available, and the accompanying file also contains extensive history relating to the Harley's time in South Africa: bills, registration documents, licence discs, number plate, etc. Additional documentation consists of import paperwork, three MoTs (most recent expired January 2018, a current MoT (expiring January 2019), and a V5C Registration Certificate. New tyres were fitted in February 2017.

**£5,000 - 7,000**

**€5,600 - 7,900**



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.



243  
**1972 HONDA CB750 K2**  
 Registration no. KGV 43K  
 Frame no. CB750 2000811  
 Engine no. CB750E 2001138

Forty years on, it is hard to imagine the impact the Honda CB750 had on the motorcycling world when it was unveiled to a stunned public at the 1968 Tokyo Show. True, there had been plenty of four-cylinder motorcycles before, but these had been built in relatively small numbers and aimed at the wealthy few. Here for the first time was a mass-produced four within the financial reach of the average enthusiast, and one whose specification - overhead camshaft, disc front brake, five-speed gearbox, electric starter, etc - made the opposition look obsolete overnight. A trend-setting design of immense significance and one of the truly great classic motorcycles, it is highly sought after today by collectors. Almost certainly sold new in the USA, this well presented CB750 was first registered in the UK in April 1997 and was purchased by Miklos in June 2013 from Steve Thompson of Wokingham. Soon after acquisition, Cycle Sprays of Cranleigh repainted the Honda, while in 2016 an electronic ignition system was installed. The related bills are on file together with numerous others for parts and services; the most recent of the latter is dated September 2017. The machine also comes with old/current V5/V5C Registration certificates and a quantity of MoTs (most recent expiring on 13th June 2018).

**£6,000 - 8,000**  
**€6,800 - 9,000**



244  
**1968 HONDA CB450 K0 'BLACK BOMBER'**  
 Registration no. DBH 274F  
 Frame no. CB450-1010802  
 Engine no. CB450E-1007317

The arrival of the Honda CB450 in 1965 should have dispelled any lingering doubts about Japan's intention to compete in all sectors of the motorcycle marketplace. Known affectionately as the 'Black Bomber' after its black finish, the CB450 was Honda's largest model when launched and capitalised on experience gained with a succession of smaller-capacity twins. Nevertheless, the CB450 departed from Honda's usual practice in a number of ways, in particular its use of twin overhead camshafts, torsion-bar valve springs, and constant-velocity carburetors. The tubular frame - replacing Honda's traditional fabricated spine type - was another departure from the norm. With a top speed of over 100mph and a standing quarter-mile time in the 14-second bracket, the refined CB450 sounded the death knell, not just for the traditional British '500' but for the entire UK motorcycle industry. This CB450 was purchased in May 2013 having been off the road for some time (receipt on file). Serviced and MoT'd annually since acquisition, it comes with numerous invoices for services and parts including a Pazon electronic ignition system. Additional documentation consists of an old-style continuation logbook (1976), a quantity of expired MoTs, current V5C Registration Certificate, and MoT to 22nd May 2018. It should be noted that the engine has been changed, and that the electric starter does not work.

**£5,000 - 7,000**  
**€5,600 - 7,900**



245

**1971 HONDA CB500 K0**

Registration no. BNT 479K

Frame no. CB500 1031440

Engine no. CB500E 1031934

Honda followed its sensational CB750 with a range of smaller fours, the first of which - the CB500 - appeared in 1971. The half-litre newcomer was just as well specified as its larger brother, boasting an overhead-cam engine, five-speed gearbox, electric starter and disc front brake. Bike magazine reckoned there were several reasons for preferring the smaller four: 'For starters the 500 is a lighter machine with a shorter wheelbase. It therefore has a better power-to-weight ratio than its bigger brother and, significantly, it handles better through the curves. In fact, the 500 is faster up to 60mph in a straight line and its 80mph time is only a fraction of a second behind the 750.' This CB500 was imported from the USA and first registered in the UK on 5th October 2016. The machine was then advertised for sale as 'one of the best, low mileage examples' and with 'new tyres, fully rebuilt carbs, fully serviced, original paint, original chrome, original wheels, NOS (new old stock) gauges, and new HM323 pipes'. Miklos purchased the Honda in January 2017 (details on file), since when it has benefited from numerous new parts sourced from marque specialist, David Silver Spares, including an electronic ignition kit, which were fitted in the course of its service carried out in March 2017. The related bills are on file and the machine also comes with old/current V5C documents and an expired MoT (September 2017).

**£3,800 - 4,500**

**€4,300 - 5,100**



246

**1973 HONDA CB350 F0**

Registration no. EWW 482L

Frame no. CB350F-1032001

Engine no. CB350FE-1032052

Honda followed its sensational CB750 with a range of smaller fours, the first of which - the CB500 - appeared in 1971. The half-litre newcomer was just as well specified as its larger brother, boasting an overhead-cam engine, five-speed gearbox, electric starter, and disc front brake. A 347cc version appeared the following year catering for riders who valued the refinement of a four yet wanted the lower running and insurance costs of a 350. Apart from a reduced cylinder bore and detail changes to tyre sizes, gearing, silencers, and rear brake, the CB350F was almost identical to the 500. At the time, the CB350F was the smallest capacity multi-cylinder motorcycle ever to enter volume production. Produced into 1974, the model was sold in Europe but never officially imported into the UK where the CB350 twin was the factory's preferred offering. Sold new in the USA, this CB350F was imported by DK Motorcycles of Newcastle-under-Lyme, from whom it was purchased by Miklos in April 2016 as a restoration project (advertisement and sales receipt on file). Miklos then proceeded to restore the Honda, the repaint being undertaken, as usual, by Cycle Sprays of Cranleigh, and this no-expense-spared rebuild is documented by the numerous bills on file (inspection recommended). Last serviced in November 2016 and MoT'd to 11th September 2018, this beautiful and rare CB350F is offered with a VJMC Dating Letter, DVLA correspondence, old/current V5/V5C Registration Certificates, the aforementioned documentation, and a copy of Classic Bike Guide (July 2017 edition) featuring this actual machine.

**£2,600 - 3,200**

**€2,900 - 3,600**



All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

247

## 1979 HONDA CBX1000Z

Registration no. YKE 685X

Frame no. CB1-2022847

Engine no. CB1E-2022991

- North American model
- Present ownership since 2012
- Regularly serviced and MoT'd
- Delkevic exhaust system



'The CBX was quite simply a marvellous revelation which has genuinely elevated the status of motorcycling. Few people will be able to afford to run one, but then the best is never cheap. Above all, such a motorcycle should not be condemned because it's an excess.' - Bike magazine, December 1978.

Just as it had in the preceding decade with the four-cylinder CB750, Honda stunned the world again in the 1970s, introducing the Gold Wing super-tourer and the outrageous six-cylinder CBX1000. Launched in 1978, the latter was not the first six of the modern era, Benelli's 750 Sei having beaten it by a couple of years, but it was by far the biggest and fastest. Launched in 'naked', twin-shock form, the CBX was revamped for 1981, gaining Pro-Link mono-shock rear suspension, a half fairing, and ventilated front disc brakes.

Weighing around 550lbs and with 105bhp on tap, the CBX was good for over 130mph and scorched through the standing quarter-mile in around 12 seconds. For most owners though, it was not the CBX's performance so much as its on-road presence that mattered. Even today, few bikes can match it for charisma, visual appeal and, above all, sound.

A desirable early twin-shock model, this CBX was first registered in the UK in May 1982 having (reputedly) been imported from Canada. 'YKE 685X' was purchased from Motorcycles Unlimited of Greenford, Middlesex in July 2012. The sales receipt is on file, and the machine also comes with a V5C Registration Certificate, a quantity of MoTs (most recent expiring 12th June 2018), and sundry invoices for parts and services, the most recent of the latter being dated April 2017. The Delkevic pattern exhausts were fitted in May 2017 (the original corroded system is included in the sale).

**£10,000 - 14,000**

**€11,000 - 16,000**

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

248

**1977 HONDA GL1000 GOLD WING**

Registration no. XGH 989S

Frame no. GL1-3021406

Engine no. GL1E-3021497

In a world grown accustomed to the excesses of decadence on all fronts, it is hard to imagine the mixture of awe and disbelief that greeted the Honda Gold Wing on its arrival in 1974. Given the mind-boggling specification: 1,000cc flat-four engine, water cooling, belt-driven overhead camshafts, shaft drive, triple disc brakes, etc, it was certainly complex if not, strictly speaking, that advanced. Over the years the 'Wing has grown in engine capacity, overall size and complexity, which only serves to underline the increasingly collectible original GL1000's purity of form. Seemingly highly original apart from its braided brake hoses and Hagon shock absorbers, this GL1000 was purchased from Spinning Wheel Classic Cars of Sheepbridge, Derbyshire in March 2013. The sales invoice is on file and the machine also comes with a V5C document, a quantity of MoTs (current certificate expires December 2018), and numerous invoices for servicing and parts, including new tyres and an electronic ignition system fitted in 2016. The last service was carried out in June 2017. It should be noted that the V5C incorrectly records the frame/engine number prefix as 'GL2'. Haynes and Clymer manuals are included in the sale.

**£4,500 - 6,500**

**€5,100 - 7,300**



249

**1978 HONDA CX500E**

Registration no. XAK 444T

Frame no. CX500-2021160

Engine no. CX500E-2021209

There had been nothing quite like the CX500 before its arrival in 1978. Conceived as a middleweight sports-tourer, the CX featured an 80-degree v-twin engine with water-cooling and four valves per cylinder, mounted transversely beneath a spine-type frame and driving the rear wheels via shaft. And while few would deny that the result was a technological tour de force, the styling proved somewhat controversial. Despite its 'ugly duckling' looks, the CX500 proved an enormous success, especially with commuters and dispatchers who appreciated its combination of performance and economy (105mph, 44mpg) in a medium-sized package, which was combined with a decent tank range, low-maintenance shaft drive and ease of access for home servicing. With that kind of pedigree, it is not surprising that there is an increasing demand for good examples of what was one of the most individual motorcycles of its day. This example was acquired from RWHS Classic Bikes of Market Drayton, Shropshire in February 2013. The sales invoice is on file and the machine also comes with a V5C registration document, a quantity MoTs most (recent expiring 25th April 2018), and sundry service invoices (most recent dated December 2016). An original owner's manual is included in the sale.

**£2,500 - 3,000**

**€2,800 - 3,400**



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 completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

250

## 1976 KAWASAKI Z900 A4

Registration no. NUX 620P

Frame no. Z1F-506314

Engine no. Z1E-104916

- *Landmark Kawasaki superbike*
- *Imported from the USA*
- *Part of the collection since 2012*



Having established its performance credentials with the Mach III two-stroke triple, Kawasaki went on to ace the opposition with the awe-inspiring Z1. The model had been planned in 750cc form in the late 1960s but was beaten to the showroom by Honda's CB750. Kawasaki's proposed superbike already had two overhead camshafts to the Honda's one, so its designers redrew the motor as a '900'. Launched in 1972 at the Cologne Show, the big 'Z' set new road-bike performance standards, at least as far as straight-line speed was concerned. With 82bhp on tap, top speed was around 130mph, but if the rider used all that power on twisty roads then things could get exciting. As a fast tourer though, the Z1 excelled. Mildly revised year by year, the model progressed through the Z1A and Z1B versions and was renamed 'Z900' for 1976.

Introduced in 1974, the Z1A featured different tank livery and a plain alloy finish for the engine's upper half, the Z1's having been black, together with minor mechanical alterations.

The Z1B, introduced in 1975, featured different tank livery and the plain alloy finish for the upper engine first seen on the Z1A, together with minor mechanical alterations including the adoption of a sealed drive chain and the deletion of the chain oiler. In 1976 the model was mildly revised yet again and renamed 'Z900', gaining twin front discs and 26mm carburettors among other more minor changes. Few bikes from Japan have had as much of an impact on the motorcycling world as Kawasaki's original 'Big Zed', and today all versions of this landmark model are highly sought after.

Imported from the USA and first registered in the UK on 1st September 2012, this Z900 was purchased from RHWS Classic Bikes on the 20th of that month. The sales receipt is on file and the machine also comes with a V5C document, a quantity of MoTs (most recent expires 26th October 2018), and sundry invoices for parts and services, the most recent dated April 2017.

**£8,000 - 12,000**

**€9,000 - 14,000**

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

251

**1971 KAWASAKI 498CC MACH III/H1A**

Registration no. KGH 104K

Frame no. KAF-42211

Engine no. 53156

From the Z1 to the ZX-10R and Ninja H2, Kawasaki has long enjoyed a reputation for building uncompromising - often outrageous - high performance motorcycles. However, the machine that started it all was not a four-stroke like the forgoing, but a two-stroke - the awesome, legendary Mach III. Light weight combined with a peaky 60bhp and indifferent handling made the two-stroke triple an exciting machine to ride but one that nevertheless had the legs of just about everything under 750cc when launched in 1968. The Mach III (H1) triple was regularly revised and updated, gaining a front disc brake, revised steering geometry and rubber engine mounts among other changes before production ceased in 1976, by which time it had become the KH500. Miklos purchased this Mach III from Motorcycles Unlimited of Greenford, Middlesex in September 2013 (receipt on file) and immediately had it repainted by Cycle Sprays of Cranleigh, Surrey. Cycle Sprays' bill is on file together with others for parts and services, the most recent of the latter dated December 2016, while the machine also comes with old/current V5/V5C registration documents, and a quantity of MoTs (most recent expiring 29th May 2018).

**£6,000 - 8,000**

**€6,800 - 9,000**



252

**1982 KAWASAKI Z1300**

Registration no. MAB 225X

Frame no. JKAKZA19CA014256

Engine no. KZT30AE014914

Having seen its Z1000 deposed as top superbike by Honda's outrageous six-cylinder CBX, it was inevitable that Kawasaki would strike back. Enter the Z1300. Launched in 1978 to a fanfare of superlatives - biggest, heaviest, most powerful, fastest - Kawasaki's new flagship was more super-tourer than outright sports bike, its 140mph top speed notwithstanding. Weighing close to 700lb and producing an astonishing - at that time - 120bhp, the Z1300 promised to be a real handful but in fact handled 'predictably and reassuringly over virtually any kind of surface' according to Bike magazine. Only the Big Zed's upright riding position and limited range - despite a six-gallon fuel tank - took the gloss off the stupendous performance afforded by that admirably smooth and torquey six-cylinder engine. Sold in limited numbers, the Z1300 today is highly sought after. Imported from the USA and first registered in the UK on 1st March 1991, this Z1300 was purchased from Motorcycles Unlimited of Greenford, Middlesex on 18th July 2012 (sales receipt available). In April 2013, it was serviced and cosmetically restored by Portman Motorcycles, the re-spray being entrusted to Dream Machine. Related bills are on file and the machine also comes with a V5C document, old US title, a quantity of MoTs (most recent expires 24th April 2018), and sundry invoices for parts and services, the most recent dated March 2017.

**£5,000 - 8,000**

**€5,600 - 9,000**



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.

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



253  
**1972 SUZUKI GT750J**  
Registration no. KGV 131K  
Frame no. 28195  
Engine no. GT750 27820

Launched at the Tokyo show in 1971, Suzuki's new GT750 flagship was, as its name suggests, more Gran Turismo than outright sports bike. First of a family of Suzuki two-stroke triples, the newcomer retained the cylinder dimensions of the existing T500 air-cooled twin but with the added refinements of water-cooling and an electric starter. Top speed was around 115mph, but more important was the effortless cruising capability. Modifications were not long in coming, the GT750K gaining twin front disc brakes (replacing the original double-sided drum) for 1973. 'It's solid and utterly secure at the ton and comfortably relaxing in a way that only a heavyweight cruiser can be, but it's also perfectly manageable trickling along at walking pace,' declared Bike magazine. Sold new in Missouri, USA and first registered in the UK in June 2005, this example was purchased in June 2013 from Motorcycles Unlimited of Greenford, Middlesex having previously belonged to Adrian Martin of Holme, Lancashire. There are some bills on file relating to Mr Martin's period of ownership together with a State of Missouri Certificate of Title and a copy of an advertisement recounting the Suzuki's history in the USA. Also present is a VJMC dating letter, a quantity of MoTs (most recent expires 18th May 2018), old/current V5C Registration Certificates, and sundry service invoices, the most recent dated December 2016. The machine also comes with an original owner's manual, parts catalogue, and service manual.

**£8,000 - 12,000**  
**€9,000 - 14,000**



254  
**1983 SUZUKI GSX1100 KATANA**  
Registration no. RNH 134Y  
Frame no. GS1100X-536439  
Engine no. GSX1100X-161591

'It's a classic.' With those words Bike magazine concluded its glowing road test of Suzuki's GSX1100 Katana in February 1984, noting that, despite having been around virtually unchanged for three years, the big Suzie was still the undisputed 'King of the Street'. With a best one-way of 143mph, the Katana had the legs of rivals such as Kawasaki's GPz1100 and Laverda's Jota, while a standing-quarter run of 11.13 seconds demonstrated that there was no lack of bottom-end grunt. Styled by the German firm of Target Design under the direction of Briton Jan Fellstrom, and first seen at the 1980 Cologne Show, the Katana represented a bold effort to produce an uncompromising sports roadster in the European mould. The result was a machine that combined straight-line speed with secure handling like no Japanese bike before it. This GSX1100 Katana was first registered in the UK in August 2004. Miklos purchased the Suzuki in June 2014 from FireFox Racing of Keighley. The sales receipt is available, and the history file also contains some MoTs (most recent expires 3rd July 2018), old/current V5C Registration Certificates, and sundry invoices for parts and routine servicing, the most recent of the latter dated October 2016. It should be noted that the V5C documents incorrectly list the frame/engine number prefix as 'GS110X'.

**£5,000 - 8,000**  
**€5,600 - 9,000**



All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

255

**1979 SUZUKI GS1000**

Registration no. FMV 321V

Frame no. GS1000 527900

Engine no. GS1000-145043

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 GS1000 provides the silky smoothness synonymous with most across-the-frame fours, an incredible amount of torque which reduces gear changing to a minimum plus devastating performance,' reported Bike. The 'devastating performance' amounted to 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 rear suspension units adjustable for damping as well as spring pre-load, made for superior handling when pressing on. Historically significant as Suzuki's first one-litre multi, the GS1000 is today one of the most collectible of early Suzuki four-strokes. Miklos purchased this GS1000 in September 2013 from Anthony Austin of Daventry. The sales receipt is available, and the history file also contains some MoTs (most recent expires 25th April 2018), old/current V5C Registration Certificates, and sundry invoices for parts and routine servicing, the most recent of the latter dated November 2016. The machine also comes with a genuine Suzuki owners' manual and a Haynes workshop manual.

**£4,500 - 6,500**

**€5,100 - 7,300**



256

**1978 YAMAHA XS1100E**

Registration no. VEO 81T

Frame no. 2H9-004713

Engine no. 2H9-004713

'For straight line comfort and effortless speeding, there's little to match it,' declared Bike magazine, summing up its first encounter with Yamaha's XS1100 behemoth back in 1978. Nowadays, a machine weighing in excess of 600lbs, producing 66.5ft/lbs of torque, and with a top speed of more than 130mph (a 'Super Cruiser' in today's terminology) would scarcely raise an eyebrow, but with that specification 40 years ago the XS1100 seemed to have come from another planet. The ultimate transcontinental mile-muncher of its day, the XS1100 featured shaft drive, twin overhead camshafts, triple disc brakes, alloy wheels, electrical accessory power outlet, adjustable suspension, fairing mounts, and a surprisingly extensive tool kit. Miklos purchased this example in July 2013, and later that same year embarked on an extensive programme of re-commissioning. This included a repaint by Cycle Sprays of Cranleigh, Surrey; having the seat professionally re-upholstered; and sourcing numerous original new parts. Subsequently, Elektronik Sachse digital ignition was fitted (in October 2014) followed by Dynoatek ignition coils and leads (June 2015). Related bills are on file and the machine also comes with a V5C Registration Certificate, a quantity of MoTs (most recent expired March 2018), and sundry service invoices, the most recent dated November 2016. Haynes, Clymer, and genuine Yamaha service/repair manuals are included in the sale.

**£3,600 - 4,200**

**€4,100 - 4,700**



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.

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



257

**1958 MOTO GUZZI 499CC FALCONE**

Registration no. 937 UYN

Frame no. FBC34

Engine no. FBC23

Moto Guzzi re-commenced production post-war with a range of updated pre-war designs, the 500cc touring GTV and sportier GTW soon gaining telescopic front forks and hydraulic rear suspension before being replaced for 1949 by the Astore. The latter incorporated several features pioneered on the hugely successful 250cc Airone, principally an aluminium-alloy cylinder barrel and 'head and enclosed valve gear, and remained in production until 1953. By then the ultimate expression of Guzzi's classic, vintage-style single had arrived: the legendary Falcone. Introduced in 1950, the Falcone took over the GTW's mantle of Guzzi's top sports roadster, its tuneable engine being closely related to that of the Dondolino racer. Offered in Sport, Turismo, and military/police specifications, the Falcone outlived all its fellows; the Turismo civilian version remaining in production until 1963 when it was replaced by the all-new Falcone Nuovo. This Falcone was first registered in the UK on 1st November 2015 and purchased by Miklos from Classic Super Bikes on 5th August 2016. It appears that the Guzzi was formerly resident in Hungary as there is a Magyar Autóclub certificate (dated 2002) and other Hungarian paperwork in the accompanying file. The machine also comes with a V5C Registration Certificate and invoices for an annual service (December 2016) and new tyres (January 2017). A set of Moto Guzzi decals and an owner's manual are included in the sale.

**£5,000 - 7,000**

**€5,600 - 7,900**



258

**1975 MOTO GUZZI 850-T**

Registration no. KCL 899N

Frame no. 93413

Engine no. VC 93413

Introduced in 1974, the 850-T owed more to the V7 Sport and 750S models than it did to Guzzi's contemporary tourers, boasting the former's frame and suspension and the latter's 'hot' camshaft. The 850-T was one of the first Guzzis to employ a disc brake, mounting a single Brembo at the front while retaining the existing drum brake at the rear. Weighing slightly less than the 750S but with the same (53bhp) maximum power output and greater torque, the 850-T possessed an excellent power-to-weight ratio and could justifiably claim to be one of the finest sports-tourers of its day. Effectively an interim model, it was replaced in 1975 by the triple-disc-braked 850-T3 and thus is one of the rarer of post-war Guzzi twins. First registered in the UK in 1992, this 850-T was purchased in July 2013 from Mr Paul Leate of Frettenham, Norfolk, its owner for the preceding 22 years. The related bill of sale, correspondence, and advertisement are on file, the latter stating that it had covered only some 4,000 miles in that period 'to and from shows and fetes, etc, rebuilt this as a show bike, with successes, never seen rain and has been restored extensively'. The machine also comes with a quantity of MoTs (most recent expires 26th June 2018), a V5C Registration Certificate, and sundry invoices for parts and services, the most recent of the latter dated December 2016.

**£3,500 - 4,500**

**€3,900 - 5,100**



All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

259

**1980 LAVERDA 981CC 3CL**

Registration no. TDX 362W

Frame no. LAV.1000 6707

Engine no. 1000 6707

Introduced in 1972, the '3C' was the first of Laverda's much admired family of classic three-cylinder 'muscle bikes' that would do so much to establish its reputation as one of Italy's foremost purveyors of high-performance motorcycles. Displacing 981cc, the new engine had a character all its own. No longer conceived along Honda lines like its twin-cylinder predecessors, Laverda's triple was a twin-overhead-camshaft design with 180-degree 'flat' crankshaft. Following the introduction of the Slater Brothers-inspired Jota super sports version, the 3C continued as the 3CL sports-tourer, with the 80bhp engine and 125mph capability; and although slightly slower than the Jota, the less highly-stressed 3CL is considered by many Laverda aficionados to be the more enjoyable machine to ride. Previously registered in Spain, this 3CL was purchased from Made in Italy Motorcycles of Stowmarket, Suffolk in November 2012, being advertised at that time as benefiting from an extensive professional cosmetic restoration. Details of the restoration are on file, and the machine also comes with the sales receipt, a V5C document, assorted correspondence, some MoT certificates (most recent expires 30th October 2018) and sundry invoices for parts and services, the most recent of the latter dated January 2017.

**£5,000 - 7,000**

**€5,600 - 7,900**



260

**1974 MOTO MORINI 344CC 3½ STRADA**

Registration no. DBY 903M

Frame no. A/2 03901

Engine no. to be advised

'Just forget that the Morini Strada is 'only' a 350. It gives you more than many 750s.' – Bike magazine. Before the arrival of its family of 72-degree v-twin roadsters, Morini's reputation had rested mainly on its highly successful double-overhead-cam single-cylinder racers. Engine designer Franco Lambertini adopted an entirely different approach for the v-twins: each cylinder's two valves were pushrod-operated by a belt-driven single camshaft while the combustion chambers were located, not in the flat-faced cylinder heads, but in the piston crowns. Coupled to a six-speed gearbox, this superb motor's performance belied its lack of capacity, endowing the lightweight, nimble-footed Morini with a top speed of around 100mph. Sport and Strada (touring) versions were made, early models having drum brakes and wire wheels, later ones a front disc brake, and the final examples alloy wheels. Previously registered abroad and first registered in the UK in June 2005, this early drum-braked '3½' Strada is one of Miklos' final acquisitions. The machine was purchased from Powersport Motorcycles of Christchurch in January 2017 and serviced later that same month (sales invoice on file). Additional documentation consists of the service invoice, some parts invoices, an expired MoT (January 2018) and a current MoT (expiring January 2019), and old/current V5C Registration Certificates. A copy manual and parts catalogue are included in the sale.

**£2,800 - 3,200**

**€3,200 - 3,600**



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.

261

## 1970 CLYMER MÜNCH 1,177CC TTS 'MAMMOTH'

Registration no. SVR 562H

Frame no. 114

Engine no. 114

- *Ultra-rare limited edition superbike*
- *Sold new in the USA*
- *Restored to the highest standards*



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

The engine was housed in a cradle frame inspired by the Marx Norton, and to keep the weight down Münch made extensive use of Elektron magnesium alloy, which was used for the gearbox shell, rear chain case, fork sliders, and brakes. The result was a commendably low dry weight for the prototype of 433lbs, though production versions would weigh considerably more.

Elephant Rally founder and Das Motorrad journalist Ernst Leverkus rode the bike in 1966, and the resulting worldwide publicity provoked a rush of orders. The production Mammoth (the name would later be dropped for copyright reasons) first appeared at the Cologne Show in September 1966, by which time the capacity had risen to 1,085cc, power to 70bhp and the top speed close on 140mph. Hand built to individual customer order, the Mammoth eventually used the 1,177cc version of the NSU four with power outputs of up to 104bhp.

Founder of Cycle magazine and publisher of the eponymous motorcycle manuals, American entrepreneur Floyd Clymer (1895-1970) invested in Münch, marketing the machine in the USA as the 'Clymer-Münch Mammoth' with the slogan: 'Built up to a standard, not down to a price'. And the hand-built Mammoth was certainly very expensive, selling in the USA for \$3,995 when the BMW R69S cost only \$1,695. It is estimated that some 500 Mammoths had been made when production ceased in 1975.

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



The machine offered here was built for the American market and exported new to New Jersey. Miklos bought this Mammoth in November 2014 from Fuchs Motorrad of Osnabrück, Germany.

Fuchs' letter on file states that it is one of 150 built as a 'Clymer-Münch' before Clymer's death. This letter also states that the machine had been completely restored using only original parts, was 'like a new one' and has 'the highest quality standards'. Additional documentation consists of a copy of the previous German registration document, HMR&C correspondence, SORN paperwork, V5C Registration Certificates, sundry servicing and parts bills, and two MoTs (most recent expires 6th November 2018).

**£75,000 - 100,000**

**€85,000 - 110,000**

**1973 MV AGUSTA 750S**

Registration no. CNF 113M  
 Frame no. MV4C75 2140333  
 Engine no. 214-0267

- *One of the most desirable of post-war motorcycles*
- *Formerly registered in Spain*
- *Purchased in February 2014*



'The 750S is still one of the most dramatic looking bikes made. This is in no small part due to the colours: crimson frame, red, blue and white tank, and white fairing with the insignia of MV Agusta emblazoned on the sides.' – Bike magazine.

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

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

Although no lightweight - it weighed nearly as much as the 903cc Kawasaki Z1 - the 750S gave little away in outright performance terms to such larger machinery, thanks, no doubt, to its engine's Grand Prix heritage. Testing a 750S in 1975, Bike magazine found the motor very powerful. 'Surprisingly it also has great reserves of torque and pulls happily from four thousand. It's probably the most powerful 750cc motor made; in a straight drag with a Z1 it lost only a few yards up to 100mph.' The Scarab brakes, too, came in for praise.

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



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

Miklos purchased this 750S America from Motos Antiguas of Membrilla, Spain in February 2014. The purchase receipt is on file and the machine also comes with an old Spanish (Barcelona) registration document recording regular technical inspections from 1988 up to 2007 when the documents was cancelled. The history file also contains DVLA correspondence, old/current V5C Registration Certificates, a quantity of MoTs (most recent due to expire January 2019), and sundry invoices for parts and services; the most recent of the latter is dated February 2017 when the carburettors and brake callipers were dismantled, sonically cleaned, and rebuilt. It should be noted that the V5C documents incorrectly list the DGM (Direzione Generale Motorizzazione) product homologation number rather than the actual frame number (as above).

**£70,000 - 90,000**

**€79,000 - 100,000**



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.

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



263  
**1962 PANTHER 650CC MODEL 120**  
Registration no. JAS 420  
Frame no. 27269  
Engine no. 62ZA236A

Post-WW2, Panther added medium-weight 250/350cc models with vertical engines to the range, but its largest models retained the inclined engine that had been around since the dawn of time and served as the frame's downtube. In 1959 an enlarged (to 645cc) Model 120 joined the 594cc Model 100, and the former would be Panther's sole Panther four-stroke from 1964 until production ceased in 1968. With their low-revving engines and limitless pulling power, the big Panthers had long been a favourite of sidecarists, and this example was previously registered as a motorcycle combination. 'JAS 420' was acquired in April 2015 from one Andrew Smith of Eastleigh, its owner since October 2012. Mr Smith's advertisement states that the engine is a replacement unit dating from 1962, and that it had been completely rebuilt approximately 8,000 miles previously by the former owner. Other noteworthy features listed include 12-volt electrics, stainless steel wheels rims and wheel spindles, rebuilt magneto with external condenser, and numerous stainless-steel fastenings. Since acquisition, the gearbox has been rebuilt, the clutch renewed, new tyres fitted, and a new fuel tank sourced. Bills relating to the foregoing are available, and the substantial history file also contains a Panther Owners Club dating letter, POC spares list, DVLA correspondence, a quantity of expired MoTs, sundry invoices for parts and servicing, and old/current V5C Registration Certificates.

**£4,500 - 6,500**  
**€5,100 - 7,300**



264  
**1957 DOUGLAS 348CC DRAGONFLY**  
Registration no. UJJ 53  
Frame no. 2223  
Engine no. 2223-6

An extensively redesigned horizontally-opposed twin replaced Douglas's earlier models in 1955. Known as the Dragonfly, the newcomer featured a revised engine with stronger crankcase, single carburettor, alternator electrics, and coil ignition. The duplex swinging-arm frame employed conventional Girling dampers in place of the preceding torsion bar set-up, while the old Radidraulic front fork was dropped in favour of an Earles-type leading-link arrangement. The large headlamp nacelle extending back to the five-gallon fuel tank was a distinctive feature, though one of dubious practical merit as the light unit did not turn with the handlebars. Douglas's final model, the Dragonfly did not receive the development it deserved, production ceasing in March 1957 following the company's take-over by Westinghouse. Miklos purchased this example in August 2016 from Andy Tiernan Classics of Framlingham, Suffolk; the machine's previous owner, Rodney Jenner, having owned it since 1984. Still carrying its Pride & Clarke supplier's plaque on the front mudguard, this Dragonfly appears to be an older restoration (there are numerous bills for parts dating from Mr Jenner's ownership) and would have been the next one that Miklos restored. Last serviced in December 2016, the machine is offered with an old-style green continuation logbook (1976), old/current V5/V5C documents, a quantity of expired MoTs, an original spare parts list, and the aforementioned restoration bills.

**£3,800 - 4,500**  
**€4,300 - 5,100**



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.

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

265

**1957 SUNBEAM 489CC S8**

Registration no. KHL 199

Frame no. S8 8321

Engine no. S8 13742 (see text)

The Sunbeam inline twin was introduced in 1947. A luxury tourer inspired by the pre-war BMW, it was of advanced specification with overhead-camshaft engine, shaft drive, plunger rear suspension, and balloon tyres. A deliberately more conventional, and also lighter and cheaper, S8 version was introduced in 1949. The S8's front fork and 7" brake were now standard BSA components, and there were numerous other changes made in the interests of rationalisation. Never as popular as BSA's more performance orientated models, the gentlemanly S7 and S8 remained in production until 1957. This Sunbeam S8 was purchased in August 2013 from a lady who had inherited it from her late father. Miklos then commenced its no-expense-spared restoration, sourcing numerous parts from marque specialists, Stewart Engineering, while the execution of the stunning bespoke colour scheme was entrusted to Cycle Sprays of Cranleigh, Surrey. Other noteworthy features include new saddles, new wheel rims, and new modern-pattern Avon tyres. The machine is offered with the 2013 sales receipt, a V5C Registration Certificate, and numerous restoration invoices. Most of these invoices date from 2013/2014, and the absence of any MoT certificates suggests that the machine has not been used on the road since the rebuild's completion. However, it has been serviced annually, the last such invoice dating from April 2017. It should be noted that the V5C records a different engine number.

**£5,000 - 7,000**

**€5,600 - 7,900**



266

**C.1958 AJS 497CC MODEL 18S**

Registration no. SXV 523

Frame no. A61659

Engine no. 58/18S 131970

Associated Motor Cycles announced its post-war range of AJS and Matchless 'heavyweight' singles in June 1945. Coded Model 18 and G80 respectively, the two 500cc models shared the same 93mm stroke as their 350cc brethren, coupled to an 82.5mm bore. Housed in a rigid frame with Teledraulic front fork, the rugged overhead-valve engine drove via a four-speed gearbox. Hairpin valve springs were adopted for 1949 and a swinging-arm frame introduced, the latter initially for export only but available in the UK from 1949, models so-equipped being suffixed 'S'. This particular Model 18 comes with an AJS & Matchless OC dating certificate and letter showing that it left the factory on 28th February 1958 bound for Marriott's of Buckinghamshire; curiously, the V5C gives the date of first registration as 19th June 1956. Purchased from Lanivet Motors in Cornwall in 2012, the AJS was then comprehensively restored by Kickstart Classic Motorcycles of Frieston, Lincolnshire at a cost in excess of £13,000, with more than £7,000 being spent on parts alone (see invoice dated 17th November 2012 on file). Last serviced in February 2017, the machine comes with a current V5C document, MoT certificate (expired July 2013), sundry service invoices, and a CD of restoration photographs.

**£3,200 - 3,800**

**€3,600 - 4,300**



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.



267

**1970 TRIUMPH 649CC T120R BONNEVILLE**

Registration no. HGC 578J

Frame no. GD53187 T120R

Engine no. GD53187 T120R

As the 1960s dawned, Triumph's larger twins remained recognisably similar to the first Speed Twin of 1938. Unitary construction of engine and gearbox was already a feature of the 350 and 500 twins though, and that innovation duly appeared on the 650s in 1963. The cafe racer's favourite since its launch in 1959, thanks to lusty acceleration and a top speed approaching 120mph, the Bonneville continued in this new form as Triumph's top-of-the-range sports roadster, arriving at what aficionados consider its ultimate specification with the launch of the 1968 model. By this time the frame had been sorted and 12-volt electrics standardised, but welcome improvements included shuttle-valve fork internals, independently adjustable ignition points, Amal Concentric carburettors, and a long overdue twin-leading-shoe front brake. For the next couple of seasons, the Bonnie continued essentially unchanged before the disastrous launch of the 'oil-in-frame' models in the autumn of 1970 precipitated the collapse of the entire BSA-Triumph Group. Miklos bought this Bonneville in South Africa in 1997 and brought it to the UK in 1999. He then had it restored by Rockerbox of Farnham, Surrey, while the bespoke paint scheme (an homage to the original Bonnie of 1959) was entrusted to Altamura. Related invoices are on file and this beautiful machine also comes with a quantity of MoTs (most recent expires 22nd August 2018), numerous bills for parts and servicing (most recent dated August 2017), and old/current V5C Registration Certificates.

**£5,000 - 7,000**

**€5,600 - 7,900**



268

**1972 TRIUMPH 'X75 HURRICANE' REPLICA**

Registration no. WRV 385K

Frame no. TRX75 NH00290 (see text)

Engine no. V75V NH00290

Back in 1969, BSA-Triumph's US distributors asked motorcycle styling guru Craig Vetter to create a customised BSA Rocket 3 that would capture the free-wheeling, laid-back approach to biking best exemplified by the 'chopper' and popularised worldwide by the movie Easy Rider, released that same year. With its slightly raked frame, extended front fork, up-swept three-pipe exhaust system, and eyeball-popping bodywork, there had been nothing like the Vetter BSA before. By the time the concept reached production in '72, BSA was moribund and Vetter's creation had become a Triumph. One of the motorcycling icons of the 1970s, the Hurricane was produced for little more than one season and is highly sought after. There have been many copies made since; that offered here having been imported from Vintage Dirt Bike of Houston, Texas in August 2006. Miklos purchased the machine in November 2013 from its second owner in the UK. Bills on file show that a considerable sum of money had already been spent on its restoration, which was continued by Miklos. Works carried out include an engine rebuild and fitting a hydraulic clutch kit. The machine is offered with a quantity of MoTs (most recent expires 9th October 2018), old/current V5C Registration Certificates, and sundry invoices for parts and servicing, the most recent of the latter dated November 2016. It should be noted that the frame number has been re-stamped to match that of the engine.

**£7,000 - 10,000**

**€7,900 - 11,000**



All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

269

**C.1959 TRIUMPH 490CC TIGER T100A/T100SS**

Registration no. MSJ 108

Frame no. H10709

Engine no. H37288/T100SS

Introduced for the 1960 season, the Tiger 100A was the sports version of Triumph's first unitary construction 500 twin: the 5TA. A raised compression ratio and 'hotter' cams helped the Tiger to a top speed in the region of 90mph, while the retention of a single carburettor meant that fuel economy did not suffer unduly, a gallon of fuel lasting for around 80 miles of restrained riding. Introduced for the 1962 season, the Tiger 100SS replaced the T100A as Triumph's half-litre sports roadster. A comprehensive re-style saw the 'bathtub' rear enclosure of its predecessor replaced by an abbreviated version and the headlamp nacelle by a separate chromed shell. Sports mudguards were fitted, wheel sizes increased, and the engine gained a few more horsepower courtesy of redesigned camshafts and a Siamesed exhaust system. Tested by Motor Cycling magazine in 1961, a T100SS managed a highly creditable 98mph maximum while returning an impressively frugal 82mpg. This Tiger consists of a 1959 T100A frame and a T100SS engine dating from 1965, while the TLS front brake is another later component. Purchased from Motorcycles Unlimited in July 2017, the Triumph is one of the final additions of the collection, and Miklos just had time to complete its restoration before his untimely death. Invoices relating to the restoration are on file, and the machine also comes with the 2017 purchase receipt and a V5C Registration certificate.

**£3,000 - 4,000**

**€3,400 - 4,500**



270

**2014 NORVIL COMMANDO 850 INTERSTATE ES**

Registration no. BL53 HUV

Frame no. NV010613JB

Engine no. NV0106JB

The success of the revitalised Norton has garnered much attention in recent years; meanwhile, at its factory in Burntwood, Staffordshire, marque specialists the Norvil Motorcycle company is still building the original Norton Commando in its various guises. Indeed, such is the volume of demand that Norvil is currently not accepting any new commissions until the backlog of orders has been cleared. They use new tooling to revised drawings, and manufacture in newer and better materials to modern day tolerances for greatly improved reliability. Miklos commissioned his Commando in 2012 specifying, among other things, a grey frame, 4S camshaft, titanium valve collars, vernier cam sprocket, one-piece crankshaft, automatic chain tensioner, all parts stainless steel, belt primary drive, twin 12" front brake discs, stainless steel wheel rims, and a Norvil head steady. The machine was completed towards the end of 2013 and registered on 1st January 2014 as a new 'Norton' Commando. Norvil's correspondence and invoices are on file, and the machine also comes with subsequent bills for routine servicing, the most recent dated June 2017. Offered with a V5C Registration Certificate, this beautiful motorcycle represents a wonderful opportunity to acquire a virtually new Norton Commando built to a standard the factory could only dream of.

**£6,000 - 8,000**

**€6,800 - 9,000**



271

## 1950 VINCENT 998CC 'CHINESE RED' TOURING RAPIDE

Registration no. 275 YUG  
Frame no. RC5753  
Rear Frame No. RC5753  
Engine no. F10AB/1/3853  
Crankcase Mating no. EE64

- *Genuine US-market 'Chinese Red' Touring Rapide*
- *Full matching numbers*
- *Starter motor, centre stand, and left-side prop stand*



The outbreak of WW2 in 1939 brought production of all Series A models to a halt, and when Vincent resumed production at the war's end it was with the all-new Series B. Its rear suspension aside, the Series A Vincent-HRD had been conventional enough: tubular steel frame, girder forks, separate gearbox, etc but with the Series B Messrs Vincent and Irving effectively established the marque's reputation for the defiance of convention in the pursuit of engineering excellence.

For a start there was no 'frame' as such, merely a fabricated box attached to the cylinder heads, that served as the oil tank and incorporated the headstock and the attachment point for the rear springs. The gearbox was integral with the engine, and the swinging arm pivoted directly in the engine/gearbox casings, features commonplace today but unusual 60 years ago. Only in his retention of the pre-war Brampton girder fork did Phillip Vincent appear to be lagging behind other manufacturers, almost all of which had switched to telescopic, but this apparent shortcoming would soon be addressed by the introduction of the famous 'Girdraulic' fork.

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 up-dated 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 a 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.

In the USA, Vincents were distributed by the Indian Sales Corporation, thereby giving the American manufacturer's dealers an overhead-valve sports model to compete with Harley-Davidson's 'Knucklehead'. To cater for local tastes, some batches of the Rapide touring model were delivered to the USA finished in 'Chinese Red', the total being estimated at 92 machines.

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



First registered in the UK in 2011, the Series C Rapide offered here has been known to the Vincent Owners' Club since 2003; and the Club has confirmed that it was despatched from the factory to the India Sales Corporation in June 1950. The machine was fitted with steel touring mudguards and raised touring handlebars, while the records also state that the tank was painted red.

Miklos Salamon purchased the Rapide from Daniel Donovan Classics of Kew, Surrey in January 2013 and immediately commissioned JMC Classics & Restorations to fit a starter motor and centre stand. The Vincent has also been fitted with a lithium battery and V3 left-side prop-stand. Related invoices are on file, and the machine also comes with a V5C Registration Certificate, the 2013 sales invoice, and various invoices for other parts and services, the most recent of the latter dated July 2017.

**£50,000 - 70,000**

**€56,000 - 79,000**

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

272

## 1940 INDIAN 78CI FOUR

Registration no. 964 YUY

Frame no. 440656

Engine no. DDO656 M

- *One of the rarest and most desirable American motorcycles*
- *Restored in the USA circa 2001-2002*
- *Acquired for the collection in 2013*



'The Four is the greatest motorcycle showpiece, the Duesenberg of motorcycling.' – Jerry Hatfield, 'Illustrated Indian Motorcycle Buyer's Guide'.

Marketed as the Indian Ace for 1928, the Springfield company's first four-cylinder motorcycle had resulted from its purchase of the Ace rights and tooling from Detroit Motors the previous year. The Ace company, although bankrupted twice, had developed a fundamentally sound four-cylinder motorcycle based on William Henderson's original design, and this provided Indian with an opportunity to offer an inline 'four' with minimal development costs.

Having acquired the Ace, Indian made few changes for the next couple of years before beginning to put its own characteristic stamp on the Four, beginning in 1929 with a re-style (Model 401) and following up with a new five-main-bearing crankshaft. Introduced on June 1st 1929 on the Model 402, the latter was the biggest single change made to the motor, which retained the Henderson Ace's basic architecture right up to 1936.

Following the debacle of the 'upside-down' Four, Indian reverted to the tried-and-tested 'F-head' (inlet over exhaust) arrangement, adding aluminium cylinder heads and fully enclosed valve gear to the specification. Mechanical changes after 1938 were few, the one most worthy of note being the introduction of 'plunger' rear suspension for 1940, which also brought with it the large, skirted fenders characteristic of the Indian Four in its final incarnation.

Production of the Indian Four, America's last four-cylinder motorcycle, ceased in 1942. No sales literature was distributed for the 1942 season - this would normally have been done the preceding fall - probably because the defence build-up prior to the United States' entry into WW2 was already causing manufacturers to focus their attention elsewhere. One of the world's most beautiful and collectible motorcycles, this Indian Four was restored in the USA circa 2001-2002 and comes with bills, copies of old US title deeds, and other American documentation. Miklos purchased the Indian from Ireland in October 2013. Last serviced in July 2017, the machine is offered with DVLA correspondence, old/current V5/V5C Registration Certificates, and various (copy) instruction manuals and a parts list.

**£28,000 - 35,000**

**€32,000 - 39,000**

273

## 2016 VANQUISH 7,000CC PRO-STREET 300

Registration no. LJ66 TSY

Frame no. 1V9TBVC37GM152001

- Imported by Miklos
- Believed the only example in the UK
- Cost in excess of £100,000
- Fully road legal in the UK



'The Vanquish V8 Motorcycle is the absolute top of the food chain in the V8 motorcycle world. We only use the very best components money can buy. Our chassis, swing arms and handle bars are custom built exclusively for Vanquish using the best materials and the best craftsmen available. Our engines are built exclusively for our bikes by Dart Engineering.' – Vanquish Motorcycles.

At the time Miklos imported it from the USA, this was the only Vanquish in the UK and likely still is. The Vanquish was designed and built to better the famous Boss Hoss V8-engined motorcycles. Weighing 520kg and with over 600bhp on tap, it has a maximum speed of 200mph and is fully road legal in the UK. This Vanquish cost an eye-watering £100,000-plus and required some 130 workshop-hours to make it legal in the UK.

The engine is a 427ci (7.0-litre) V8 built at the Dart Machinery factory by Jeff Lake, the company's chief engineer and R&D specialist. It has an aluminium block with Dart's own aluminium cylinder heads and intake manifold. The compression ratio is 11:1. It runs an Accel HEI distributor and is fed by a Quickfuel Q750 race carburettor tuned by Dart on their dynamometer.

The transmission is a Coan Big Dog two-speed Powerglide race transmission with a manual valve body, while the billet bell-housing is a Vanquish proprietary part, as is the 90-degree gearbox that transmits power to the drive belt. The belt is a 3" custom Gates carbon fibre-reinforced PolyChain. This custom automatic transmission is shifted by a B&M ratchet shifter, mounted upside down and backwards to enable operation by the rider's left foot.

American Suspension supplies the USD front end, while dual disc rotors (floating, drilled, and vented) are supplied by Performance Machine. The rear brakes are from a race-car kit manufactured by AeroSpace Components Inc in Florida. The rear suspension is damped by a single Air Ride Technologies Shock Wave air bag with onboard compressor. The bag's damping characteristics are fully adjustable, as is the ride height, which can be changed while riding. Tyres are Metzler 120/70/21 front and 300/35/18 rear, mounted on custom Vanquish rims matching the rear drive pulley. Offered with a V5C Registration Certificate, this is not one for the shy and retiring; prospective purchasers should be prepared to answer a lot of questions!

**£35,000 - 45,000**

**£39,000 - 51,000**

FURTHER PROPERTIES

274 \*

Property of a deceased's estate

**C.1928 HARLEY-DAVIDSON 350CC MODEL BA  
'PEASHOOTER' REPLICA**

Frame no. un-stamped

Engine no. un-stamped

- Rare overhead-valve single-cylinder sports model
- Built as a replica of the 'Peashooter' dirt-track racer
- Restored in Australia



'The ohv version actually debuted in 1925 at a Milwaukee race, and was soon dubbed the Peashooter for its staccato exhaust note. The overhead-valve engine was built in limited numbers and primarily for racing.' – Todd Rafferty, 'The Complete Harley-Davidson Encyclopaedia'.

Boyhood friends William S Harley and Arthur Davidson began experimenting with powered transport in the early 1900s, producing their first complete production motorcycle around 1903. Little more than a motorised bicycle, the first prototype Harley-Davidson proved fragile, prompting a major redesign and the establishment of a reputation for ruggedness that endures to this day.

Indian's launch of the single-cylinder 21ci (350cc) Prince in 1925 prompted Harley-Davidson to return to the roadster singles market in '26 with a brace of similar-sized machines: one sidevalve, the other with an overhead-valve engine. Model designations were 'A' (magneto-equipped) and 'B' (battery/coil) for the 'flat head' (sidevalve) versions and 'AA' and 'BA' for the overhead-valve equivalents respectively.

Looking every inch, a scaled-down v-twin, the single featured a similar frame, controls and 'floating' saddle but its engine adopted a detachable cylinder head, an advance not yet seen on the bigger Harley. Intended for dirt track racing, the 'Peashooter' competition version weighed around 235lbs and could exceed 70mph.

A 30.5ci (500cc) 'flat head' - the Model C - joined the range for 1930, by which time a braked front wheel had become a welcome addition to the specification. The Harley singles were instantly successful, over 7,000 being sold in the first year of production, but sales trailed off steadily thereafter and in 1934, the final year of manufacture, only 954 were sold. This overhead-valve single-cylinder Harley-Davidson has been built as a replica of a 'Peashooter' competition model. The boss on the crankcase where the number would normally be found is unstamped, but there are other numbers stamped on the underside of the crankcase. Prospective purchasers should satisfy themselves with regard to the origin and correctness of this motorcycle's components prior to bidding. Sold strictly as viewed. Please note, this lot is subject to 5% import VAT on hammer price and buyer's premium (denoted by \* in the catalogue).

**£14,000 - 18,000**

**€16,000 - 20,000**

275 \*

*Property of a deceased's estate*

## **C.1928 DOUGLAS 498CC DT5 SPEEDWAY RACING MOTORCYCLE**

Frame no. TF218

Engine no. EL317

- *The first successful speedway motorcycle*
- *Restored in Australia*
- *Offered from a private collection*



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

When speedway, or dirt track, racing arrived in Britain in 1928, the new sport quickly caught the public's imagination. Two Australian riders – Keith McKay and Billy Galloway, both Douglas mounted – were the stars of the first proper meeting, run at High Beech in Essex on Sunday 19th February 1928, and the factory took a keen interest in developing what would become the DT model.

Before long almost all major UK manufacturers listed a dirt-track model, Douglas being the first marque to establish dominance. The company's inline flat-twins had benefited from much prior development on the Australian long tracks, but as shorter tracks became the norm in the UK, the DT5's otherwise excellent handling could no longer compensate for the handicap of a longish wheelbase, and rival manufacturer's single-cylinder models began to assert themselves.

This fine example of the dirt-track Douglas is presented in restored condition and offered from a private collection in Australia. Interestingly, it comes with a Douglas Motors Limited letter addressed to Messrs Gard Brothers, Adelaide, Australia concerning tuning techniques applicable to the 3½hp model, though as this correspondence is dated 19th June 1924, its suggestions cannot have been intended specifically for the as-yet-unreleased dirt-track Douglas. It is not known when this machine was ridden; accordingly, careful re-commissioning is advised before further use. Please note, this lot is subject to 5% import VAT on hammer price and buyer's premium (denoted by \* in the catalogue).

**£7,000 - 10,000**  
**€7,900 - 11,000**



# THE WHITE HELMETS

The Royal Signals Motorcycle Display Team - known as the 'White Helmets' - has been a fixture of the British motorcycling scene for several decades, entertaining the crowds at motorcycle shows up and down the country with its demonstrations of precision riding and daredevil stunts. Its origins, however, were of a far more serious nature.

The British Army first used motorcycle dispatch riders in World War 1 when the War Department called for motorcyclists to volunteer with their machines. Dispatch riders formed part of the Royal Engineers Signal Service (as it was then) and were used to deliver urgent orders and messages between headquarters and dispersed military units. From their ranks emerged the Royal Signals Motorcycle Display Team (RSMDDT), founded in 1927 as part of the reconstituted Royal Corps of Signals. The name 'White Helmets' was adopted in 1963. Sadly, at the end of 2016, the team was told that the 2017 season - its 90th anniversary year - would be its last, motorcycles being considered somewhat 'old hat' in an age of digital technology and cyber warfare.

Various types of machine have seen service since the team's inception, the Harris-built Triumph Tiger 750 being used latterly. When the Meriden factory closed in 1983, Triumph's manufacturing rights were sold to John Bloor, who licensed temporary production of the existing T140V Bonneville/Tiger TR7V to Les Harris in Newton Abbot, Devon, where manufacture of these traditional models recommenced in 1985.

The White Helmets' bikes were hand-built by the RSMDDT in 1999 with help from Harris; each one being fitted with a FUEL CAT to permit the use of unleaded petrol. The Tigers first saw action in 2000, but sadly no Army records exist for years prior to 2013.

The team used two types of machine: the 'Ride Bike' and 'Trick Bike': the former being basically a stripped-down roadster and the latter a more extensively modified device featuring a 'solid' back end (no suspension) and a strengthened and extended rear sub-frame. The Ride Bike was used for fast paced show rides such as the 'Irish Whip' and 'Charlie's Diamond', whereas the Trick Bike would be deployed for more demanding stunts such as the 'Tableau' involving ten riders on a single motorcycle.

The White Helmets final season included a visit to the Isle of Man during TT week, where the team performed at Onchan Stadium and on Ramsey Promenade. To mark the end of the White Helmets, a full-colour souvenir anniversary edition brochure was produced, a copy of which accompanies each of the machines in this sale together with a numbered folder containing its individual service record and a certificate of authenticity signed by the Officer Commanding, Captain McLelland. The White Helmets' Triumph Tigers were officially retired on 30th September 2017 after their final performance at Blandford Camp, Dorset, bringing the team's illustrious career to a fitting conclusion at its home base.



All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

276

Ex-White Helmets

### 1999 TRIUMPH 750CC TR7 TIGER '8'

Frame no. VN001280

Engine no. VN001280



The only 'Ride Bike' in the sale, machine number '8' was allocated to Lance Corporal Ben Angel for the 2017 season and was ridden by him on all of its 28 outings that year, including the farewell performance on 30th September.

Details of all the Tiger's other riders and deployments dating back to 2013 (minus any account for 2016) are in the numbered folder, which also contains maintenance records and an action photograph signed by 22 of the team's final-year riders.

£5,500 - 8,000

€6,200 - 9,000

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.

277

*Ex-White Helmets*

### 1999 TRIUMPH 750CC TR7 TIGER '23'

Frame no. VN001261

Engine no. VN001261

This 'Trick Bike' comes complete with a ladder used for some of the White Helmets' most spectacular stunts, some of which involved assembling a large group of riders on multiple machines. For the 2017 season, machine number '23' was allocated to a Corporal, who rode it on 24 of its 25 outings that year, including the farewell performance on 30th September.

Details of all the Tiger's other riders and deployments dating back to 2013 (minus any account for 2016) are in the numbered folder, which also contains maintenance records and an action photograph signed by 22 of the team's final-year riders.

**£5,500 - 8,000**

**€6,200 - 9,000**



278

*Ex-White Helmets*

### 1999 TRIUMPH 750CC TR7 TIGER '25'

Frame no. VN001265

Engine no. VN001265

This 'Trick Bike' was allocated to Lance Corporal Aidie Mackie for the 2017 season, although all but three of its 30 outings, including the final performance on 30th September, were with Corporal Rob Hitchmough riding.

Details of all the Tiger's other riders and deployments dating back to 2013 (minus any account for 2016) are in the numbered folder, which also contains maintenance records and an action photograph signed by 22 of the team's final-year riders.

**£5,500 - 8,000**

**€6,200 - 9,000**



279

*Ex-White Helmets*

### **1999 TRIUMPH 750CC TR7 TIGER '27'**

Frame no. VN001264

Engine no. VN001264

This 'Trick Bike' was allocated to Lance Corporal Dayne Ryan for the 2016 and 2017 seasons. The accompanying 'Vehicle First Parade Register' records that Lance Corporal Ryan and his Tiger were in action on a total of 31 days in 2017, including the final performance on 30th September.

Details of all the Tiger's other riders and deployments dating back to 2013 (minus any account for 2016) are in the numbered folder, which also contains maintenance records and an action photograph signed by 22 of the team's final-year riders.

**£5,500 - 8,000**

**€6,200 - 9,000**



280

*Ex-White Helmets*

### **1999 TRIUMPH 750CC TR7 TIGER '28'**

Frame no. VN001266

Engine no. VN001266

This 'Trick Bike' was used throughout the 2017 season by Signaller Luke Timmins, one of the team's two novice riders that year, who together with fellow debutante, Corporal Paul Day, was awarded his coveted White Helmet at the 2017 Opening Ceremony at Blandford Camp. The accompanying 'Vehicle First Parade Register' records that Signaller Timmins and his Tiger were in action on a total of 24 days in 2017, including the final performance on 30th September.

Details of all the Tiger's other riders and deployments dating back to 2013 (2016 excepted) are in the numbered folder, which also contains maintenance records and an action photograph signed by 22 of the team's final-year riders.

**£5,500 - 8,000**

**€6,200 - 9,000**



## FURTHER PROPERTIES



281

### **C.1904-1905 MINERVA 2¾HP**

Frame no. 1724

Engine no. 15474

Writing in 1950, in "Motor Cycle Cavalcade", Ixion stated "At one time it became difficult to sell in Britain any motor cycle which did not carry a Minerva engine." Such was Minerva's dominant position in the very early years of the twentieth century. In common with many other of the pioneer motorcycle manufacturers, Minerva, based in the Belgian city of Antwerp, came to power two wheelers from a background of bicycle production. They supplied engines to various manufacturers, but they also made their own complete machines. By 1904 new engines of larger capacity were in production and offered for fitting vertically within the frame, as here, or as previously, clipped to the frame's front downtube. A notable, and very advanced feature, was mechanical operation of both inlet and exhaust valves. In September 1904 "The Motor" announced that a new fork would be available for the 1905 models. This type of fork is fitted to the motorcycle offered here. This machine was purchased as a "Minerva restoration project" at a Bonhams sale in 2009. It is absolutely transformed from its former state but is in need of commissioning. A spare crankcase and bottom end assembly (engine no. 15887), a later magneto, and a file of useful source material are included in the sale. It is offered for sale only because of the vendor's advancing years. The Minerva is offered without documents and prospective bidders must therefore satisfy themselves as to the date, manufacture, and suitability of the machine's components prior to bidding.

**£6,000 - 8,000**

**€6,800 - 9,000**



282

### **1914 CALCOTT 2½HP**

Registration no. D0 683

Frame no. 360A

Engine no. 735

Calcott Brothers & West began making bicycles at Coventry in 1886, After Mr West's departure in 1891 they progressed to motorcycles in 1910, and motor cars in 1913. While the first motor-cycles were fitted with engines from White & Poppe (also in Coventry) Calcott were manufacturing their own 237cc and 292cc engines from 1912 onwards. As with several firms of similar background during this period their motor cars proved more saleable than the motorcycles, prompting the cessation of 2-wheelers by the middle of that decade. Following the death of the senior Calcott in 1924 the firm was absorbed by Singer in 1925. Owing to an ongoing and complex house move the Calcott has no accompanying documentation, nor may it ultimately be found! Luckily the machine was originally bought by the previous (same-family) owner from Bonhams in 2011, so there are photocopies of its V5C and Sunbeam Club Pioneer Certificate on file. D0 683 is also listed in the VMCC Register of Machines (3rd edition). Although visually complete it is not known when the Calcott was last ridden; a thorough mechanical check is therefore required before any further use of this tidy and exceptionally rare motorcycle.

**£7,000 - 9,000**

**€7,900 - 10,000**





283



285



284

283

**C.1914 CALCOTT PROJECT**

Registration no. Not registered Frame no. 191 Engine no. see text  
In addition to these parts the vendor's late father – an arch Calcott enthusiast – owned no less than three of the Coventry firm's motor cars, and one complete Calcott motorcycle. According to the VMCC Machine Register there are just 4 Calcotts recorded; they are thus one of the Edwardian period's rarest brands. As illustrated the collection of parts comprises an engine less carburettor, the main frame, the fuel tank, two wheels, a magneto, a saddle, plus two lamps and a front mudguard, together with a small assortment of miscellaneous items. Having wire-brushed the top of the frame a figure "11" is stamped thereon, but very faint and barely detectable. The parts are offered without documentation.

**£3,000 - 4,000**

**€3,400 - 4,500**

284

**1912 TRIUMPH 3½HP**

Registration no. SV 8548 Frame no. 191344 Engine no. 17994  
The first Triumph motorcycle of 1902 used a Belgian Minerva engine, but within a few years the Coventry firm→ was building its own power units. By the outbreak of The Great War the marque's reputation for quality and reliability was well established, leading to substantial orders for 'Trusty Triumphs' for British and Allied forces. The 3½hp model first appeared in 1907; originally of 453cc, its sidevalve engine was enlarged to 476cc in 1908 and finally to 499cc in 1910. This Veteran-era Triumph is fitted with a Philipson Pulley, which acts as a variable transmission. The machine was restored by the lady vendor's father at Llangollen Motor Museum between 1991 and 2000, and was ridden on the Pioneer Run in 2003, 2004, and 2007. 'SV 8548' carries a tax disc that expired in 2009, and we are advised that it is still in rideable condition. Accompanying documentation consists of a Pioneer Certificate and a V5C document.

**£10,000 - 12,000**

**€11,000 - 14,000**



286

285

**1920 CLYNO 2½HP LIGHTWEIGHT**

Registration no. SV 8371 Frame no. L2347120 Engine no. L2347120  
Not for nothing did Clyno's 1913 advertising promote its product as 'The Side-Car Motor Cycle', for the Wolverhampton firm was one of the first to give serious thought to engineering an effective motorcycle combination. Cousins Ailwyn and Frank Smith had formed The Clyno Engineering Co in 1909 for the purpose of marketing an adjustable belt pulley for motorcycle transmissions, soon turning to the assembly of complete machines using Chater Lea frame fittings and Stevens engines. A 2½hp lightweight model, powered by a 269cc two-stroke engine, was manufactured alongside Clyno's v-twin sidecar tugs from 1913. This particular Clyno was purchased privately in May 2014 in Wolverhampton, since when it has formed part of the vendor's private collection and been used sparingly. It has been serviced, including fluids changed, and is only sold due to lack of time enforced by a change of career. The machine is offered with a V5C Registration Certificate.

**£3,000 - 4,000**

**€3,400 - 4,500**

286

**1927 MONET-GOYON 172CC 175 'SUPERSPORT T'**

Registration no. SV 8009 Frame no. 30339 Engine no. SV 572  
Joseph Monet and Adrien Goyon began making invalid carriages in Macon in 1916, prompted by the scale of France's WW1 casualties. Moving on to motorised versions, they became lightweight motorcycle makers, using their own engine and then Villiers units. Equipped with the 172 cc Villiers competition unit, as here, they broke World records for this capacity with a race version of their 'Supersport T'. This extremely rare M-G was expertly rebuilt by master two-stroke restorer Reg Kelly and is in superb, concours-winning condition. Unused recently, it will need a full re-commission and is complete with V5C, VMCC dating and a history file.

**£3,500 - 4,500**

**€3,900 - 5,100**

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

287

## 1917 NEW IMPERIAL 8HP MODEL 11 COMBINATION

Registration no. SV 6579

Frame no. 11011

Engine no. Z 63735

- *Russian Military Specification*
- *Present owner for approximately 34 years*
- *Sympathetically restored*
- *Banbury award*



New Imperial, in common with many other manufacturers of the period, utilised 'bought-in' engines to construct their machines. In the early days, they employed Precision and J.A.P. engines, until eventually producing their own from 1926 onward. Their earlier models ranged from single cylinder machines of various capacities up to the big twins of 770cc and 976cc, being the 6Hp and 8Hp models respectively, powered by J.A.P. V-twin engines.

During the First World War, the Russian War office ordered motorcycles from a variety of British motorcycle manufacturers, New Imperial being one. The machines were ordered to Russian military specifications for use on the Eastern front. Whilst generally similar to the standard 8Hp model, they were designed for use in the theatre of war, with a sidecar attached, very good ground clearance, and a reinforced sidecar chassis capable of mounting a large machine gun. However, the Russians had their own internal problems, with civil unrest which eventually culminated in the February Revolution of 1917. In the ensuing chaos, the orders for military machines were never completed, and the bikes remained with the makers. After the war, the majority of the military bikes were 'civillianised' and sold off to the general public. SV 6579 is one such machine, still bearing the stamp 'War Product' near the serial number on the engine.

Purchased by the present owner in approximately 1984, SV 6579 was in need of restoration, having been stored since the 1920s. At some time the sidecar had been removed, and the gearbox replaced, but the vendor was fortunate enough to locate an original sidecar and chassis of the correct military type, plus an original gearbox of the correct type in good condition. After using the bike for some years, he decided to enter the Banbury run in 2007, completing the course and gaining a silver time trial award. A new magneto was found and fitted prior to the Banbury, but the original Dixie WD magneto accompanies the bike. The New Imperial was used intermittently from 2007, but has not been used since 2012 as the owner is no longer able to ride it, hence the present sale. The machine has, however, been kept in running order and is ready for use by a new owner with nothing more than basic checks.

Documentation comprises a current V5C, an original handbook and spare parts list, copy J.A.P. engine details, and sundry papers including a letter from the New Imperial Owners Association. Please note that a purpose built trailer accompanies this machine.

**£14,000 - 18,000**

**€16,000 - 20,000**

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

288

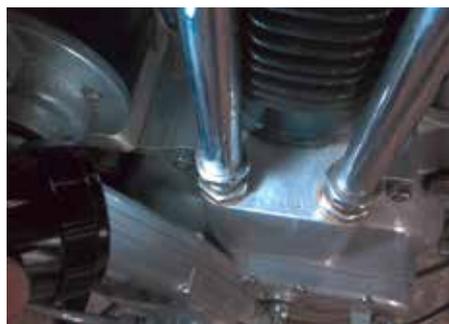
## 1929 SUNBEAM 350CC MODEL 8

Registration no. WM 3897

Frame no. C6603

Engine no. K2401

- *Late Vintage-era model*
- *An older restoration (mid-1980s)*
- *Many-time concours award winner*
- *Ideal Banbury Run mount*



Sunbeam had begun experimenting with overhead valves on their factory racers in the early 1920s and these duly appeared on production models in 1924. The new 500 roadster was known as the Model 9 while its race bike counterpart, which could top 90mph, was accordingly designated the Model 90. The 350cc versions were the Model 8 and Model 80 respectively. The John Greenwood design was advanced for its day, with a specification which included a crankshaft supported by three ball-bearings, dry-sump lubrication, and primary drive enclosed in a cast alloy chain case. Power was transmitted by single-row chain to a three-speed, 'cross-over drive' gearbox with offside power takeoff.

The overhead-valve models' frame and cycle parts, which had much in common with those of Sunbeam's larger side-valve models, evolved slowly. Sunbeam missed the industry's virtually wholesale switch from flat-tank to saddle-tank frames for the 1928 season, and a saddle-tank version of the Models 8 and 9 did not appear until September of that year. Changes to the overhead-valve engine were confined mainly to its top-end. The early flat-tankers featured a straight-ahead exhaust port, a peculiarity which necessitated the adoption of a bifurcated down-tube. Later on in the 1920s Sunbeam followed the then-fashionable trend to twin-port 'heads before reverting to a single-port design. Pushrod enclosure had arrived by 1930 to be followed a couple of years later by partial enclosure of the rocker gear.

The late-Vintage Model 8 offered here dates from 1929, the first year of the 'saddle tank' Sunbeams, and has the revised lubrication system introduced the previous year, which featured a Sunbeam mechanical oil pump inside a raised boss on the timing case (in previous years an external Best & Lloyd pump had been employed). An older restoration, the Sunbeam comes with an excellent history folder, which reveals that it had been bought as a restoration project in October 1985 by a previous owner: Mr John Riley. The folder also contains an old-style continuation logbook (1942), a V5C Registration Certificate, sundry restoration invoices, and an impressive collection of photocopied literature, instruction manuals, parts lists, etc.

Following restoration, 'WM 3897' went on to amass an impressive array of concours awards between 1986 and 1990 when Mr Riley died. The elderly owner acquired the Sunbeam in August 2003 but stopped riding it around four years ago, finding it had become too heavy for him, hence the decision to sell. Only minimal re-commissioning should be required before returning the machine to the road.

**£7,000 - 9,000**

**€7,900 - 10,000**

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.

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

289

### 1926 SUNBEAM 347CC MODEL 1

Registration no. SE 2629  
Frame no. R21876  
Engine no. 273 22867

- *Vintage-era Sunbeam 'flat-tanker'*
- *Single family ownership for some 70 years*
- *Restored in the late 1990s*
- *Ideal Banbury Run mount*



Already established as makers of high-quality bicycles, the firm of John Marston Ltd, of Wolverhampton, introduced the first Sunbeam motorcycle, a 350cc (2¾hp) sidevalve single, in 1912. The marque quickly established a reputation for sporting prowess, achieving second place in the 1914 Isle of Man Senior TT and winning the 1920 race. Overhead-valve engines were introduced in the mid-1920s, but early successes were achieved with sidevalve-engined machines. Although its very first machine had been a '350', Sunbeam had abandoned the class in 1914 in favour of larger capacities, only returning to it in 1923 with an entirely new sidevalve design, which would form the basis of all the overhead-valve engines that followed. The new 2¾hp engine first appeared in the essentially similar Models 1 and 2, the former being a foot board-equipped tourer and the latter a more sporting machine.

'SE 2629' was first registered in December 1926 and used daily until 1940. Taxed for a short period in 1946, it was then put into storage until purchased by the vendor in 1996, having been in single family ownership for 70 years.

The Sunbeam was restored by the vendor between 1996 and 1999, which included a re-bore, new pistons, new main bearings, big- and small-end bearings, reconditioned and rewound magneto, new fork spindles and thin-walled bushes.

The substantial history file contains a copy of the Sunbeam Motorcycle Manual for this model, extracts from Motor Cycling magazine 1923 and 1927 regarding care and maintenance, together with details of the construction and operation of the AMAC carburettor. Also on file are sundry records for work done; a V5C document for the (not transferable) original registration; a buff continuation log book issued January 1931; tax disc (1939), DVLA correspondence; VMCC correspondence; and various MoT certificates. The machine also comes with a full tool kit.

Having covered 1,000 miles since the rebuild, the machine is nicely run in and is in show condition (it won 1st Prize at the Woodvale International Rally, Vintage and Classic Vehicles in 2008).

**£7,000 - 9,000**  
**€7,900 - 10,000**

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.

290

**1922 BRADBURY 554CC 3½HP**

Registration no. SM 3293

Frame no. 55802

Engine no. 11101

Established in Oldham, Lancashire in 1852, Bradbury & Company Limited claimed to be the first manufacturer to build an 'All-British Motor Cycle and Tri-Car', its products having been ridden successfully as early as 1898. Although destined not to survive beyond 1925, Bradbury had amassed an impressive tally of awards and records prior to WWI. 'Speed and Reliability' were claimed as special qualities, and any machine which simultaneously held the 'English and Irish End to End Sidecar Records' - 'at record speed and without a single mechanical stoppage' - must have had a lot going for it. This rare 3½hp Vintage-era Bradbury is powered by a single-cylinder sidevalve engine driving via a three-speed gearbox with all-chain drive. The accompanying old-style logbook (issued 1925) records the owner at that time as Count Peter de Salis of Magdalen College, Oxford. The current vendor acquired the Bradbury in 1987 from the third owner listed in the logbook. An older restoration (circa 20 years ago), the machine was last used earlier this year and is presented in running order. Accompanying documentation consists of a VMCC dating letter, a V5C Registration certificate, and the aforementioned logbook. The ideal mount for this year's Banbury Run.

**£13,500 - 15,500**

**€15,000 - 17,000**



291 N

**C.1927 AJS 799CC MODEL H2**

Registration no. not UK registered (see text)

Frame no. H 45641

Engine no. H 46949

Formerly suppliers of proprietary engines, the Stevens brothers of Wolverhampton diversified into manufacturing complete motorcycles, setting up A J Stevens & Co in 1909. Endowed with an effortlessly flexible motor and built to A J Stevens' traditionally high standards, the firm's long-running V-twin was one of the most effective and popular sidecar tugs of its day. First seen in 631cc form in 1912, the V-twin remained a fixture of the AJS range into the early 1930s, latterly with a 998cc engine. Manufactured circa 1927, this H2 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 been missed out. This H2 has been in the same family ownership since the 1950s and was restored during the 1980s. The current (Austrian) owner advises us that he has ridden the AJS on 'Oldtimer' concours events where it has always attracted much favourable attention. The machine was last run in 2016 and is described by the vendor as in generally good condition. Accompanying documentation consists of a cancelled V5C Registration Certificate and Austrian Typenschein.

**£12,000 - 15,000**

**€14,000 - 17,000**



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.

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



292  
**1927 SCOTT 596CC FLYING SQUIRREL**  
Registration no. YF 5730  
Frame no. 1260  
Engine no. FY198A

The three works Scotts which arrived on the Island for the 1926 Senior TT were unlike anything which had previously emerged from the Shipley factory. The engine would have been familiar, but the frame, forks, tank, and three speed transmission were radically different from the earlier two speed racers. The whole machine was substantially bigger and heavier. These new Scotts were the template for the new Flying Squirrel which was launched at Olympia later in the year and which, with various fairly minor changes, remained in production at Shipley until the factory closed in 1951. The machine offered here is a matching numbers example of one of these first generation "Flyers", albeit not quite to original specification in a few areas. First registered in May 1927 it was acquired by the late owner in 1997 from a Dr. Bickley who had owned it since 1980. The Scott is accompanied by a V5, buff log book, 1992 MoT, lots of Scott related press cuttings, and a letter from Dr. Bickley detailing his restoration and observing that "the bike had (previously) been modified for racing", that he thought that the forks were at a "somewhat steep angle", but he "found that it handled well". Unused for many years, the Scott is sold strictly as viewed. Prospective bidders must work on the assumption that it is currently a non-runner, that work will obviously be required before it can be ridden, and satisfy themselves as to the completeness and mechanical condition of the machine prior to bidding.  
**£5,000 - 7,000**  
**£5,600 - 7,900**



293  
**1930 SCOTT 298CC LIGHTWEIGHT SQUIRREL**  
Registration no. UB 5579  
Frame no. 227  
Engine no. X289 (see text)

In 1928 the Scott management decided that they needed a less expensive machine which would sell in considerable numbers. The result was the single cylinder air cooled Lightweight Squirrel announced in June 1929. The price was £39 but it failed to achieve volume sales. Heavily revised for the 1931 season, sales still failed to materialise, and it was discontinued. This rare survivor was bought by the late owner in the late 1940s. He sold it at some point after March 1950 and bought it back in 1984. It is accompanied by a thick paperwork file which includes correspondence, copies of period magazine articles including road tests, copy old buff log book, three 10" x 8" photos from the EMAP archive, a V5 etc. The date of original registration is shown as 30.6.31. Apparently the Scott was originally despatched in July 1930, but was returned to the factory, and re-despatched to Geoff Milnes, the Leeds dealer, in April 1931. The engine fitted is X289, but engine X236 (shown on the V5 and copy buff log book) is included in the sale. In a letter dated 20.9.07 the late owner commented that he could start the machine from cold, but not warm, and had covered only a couple of hundred yards. Sold strictly as viewed, prospective bidders must therefore work on the assumption that it is currently a non-runner, that work will obviously be required before it can be ridden, and satisfy themselves as to the completeness and mechanical condition of the machine prior to bidding.  
**£2,000 - 4,000**  
**£2,300 - 4,500**



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.

294

**1926 EXCELSIOR 246CC**

Registration no. SV 4796

Frame no. 883

Engine no. FD935

Like most other pioneers of Britain's motorcycle industry, Excelsior fitted European manufacturers' proprietary engines at first before turning to home-produced power plants - mainly Villiers, JAP, and Blackburne. Acquired by R Walker & Sons in 1919, Excelsior moved from Coventry to Birmingham. The Walkers believed in the value of racing for development and publicity, and the revitalised company was soon making its mark in competition, early successes including a number of World Records set at Brooklands by Tony Worters on 250cc and 350cc JAP-engined machines in 1926. Excelsior offered a diverse range of machines in numerous different capacities during the 1920s, that offered here being an example of the Villiers-powered 2½hp two-stroke model, which, unusually, retains Villiers' automatic lubrication system. After purchasing the machine in 2003, the vendor fitted new-old-stock beaded edge tyres and thoroughly re-commissioned it for the road. The Excelsior is described as in original condition apart from the battery/coil ignition system currently fitted (the original flywheel magneto could easily be reinstated). Last used in 2004 and said to run well, it should require only minimal re-commissioning before returning to the road. Accompanying documentation consist of a VMCC dating certificate and old/current V5/V5C registration documents. A spare 'auto-lube' engine is included in the sale.

**£3,000 - 4,000**

**€3,400 - 4,500**

**No Reserve**



295

**C.1934 MONET-GOYON 350CC KLS**

Registration no. 778 YUX

Frame no. 460

Engine no. to be advised

In 1916, Joseph Monet and Adrien Goyon commenced the manufacture of un-powered tricycles for disabled servicemen injured in The Great War, an activity they continued until 1939. The Macon-based company built its first powered two-wheeler around 1919 when it obtained rights to the Wall Autowheel - a self-contained, motorised wheel that attached to a bicycle. In 1929 Monet-Goyon purchased the ailing Koehler-Escoffier and acquired from Clement-Bayard the French license for Sturmev Archer gearboxes, which were produced under the 'Macérienne' brand name. Koehler-Escoffier continued to produce its own distinct models until 1945, from which date the two firms marketed the same machines under different badges. An older restoration, this particular Monet-Goyon is fitted with a Koehler-Escoffier overhead-valve twin-port engine. The machine formerly formed part of the Pamplona Collection, and was purchased by the vendor from Bonhams' sale of the collection at the RAF Museum, Hendon in February 2010 (Lot 79). Since acquisition, the engine has been stripped and de-coked, the top-end overhauled, new piston rings fitted, and the oil pump serviced. Dry-stored for the last three years, this rare machine is described by the private vendor as a sporting OHV with excellent performance, capable of 70mph-plus. Offered with SORN and a V5C document.

**£3,000 - 3,500**

**€3,400 - 3,900**



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.

*Proceeds to benefit the Search and Rescue Dog Association,  
Royal National Lifeboat Institution and Salvation Army,  
Ex-Edinburgh Police*

### **1931 BROUGH SUPERIOR 981CC SS100**

Registration no. SC 9799

Frame no. 1038

Engine no. JTO/H 14361/S

- *First owned and operated by Edinburgh Police*
- *Matching frame and engine numbers*
- *Present ownership for over 50 years*
- *Restored by Dave Clark between 2001 and 2003*
- *Requires re-commissioning*



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

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

Introduced in 1922, the JAP-powered SS80 achieved instant fame when a racing version ridden by George became the first sidevalve-engined machine to lap Brooklands at over 100mph. With the new SS80's performance threatening to put the overhead-valve Mark I 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 980cc JAP v-twin engine.

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

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



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

Brough Superior Club records show that this particular SS100, frame number '1038', was one of two supplied new to Edinburgh Police in April 1931; the machine left the factory attached to a 'Large Police Touring Sidecar' and was delivered via Lochrins Garage. Its subsequent history is not known prior to its acquisition by the late owner over 50 years ago. It was jointly owned with a friend, and the pair planned to turn it into a Dick Knight-type sprinter/racer. (Dick Knight was an accomplished engine tuner who had been sprinting his own SS100 in the late 1960s). Then the friend died, and his mother told the late owner to take the Brough away. The restoration that they had planned was started but then stalled.

Finally, some 40 years later, the Brough was despatched to renowned marque specialist, Dave Clark, for restoration, though to original specification rather than as a sprinter. The restoration was carried out between 2001 and 2003, and Dave's detailed description of the works undertaken is on file. We are advised that the Brough was last run approximately seven years ago, following which the Lucas magdyno was partially dismantled: the dynamo, contact breaker cover, and contact breaker assembly being removed for servicing, sadly since lost. The machine will therefore require re-commissioning to a greater or lesser extent, which will have to include sourcing the missing parts. It should also be noted that the gearbox and fuel tank are not original to this machine.

Rare and highly desirable, this magnificent Brough Superior SS100 is offered with a current V5C Registration Certificate and a file of history to include bills, correspondence, the aforementioned restoration records, etc.

**£170,000 - 220,000**

**€190,000 - 250,000**

297

**1926 COVENTRY-EAGLE 981CC FLYING-8**

Registration no. YN 290  
Frame no. 36249  
Engine no. KTC/A 45561

- *Rare Vintage-era v-twin*
- *Restored in the early 1980s*
- *Nicely patinated*
- *'Starts easily and runs like a watch'*





'There is an undeniable fascination in owning a machine capable of seemingly illimitable speed. For ordinary running the engine is merely idling, 50mph seems like 30mph on most machines, 60mph is a comfortable touring speed, while when one of those very rare stretches of really safe road is encountered the speedometer needle will, when the throttle is opened wide, pass the 80mph before remaining steady.' – Motor Cycling testing a Coventry-Eagle Flying-8, with sidecar attached, in 1925 (4th November edition).

Established in Victorian times as a bicycle manufacturer, Coventry-Eagle built a diverse range of motorcycles using proprietary (mainly JAP) engines from 1901 onwards, though machines only began to be produced in significant numbers after WWI. Six Coventry-Eagles were offered for 1923, all JAP-powered except for a Blackburne-engined 350, ranging from the formidable Flying-8 to the diminutive S14 Ultra-Lightweight. Most famous of these was the Flying-8 which, with its 1.0-litre JAP v-twin engine and muscular good looks, was a worthy rival for the Brough Superior and a formidable Brooklands racing machine.

Introduced in 1923, the Flying-8 was not Coventry-Eagle's first v-twin but it was the first to establish a sporting reputation thanks to its special 981cc sidevalve engine that guaranteed a top speed of 80mph, an exceptional performance at the time. Motor Cycle's tester found that the Flying-8 was tractable, comfortable and handled well in town, while 'on the open road, as one would expect, it is possible to annihilate space on the merest whiff of gas...'

In 1926 the sidevalve version was joined by a new and even faster overhead-valve engined Flying-8, again JAP powered. Motor Cycling concluded its test of the OHV Flying-8 thus: 'We have no hesitation in recommending the latest Coventry-Eagle as a high-quality machine, capable of the most satisfactory road performance both as regards speed and flexibility.' And that, lest we forget, was with a sidecar attached.

Within a few years however, the onset of the Depression had forced Coventry-Eagle to change tack, the firm concentrating on bread-and-butter lightweights until it ceased motorcycle production in 1939. The last overhead-valve Flying-8 left the factory in 1930 and the final sidevalve model the following year. Compared with the rival Brough Superior, Flying-8 survivors are relatively few.

This sidevalve-engined Flying-8 was restored in the early 1980s by its previous owner, a VMCC member, and used on club runs and other events. The current vendor purchased the Flying-8 circa 2013, since when it has formed part of his extensive private collection, seeing relatively little use. Nicely patinated, it is said to start easily and run like a watch. The machine is offered with a V5C Registration Certificate.

**£45,000 - 55,000**

**£51,000 - 62,000**

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

298

## 1933 NORTON 490CC MODEL 30 INTERNATIONAL

Registration no. JM 934

Frame no. 51320

Engine no. 56794

- *Flagship 1930s model*
- *In typical 1930s trim*
- *Andre Steering damper and 'Brooklands Can' silencer fitted*



An early example of the 500cc Norton 'International' sporting roadster with the 79mm bore x 100mm stroke Arthur Carroll designed engine that was to go on and dominate international racing until the 1950s. The bore and stroke dimension naturally changed as more power was extracted, but compare this early example with the final 1962 product in the Manx racer and the provenance of the design is evident. 85 years ago, the proud owner of this slim machine would know there were very few road machines that could match its performance.

It was not until 1936 that plunger rear suspension was used by the factory's racing team; until that date the same style of rigid frame was the accepted norm for road riders and the very successful Norton racers. The stars expressed doubts at the advantage of softening their ride with such an advance, but Freddie Frith recalled that in an early season test session at Donington Park the rear sprung version was over a second a lap faster than the long established rigid frame and argument ceased.

This example was the pride of the vendor's father's eye for many years, maintained as a prized possession in typical 1930s trim, with sporting additions like the Andre steering damper and the 'Brooklands Can' nominal silencer that did little to dampen the distinctive sound of the bike's approach. It is not presented as a concours perfect example, more a time capsule version with modest additions to the basic specification and some fasteners a reflection of the owner's business in a branch of the automotive industry.

The machine has been carefully stored in the late owner's engineering works and has not been run for some years. It would naturally require a careful check before its 90mph potential could be tested, given the right conditions. It is a rare unspoiled example of Norton's flagship model of the 1930s.

**£15,000 - 18,000**

**€17,000 - 20,000**

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

299 N

## C.1932 BIANCHI 498CC W500 FRECCIA AZZURA TURISMO MOTORCYCLE COMBINATION

Registration no. not UK registered

Frame no. 65401

Engine no. W500/32 65401

- Premier Italian marque
- Rarely seen in the UK
- Professionally restored in 2016
- In working order



Founded in the 1880s in Milan, Italy by Edoardo Bianchi as a manufacturer of bicycles (which it still is), Bianchi built its first prototype motorcycle in 1897 by the simple expedient of attaching a clip-on engine to a bicycle frame. The firm made little impact outside Italy before WW2 despite an innovative approach which saw a team of unitary construction, twin-overhead-cam 350s entered in the 1926 Isle of Man TT, the design having first appeared in 1924. In the post-war period the company's road range consisted mainly of lightweights, the mainstay of production being 175cc models like the Sandro Colombo-designed Tonale.

Despite some promising designs, and the services of some of the very best riders of the day, Bianchi failed to achieve any significant success on the post-war Grand Prix scene, and the racing department's drain on its resources can only have served to hasten the firm's withdrawal from the motorcycle market.

The last Bianchi motorcycles were made in 1967, though the Autobianchi car side of the business would continue for another 20 years, latterly as part of the FIAT group. The bicycles, of course, are still with us.

A model rarely seen in the UK, this Bianchi W500 is attached to a Parri single-seat sports sidecar. This model was produced up to 1936 but the date of manufacture is an approximation, as all Bianchi records for the 1930s were lost in WW2. The machine is offered fresh from a two-year full professional restoration completed in 2016 using either original or remanufactured parts such as the exhaust system. Works carried out included restoring and repainting the frame and cycle parts to original specification; completely rebuilding the engine; polishing all brightwork; and overhauling the electrics. In addition, the saddle was re-covered and the sidecar re-upholstered. Presented in working order, this beautiful Italian motorcycle combination is offered with an old-style Italian registration document.

£18,000 - 25,000

€20,000 - 28,000

*The ex-J D Potts*

**1929 GRINDLAY-PEERLESS 498CC  
BROOKLANDS 'HUNDRED MODEL'  
(LACEY REPLICA)**

Registration no. VSL 453

Frame no. B1098

Engine no. JORY/S 24122

- *Ultra-rare Vintage-era competition model*
- *One of only five or six made*
- *One of only two known survivors*
- *In-period Brooklands racing history (1929)*
- *In-period Manx Grand Prix racing history (1936)*
- *Owned by one family from the early 1930s to 2001*
- *Present ownership since 2001*



When Grindlay-Peerless-mounted C W G 'Bill' Lacey became the first man to cover 100 miles in an hour on British soil in August 1928, the Coventry factory lost no time in bringing out a replica of his machine - the Brooklands 'Hundred Model'. However, lacking the resources of larger rivals and perhaps over-estimating the demand for such a specialised piece of racing equipment, they sold only a handful, believed to be no more than five or six machines. Up until recently only one of these - owned by prominent VMCC member and Brooklands 'Gold Star' holder Edward 'Boy' Tubb - had been thought to survive. This example's emergence from long-term family ownership in 2001 was seen as an event of exceptional historic interest and importance.

To stimulate competition on home ground, The Motor Cycle offered a silver trophy for the first successful attempt on British soil. That, of course, meant Brooklands, and on 1st August 1928 Bill Lacey, already a formidable competitor at the Weybridge track, wheeled out his immaculate Grindlay-Peerless and raised the record to 103.3mph, lapping at over 105mph in the process and taking the 750cc and 1000cc records into the bargain!

The resulting 'Hundred Model' replica, though different in detail, was essentially the same as Lacey's original, right down to its distinctive nickel-plated frame and cycle parts. However, as delivered to Lacey's Brooklands workshop, the replica was not capable of the 100mph lap guaranteed by the factory. The job of fettling the bikes and tweaking the twin-port JAP engine to Lacey's specification fell to his assistant Wal Phillips, whereupon each was tested by Lacey at 100mph-plus and issued with a certificate.

The example offered here was first owned and raced by J D Potts. Brooklands Society records indicated that he raced the machine at Brooklands on three occasions, in February, July, and October 1929, though without gaining that coveted 'Gold Star' for a 100mph race lap. A noted privateer and Grindlay-Peerless devotee, Potts raced 350 and 500 Grindlays at the 1929 Isle of Man TT, but is best known as the 'winner' of the last ever Amateur TT (as the Manx Grand Prix was then known) in September 1929. Potts' TT mounts were based on the Grindlay-Peerless 'Special Sporting' road models and it seems likely that he received a measure of factory and trade support. However, the rules stipulated that 'amateur' meant just that and, after a lengthy enquiry, Potts was stripped of his Senior win in December 1929, by which time Grindlay's 1930 catalogue had gone to press recording him as the winner!

In the early 1930s Potts' 'Hundred Model' passed to W C (Cyril) Norris, a young motor engineer employed by motorcycle dealer G L Emery, of Penrhyn Bay, Llandudno (J D Potts lived at neighbouring Rhôs-on-Sea) and remained in the Norris family's ownership following Cyril Norris's death in 2000.

An accompanying letter to G L Emery from JAP (dated January 1931) refers to Potts' 'recent ownership' of a '500cc racing engine' and notes 'the alteration to rocker gear' (a probable Lacey modification) while another (dated April 1931) from The Chester Electro-Plating Company reveals that silencers (note the plural and see below) left by Potts for re-plating and not collected had been sold to defray the cost of the work!

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.



There are numerous invoices on file addressed to Cyril Norris from E C E 'Ted' Baragwanath, the famous Brooklands rider/tuner and JAP agent, one of which (dated April 1934) refers to tappet guides that were 'done by W G Lacey and are not stock parts'. Although stamped 'JORY' - the 'Y' indicating a twin-port cylinder head - the engine of the Norris bike is fitted with a single-port 'head unlike the Lacey original. An article in The Classic Motor Cycle of August 1988 records that E J Tubb's similar machine was up-graded from twin- to single-port specification by Baragwanath, who may well have done the same for Cyril Norris. Indeed, an accompanying invoice from Baragwanath (dated September 1934) records the cost of parts to convert Norris's engine to 'rocker box and enclosed pushrods' as £1 15s (£1.75).

Like most racing motorcycles of advanced age, the ex-Norris Grindlay-Peerless incorporates a number of modifications and improvements, most notably a front brake and Albion foot-change gearbox. The heavy-duty Brampton front fork with its distinctive Brampton-patented damping adjustment mechanism is original.

The bike was first registered 'JC 11' for road use in 1931 and, presumably, used as ride-to-work transport. However, its competition career was not yet over. Despite being somewhat long in the tooth and outclassed by later overhead-camshaft designs, the Grindlay-Peerless was entered in the Senior Manx Grand Prix in 1936.

On his first and only appearance in the Island, Cyril Norris retired the Grindlay on the penultimate lap of a race won by Norton-mounted Austin Munks. Nevertheless, he was credited with 23rd place, and his best lap of 33 minutes 37 seconds (66.9mph) compares favourably with Potts' best Amateur TT lap of 1929 (on a machine conceived with road racing in mind, unlike Norris's ex-Brooklands bike) of 33 minutes 35 seconds.

After WWII the Grindlay-Peerless was used exclusively on the road until the mid-1950s (the machine is accompanied by three road fund licence discs dated 1953, '54, and '55 respectively) and thereafter was kept in dry storage. The current vendor purchased the Grindlay-Peerless at Bonhams' Stafford Sale in July 2001 (Lot 490).

Since acquisition, the black paint has been removed from the frame, exposing the original nickel finish. The Grindlay has been maintained in running order and used sparingly, one of its relatively few outings being to the Brooklands Centenary event in 2007. It is offered with two alternative fuel tanks (a twin-filler racing tank and a small-capacity 'sprint' tank); numerous invoices; assorted correspondence; 1936 Manx Grand Prix Senior Race programme; JAP manuals and parts list; Albion manual and parts list; and a V5C registration document. An exciting opportunity to acquire one of the rarest of all limited edition, Vintage-era, Brooklands racing motorcycles.

**£45,000 - 55,000**  
**€51,000 - 62,000**

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.

301

## 1939 OK-SUPREME 344CC ROAD RACING SPECIAL

Registration no. FOM 245

Frame no. 26068 and 924180 (see text)

Engine no. SOS/G 60905/6 (see text)

- Owned and raced by a Battle of Britain Spitfire pilot
- Ultra-rare over-the-counter racing motorcycle
- Highly original
- Three owners from new
- Restored in the early 2000s
- Well documented



This OK-Supreme Road Racing Special was first owned and raced by one of 'The Few': Battle of Britain Spitfire pilot, Flight Sergeant Frederick Fenton 'Freddie' Vinyard.

OK - the 'Supreme' came later - was founded by bicycle manufacturer Humphries & Dawes Limited of Birmingham. The company experimented with powered two-wheelers in the early years of the 20th Century before exhibiting a Precision-engined three-model range in 1911. Charles Dawes and Ernie Humphries split in 1926, the latter continuing motorcycle production using the name 'OK-Supreme'. The firm had first entered the Isle of Man TT in 1912 but had to wait for its finest hour until 1928, when OK-Supremes filled four of the top six positions in the Lightweight race, Frank Longman scoring the marque's solitary TT victory.

Introduced for 1939 and based on the previous year's Grass Track Special, the RRS was an over-the-counter road-racer powered by the 344cc five-stud JAP competition engine, effectively the 'junior' version of the contemporary 500cc 'Speedway JAP'. The RRS was listed for the 1939 season only and is one of the rarest of all British racing motorcycles of the 1930s.

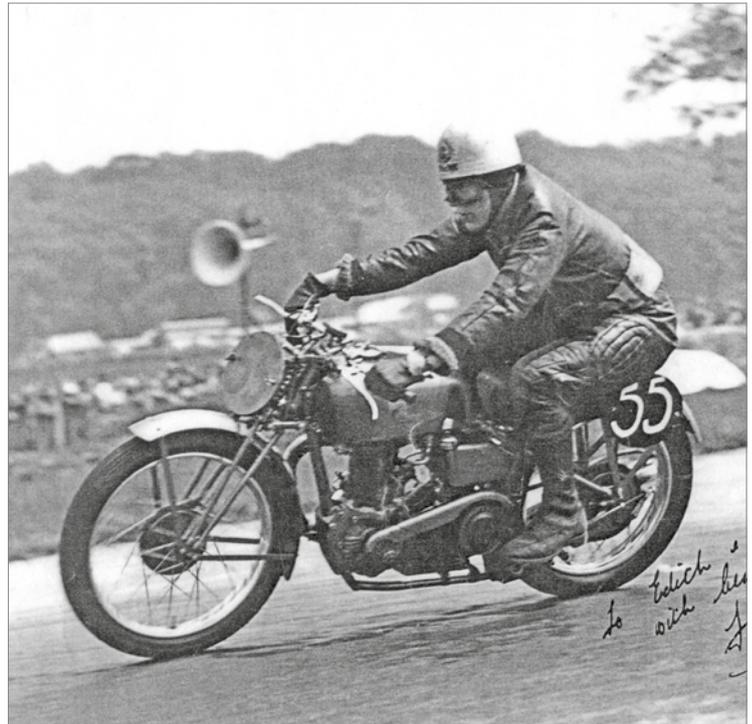
Birmingham-born Freddie Vinyard had bought the OK-Supreme from the famous Kings of Oxford dealership owned by Stan Hailwood, father-to-be of nine-time World Champion, Mike Hailwood. Freddie raced the OK-Supreme at Donington Park on Bank Holiday Monday, 10th August 1939 carrying competitor number '145', and was called up for service in the Royal Air Force shortly thereafter. Unusually, Freddie was already a qualified pilot, belonging to the Leicester Aero Club. Before then he had found time to compete at other events, as a photograph of him and the OK carrying number '55', and a Donington programme from Easter 1939 listing him as competitor number '110', testify.

Freddie registered his OK-Supreme for road use in September 1940 using a frame number of his own devising ('924180') and quoting the gearbox number ('8CPGA3415') as the engine number. Freddie's own frame number is stamped on the forward end of the top tube, while the factory-stamped number ('26068') is stamped on the rear of the frame, concealed behind the oil tank. Removing the oil tank would have involved first removing the rear wheel, mudguard, chain cases, seat, etc so Freddie's somewhat cavalier attitude towards the licensing procedure is perhaps understandable; no doubt he had weightier considerations on his mind.

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



Flt Sgt Vinyard alongside his Spitfire



Freddie Vinyard aboard the OK-Supreme in 1939

By September 1940 he had been posted to 64 Squadron based at Leconfield, near Beverley in North Yorkshire. The squadron's primary task would have been to intercept German bombers heading for the nearby port of Hull, the second-most bombed city after London. On Sunday 6th October 1940, Flight Sergeant Vinyard failed to return from a routine patrol, his Spitfire having been seen to crash into the North Sea off Flamborough Head; he was 24 years old. His name is recorded on the Roll of Honour in the Battle of Britain Chapel at Westminster Abbey.

After the War's end, the OK-Supreme passed to its second owner, Eric Hammond Smith of Sheffield, from whom it was purchased by the vendor, a member of the VMCC. Eric told the current owner that he had raced the OK-Supreme but gave no details. Smith's and Vinyard's are the only names recorded in the original buff logbook. Remarkably original and complete when acquired in 2000 (see photograph on file), the RRS proved to be relatively easy to restore and has since been used on various VMCC events and at Brooklands gatherings. It is currently MoT'd to February 2019.

By an amazing stroke of luck the vendor spotted period photographs of his OK-Supreme in Old Bike Mart a few years later, sent in by Freddie's nephew seeking information about his late uncle. The owner contacted Freddie's relative, who provided details of his uncle's life and supplied copies of his photographs and letters mentioning the OK. One of these poignant letters describes stripping the engine to fit a compression plate and replace a broken piston ring. Being a pukka competition machine, the RRS was supplied set up to run on methanol, hence the need to reduce the compression ratio to get it to accept the low-octane 'pool' petrol available at the time. Out of respect for Freddie Vinyard's family, these private letters are being retained by the vendor.

It should be noted that it has since been returned to original 'methanol' specification and cannot be run on unleaded petrol without first lowering the compression, re-jetting the carburettor, and altering the ignition timing.

A genuine pre-war racing motorcycle, possessing in-period race history and first owned by one of 'The Few', this ultra-rare OK-Supreme RRS is worthy of a place in any museum or private collection.

**£17,000 - 22,000**

**€19,000 - 25,000**

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

302

## 1930 COVENTRY-EAGLE 996CC FLYING-8 MODEL F150 POLICE

Registration no. BF 7137

Frame no. 41521

Engine no. KTCY/W94682/C

- *Rare Vintage-era v-twin*
- *Supplied new to Australia*
- *Restored over 30 years ago*
- *Highly original*



Established in Victorian times as a bicycle manufacturer, Coventry-Eagle built a diverse range of motorcycles using proprietary (mainly JAP) engines from 1901 onwards, though machines only began to be produced in significant numbers after WWI. Six Coventry-Eagles were offered for 1923, all JAP-powered except for a Blackburne-engined 350, ranging from the formidable Flying-8 to the diminutive S14 Ultra-Lightweight. Most famous of these was the Flying-8 which, with its 1.0-litre JAP v-twin engine and muscular good looks, was a worthy rival for the Brough Superior and a formidable Brooklands racing machine. Introduced in 1923, the Flying-8 was not Coventry-Eagle's first v-twin but it was the first to establish a sporting reputation thanks to its special 981cc sidevalve engine that guaranteed a top speed of 80mph, an exceptional performance at the time. Motor Cycle's tester found that the Flying-8 was tractable, comfortable and handled well in town, while 'on the open road, as one would expect, it is possible to annihilate space on the merest whiff of gas...'

In 1926 the sidevalve version was joined by a new and even faster overhead-valve engined Flying-8, again JAP powered. Within a few years however, the onset of the Depression had forced Coventry-Eagle to change tack, the firm concentrating on bread-and-butter lightweights until it ceased motorcycle production in 1939.

The last overhead-valve Flying-8 left the factory in 1930 and the final sidevalve model the following year. Compared with the rival Brough Superior, Flying-8 survivors are relatively few.

This magnificent Flying-8 is believed to be one supplied to Australia in 1930 for use by the Victoria State Police. A Model F150 Flying-8 Police, it has the high-performance JAP 8/30hp 4-cam sidevalve engine and would have been a formidable high-speed pursuit machine in its day. The Flying-8 was restored over 30 years ago and was in intermittent use on Australian Vintage runs up to 2012. Imported into the UK on behalf of the Australian owner for use in this country, it received an age-related registration in 2014 and in 2015 completed an 80-mile VMCC run. The machine has been stored in a heated garage since then and is now surplus to requirements, hence the decision to sell; it has been serviced and recently completed a 100-mile test run. A weak electrical charge is the only fault notified. Accompanying documentation consists of a dating certificate, NOVA declaration, and a V5C Registration Certificate.

**£40,000 - 50,000**

**€45,000 - 56,000**

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.

303

*Single family ownership since at least 1942*

**1938 TRIUMPH 498CC TIGER 100**

Registration no. FNA 236

Frame no. TF291

Engine no. 9 T100 15755

Although Edward Turner's Triumph Speed Twin caused a sensation when it appeared at the 1937 Motorcycle Show, few of its admirers can have guessed how influential the design would prove to be. Light, narrow and from certain angles looked just like a twin-port single, it was just what the conservatively minded motorcycling public wanted, and the Speed Twin would prove enormously successful. Performance was exemplary for a road-going 500, around 85mph being attainable by the Speed Twin while the Tiger 100 sports version was even faster. A 1939 model first registered on 30th November 1938, this pre-war Tiger 100 comes with an old-style continuation logbook (issued 1952) showing that it was first registered to the current vendor's father on 17th August 1942. However, the vendor believes that his father may well have owned it from new. In 2016/2017 the Triumph was treated to a full mechanical and cosmetic restoration to the highest standard by John Woodward, an ex-Meriden Competitions Department engineer recommended by James Hewing at the National Motorcycle Museum (several NMM machines have been restored by John). In the course of the rebuild the engine was converted to accept shell big-end bearings. Restoration bills totalling some £9,000 are on file. Used sparingly, the machine also comes with two old MoTs (most recent expired July 1999), old/current V5/V5C registration documents, and the aforementioned old-style continuation logbook.

**£16,000 - 20,000**

**€18,000 - 23,000**



304

**1933 AJS 982CC MODEL 33/2**

Registration no. LV 4482

Frame no. 690

Engine no. 33/2 69787

Following the Matchless take-over of 1931, AJS production was relocated to Plumstead where the existing range continued largely unaltered initially. AJS's own sidevalve v-twin was one of the first models to be dropped, and there would be no 'sidecar tug' in the range until 1933 when the Model 2 arrived, powered by the 982cc sidevalve engine of the long established Matchless Model X. Progressively updated, the stately Model X and Model 2 remained fixtures of their respective ranges until 1940. This AJS Model 2 was purchased in boxes by the current owner in 1973 (when he was aged 21) and put to one side while he pursued a racing career (44 Manx races). The engine was reconditioned around 25 years ago (see list of works and parts on file) but the restoration was not completed until 2016. The magdyno and regulator were overhauled by Dave Lindsley (bill available) and replacements for the lower rear frame and lower silencer manufactured. Although it has been started, the machine has not been ridden on the road and will require further re-commissioning before use. Accompanying paperwork consists of an old-style continuation logbook (1968), copy old V5, and a V5C Registration Certificate; it should be noted that a repeated clerical error has seen the engine number incorrectly recorded on all three documents.

**£18,000 - 24,000**

**€20,000 - 27,000**



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.

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



305 N

### 1943 HARLEY-DAVIDSON WLC45 FLATHEAD

Registration no. not UK registered

Frame no. 43WLC RW54210

Engine no. 43WLC RW54210

Introduced in 1929 as a competitor to Indian's successful 750cc 'flat head' (side valve) v-twin, the Harley-Davidson Model D - better known as the '45' (its capacity in cubic inches) - really took off when the USA's entry into WW2 created an unprecedented demand for military motorcycles. Around 90,000 of the WL (military) version had rolled off the Milwaukee production lines before hostilities ceased, and the Harley '45' saw action in just about every theatre of war. 'De-mobbed' Harleys helped meet the upsurge in demand for motorcycles in the immediate post-war years, doing much to establish the marque's reputation worldwide. This matching-numbers Canadian-built '45' was purchased as a dismantled project by the vendor in July 2008 and subsequently restored. The cylinder barrels were despatched to Murphy's Engine Overhauls in Cork, Rol for boring and honing; new pistons were fitted, and the gearbox overhauled, while the paintwork was entrusted to Celtic Choppers. Final assembly and the electrical rewiring were carried out by the vendor, a qualified electrician. Only 862 miles have been covered since completion, and the machine is described by the private vendor as in generally very good condition. Accompanying documentation costs of the 2008 sales receipt and Rol registration papers. The machine is offered with a set of detached handlebar 'dogbone' risers.

**£9,000 - 12,000**

**€10,000 - 14,000**



306

### 1947 SCOTT FLYING SQUIRREL 596CC

Registration no. FYG 676

Frame no. 4807

Engine no. DPY 4906

When Scott production resumed after World War II there were few changes from the pre-war machines. New full width hubs were introduced, but the major change came in 1947 following Webb's announcement that girder fork production would cease. Like Velocette and Panther, Scotts decided to fit Dowtys in their place. The new fork used air as the suspension medium, and had been developed utilising Dowty's extensive experience with pneumatics and hydraulics whilst working with the aircraft industry during the war. This 1947 "Flyer" belonged to Scott enthusiast Ron Mountain from at least 1959 until 1989. It has been in the vendor's care since 2004 during which time it has been fastidiously maintained. Prior to the current ownership the fork seals had failed resulting in a change from air to spring operation. Details of the conversion and the original Dowty seals are included in the sale. Work carried out since 2004 includes: reduction gear fitted to the Pilgrim pump, new (expensive!) radiator, bonded clutch plates, clutch lifting mechanism replaced, front brake shoes re-lined, magneto and primary chains replaced, new battery, magneto & dynamo serviced, headlamp reflector re-silvered, barrel re-bored, head skimmed, new pistons and rings, new tyres and tubes. It is thought that most of the paintwork is original. Included in the sale are a current V5C registration document, a continuation buff log book, a few spares, various receipts, MOT certificates, and a photocopy of "The Book of the Scott". The bike is being sold only to create the space for a new project.

**£5,000 - 7,000**

**€5,600 - 7,900**



All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

307

## 1955 ARIEL 998CC SQUARE FOUR 4G MK2

Registration no. VKM 298

Frame no. PS342

Engine no. GL333

- *Matching frame and engine numbers*
- *Extensively restored in 2014 and 2017*
- *Well documented*



Designed by Edward Turner, creator of the legendary Triumph Speed Twin, the first Ariel Square Four was shown at the Olympia Motorcycle Show in 1930. Conceived as an overhead-camshaft 500, the model grew to 601cc before a total redesign saw it emerge as the Model 4G, with 995cc overhead-valve engine, in 1937.

Anstey-link plunger rear suspension became an option in 1939, but would not be offered again until 1946, when a telescopic front fork replaced the previous girder type. An exercise in weight shedding saw the cast-iron cylinder head and barrel replaced by alloy components for 1949, the revised model, now capable of 90mph-plus, being known as the Mark 1. Introduced in 1953, the 'four pipe' Mk2 with redesigned cylinder head elevated the Square Four into the league of genuine 100mph motorcycles. Square Four production ceased in 1959, along with that of all other Ariel four-strokes. To date, the innovative Ariel Square Four remains unique in motorcycling history; a true 'gentleman's motorcycle', this refined yet charismatic machine retains an enthusiastic and loyal following, and is highly prized by discerning enthusiasts.

This late example comes with an old-style continuation logbook (issued 1962) listing three owners in Kent and South London. The immediately preceding owner bought the machine as a restoration project in 2010 from Ron Cobb, who states in an accompanying email printout that the machine had been kept by its previous owner for 30 years and had been bought from Pratt's Vintage Motorcycles of London SE1. The current vendor purchased the Ariel in 2013. The following year the machine underwent a partial restoration to include all cycle parts repainted, and the wheels rebuilt with new rims and spokes and powder-coated hubs (before/after photographs on file). A mechanical restoration was carried out in 2017; the engine and gearbox were stripped and all cases vapour blasted; new bearings fitted where required; new +0.020" piston rings installed; and new gaskets fitted. At the same time the lubrication system was upgraded with a Morgo Super Rotary oil pump and cartridge filter conversion. In addition, the chromed front fork oil seal holders and rear suspension links were replaced; and the fuel tank re-chromed, repainted, and gold-lined by Shropshire Paints.

Last used in March 2018 and described by the private vendor as in 'A1' condition, the machine is offered with a file containing all invoices, photographs, an old tax disc, VMCC dating certificate, instruction manuals, V5C document, and the aforementioned logbook.

**£12,000 - 15,000**

**€14,000 - 17,000**

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.

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



308  
**1960 BSA 646CC GOLDEN FLASH**  
Registration no. 2830 WU  
Frame no. GA7 2727  
Engine no. DA10 9033

A new 650cc twin joined BSA's 500cc A7 model in 1949, the latter's engine being revised along the lines of the new design at the same time. The existing parallel twin architecture was retained for the new A10, with 360-degree crankshaft and single camshaft at the rear of the cylinder block, as was the four-speed gearbox bolted directly to the crankcase in a form of semi-unitary construction, and the tele-fork-and-plunger cycle parts. Named 'Golden Flash', the new 650 was strikingly finished in pale beige metallic. The model was up-dated with the swinging-arm frame and separate gearbox for 1955 and continued in production until 1962. This matching-numbers Golden Flash was despatched new to Briggs of Castleford, West Yorkshire on 10th December 1959. The current vendor acquired the BSA in September 1987 and has provided a detailed list of all works carried out and at what mileage (inspection recommended). Upgrades include an end-fed crankshaft, anti-sumping valve, spin-on oil filter, and 12-volt electrics. Sadly, the vendor's age means that he is no longer able to start the machine, hence the decision to sell. Accompanying documentation consists of a BSA Owners' Club Dating Certificate, V5C Registration Certificate, and SORN.

**£3,000 - 4,000**  
**€3,400 - 4,500**  
**No Reserve**



309  
**1960 BMW 494CC R50**  
Registration no. DAS 766  
Frame no. 562466  
Engine no. 562466

In the early 1950s, BMW concentrated on refining what were essentially pre-war designs, but by 1955 was ready with a brace of new machines, the R50 and R69. Of 500cc and 600cc respectively, the newcomers inherited the up-dated flat-twin engine introduced on the R51/3 a few years previously, but deployed this in all-new cycle parts, the most notable departures from preceding practice being the Earles-type leading-link front fork and swinging-arm rear suspension enclosing the drive-shaft in the right leg - developments first seen on the works racers. Luxury tourers, the R50 and R69 sold to discerning enthusiasts to whom expense mattered little when set against the excellence of BMW engineering. Originally registered in the UK as '321 ALT', this R50 was purchased in October 2006 from a Mr Roland H Parkins of Shoreham-by-Sea, West Sussex. Since then the electrics have been converted to 12-volt operation, while more recently a new battery, condenser, and spark plugs have been fitted. Various invoices on file include one for a complete engine rebuild by BMW specialist, Bob Porecha in 1998, and the machine also comes with current MoT, a V5C document, and (copy) old-style continuation logbook (1970).

**£5,000 - 6,000**  
**€5,600 - 6,800**  
**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.

310

**1956 NORTON 596CC DOMINATOR 99**

Registration no. NWV 917

Frame no. L14 69058

Engine no. 69058 L14

Norton's 500cc twin found a new home in the racing singles' 'Featherbed' duplex frame in November 1951. The newcomer - titled 'Dominator 88' - was the first production Norton roadster to feature the lightweight, race-proven chassis. Updated annually, by the decade's end the Dominator had received an alloy cylinder head, full-width hubs, welded rear sub-frame, alternator electrics, coil ignition and - for 1960 - the narrower 'Slimline' Featherbed frame among countless other improvements. Introduced for 1956, the 596cc Dominator 99 was outwardly identical to the 88. Endowed with greater power and higher gearing enabling it to top the magic 'ton', the 99 nevertheless retained all the excellent handling and steering characteristics associated with the Featherbed chassis. One of the Rockers' favourites, the 99 remained essentially unchanged - apart from gaining alternator/coil-ignition electrics for 1958 - until dropped in 1962. Restored many years ago, since when it has deteriorated, this matching-numbers Dominator 99 is presented in 'barn find' condition, ripe for sympathetic restoration (the vendor advises us that he has had the engine running). Prospective purchasers should satisfy themselves with regard to this motorcycle's condition, completeness, and originality prior to bidding. The machine comes with a V5C document and is sold strictly as viewed.

**£2,000 - 3,000**

**€2,300 - 3,400**



311

**1966 NORTON 650CC 650SS**

Registration no. ABW 2640

Frame no. 18 119059

Engine no. 18SS 119059/P

Norton launched its first 650 twin, the US-market Manxman, in 1960. Available in Europe the following year, the Dominator 650 was built in standard, De Luxe, and SS variants, all of which, plus the 500SS, featured a new cylinder head with downdraft inlet ports. With 49bhp on tap, plentiful low-down torque and exemplary handling courtesy of its race-proven Featherbed frame, the 650SS was one of the outstanding sports motorcycles of the 1960s, being more than a match for Triumph's Bonneville in terms of all-round performance. This particular Norton 650SS is offered fresh from a long-term complete restoration and has covered only some 20 miles since returning to the road. Works carried out include fitting new pistons, rebuilding the engine's bottom-end, and re-chroming the mudguards and other brightwork. Upgrades include a Dunstall cylinder head, Amal Concentric carburettors, Akront aluminium wheel rims, 12-volt electrics, and belt primary drive with a Norvil diaphragm clutch. Last used in November 2017, the machine is described by the private vendor as in generally excellent condition. Offered with a V5C document. It should be noted that the engine requires running in.

**£6,500 - 7,500**

**€7,300 - 8,500**



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.

312

## 1937 VINCENT-HRD 498CC METEOR SERIES-A

Registration no. ELY 244  
Frame no. D1388  
Rear Frame no. D1388  
Engine no. M593 (see text)  
Crankcase Mating nos. 1 / 1

- *Rare Series A*
- *Matching numbers example*
- *Recently repainted petrol tank*



HRD gained their initials from Howard Raymond Davies, the founder of the company in 1924. Davies utilised JAP engines initially, and achieved a Senior TT victory on a machine of his own manufacture in 1924. Financial troubles lay ahead, however and, in 1927, HRD was placed in voluntary liquidation by its founder. It was acquired by young engineer Philip Vincent, with financial backing from his father. After an initial flirtation with Swiss-made MAG engines, Vincent settled on JAP engines, as his predecessor had, and introduced his trademark rear-sprung frame. A Rudge 'Python' engine was offered as an alternative to the JAP, but, unimpressed by the standard of 'bought-in' engines, Vincent and fellow engineer Phil Irving designed their own engine for 1934, with their high-camshaft layout. Initial models with this engine were the Meteor and Comet, later variations being the Comet Special and the TT model. The Rapide twin was to follow in 1936, but production lasted only until war broke out in 1939.

The vendor purchased ELY 244 in 2011, partially dismantled and in need of attention, some work having been done on the machine by the previous owner. He commenced the remedial work straight away, and stripped the top end of the engine, correcting some of the work done by the last owner on the cylinder head.

He stripped and checked the oil pump, ensuring it worked correctly, stripped and cleaned the gearbox which was found to be in good working order. He then assembled the machine, rectifying any problems as he went along. A Conway Motors' modified clutch had been fitted by the previous owner for practical reasons, and this was retained by the vendor. Work was completed later in 2011, and from that time he has used the bike every year for club runs and the occasional show. The petrol tank was recently repainted.

The history file includes photocopies of the Engine Specification Sheet and Works Order Form, which detail that this Meteor was despatched on 26th August 1937 to Conway Motors, equipped with TT handlebars, Amal carburettor, and Dunlop saddle. It was subsequently registered in January 1938. It still has the original engine, upper frame, rear frame, gearbox, and oil pump. The letter 'M' of the engine number has worn away, but the other digits are still visible. Other documentation accompanying ELY 244 includes a current V5C, an old V5, and a continuation RF60 buff log book.

**£35,000 - 40,000**  
**€39,000 - 45,000**

313

## 1951 VINCENT-HRD 998CC BLACK SHADOW SERIES-C

Registration no. UNO 770

Frame no. RC9872B/C

Rear Frame no. RC9872B/C

Engine no. F10AB/1B/7972

Crankcase Mating nos. WW56 / WW56

- *Family ownership for approximately 25 years*
- *Matching numbers example*
- *Part of a private collection*



The HRD company was acquired by young engineer Philip Vincent, with financial backing from his father. After an initial flirtation with Swiss-made MAG engines, Vincent settled on JAP engines, as Howard Davies had previously, and introduced his trademark rear-sprung frame. A Rudge 'Python' engine was offered as an alternative to the JAP but, unimpressed by the standard of 'bought-in' engines, Vincent and fellow engineer Phil Irving designed their own engine for 1934, with their (now traditional) high-camshaft layout. Initial models with this engine were the Meteor and Comet, later variations being the Comet Special and the TT model.

Soon after, by mounting two top ends onto a common crankcase, the A series 998cc twin was evolved in 1936, with the apocryphal tale of its conception as a result of two single-cylinder drawings being overlapped. Production of this model lasted only until war broke out in 1939.

Post war, Phil Vincent and designer Irving laid down the details of the new post-war V-twin to replace the pre-war version; their ambition for the model was that it would live up to their proposed advertising strapline for the machine of 'The World's fastest standard Motorcycle!'

Introduced in 1946, the Series B Rapide was certainly fast, but it soon became clear to Vincent that a tuned version would be required to further enhance the marque, and the Black Shadow was announced in the early part of 1948. It was the first genuine two-miles-per-minute production bike, with a reputed top speed of around 125 mph. The Series B Black Shadow was supplanted, after only around one year, by the Series C version with Girdraulic forks and different rear frame.

A matching numbers example, UNO 770 was despatched from the Vincent factory in November 1951, sent to a dealer named GBR Motors in Colchester. It appears to have languished unsold, until being registered for the road on 4th June 1952. The bike was purchased by the vendor's father in approximately 1993, since when it has formed part of the family's private collection of vehicles. The only apparent deviation from standard is the use of later Amal carburetors. Used only occasionally, the Shadow has been in dry storage in recent years, and the vendor intends to have the bike running, and with a new battery fitted, by the time of sale.

Documentation comprises an old-style V5C, together with a photocopy of a previous old-type V5.

**£60,000 - 80,000**

**€68,000 - 90,000**

## 1955 VINCENT 998CC BLACK KNIGHT & STEIB 501 SIDECAR

Registration no. STG 740

Frame no. RD12892/F

Rear Frame no. RD12892/F

Engine no. F10AB/2/10992

Crankcase Mating nos. 7 83 V / 7 83 V

- One of the rarest of post-war Vincents
- Registered from new as a motorcycle combination
- Matching frame and engine
- Present ownership since 1961



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. 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', though delayed delivery of the glass fibre panels - plus continuing demand for traditionally styled models - resulted in over half the production leaving the Stevenage factory in un-enclosed form. The enclosed Rapide and Black Shadow were known as the 'Black Knight' and 'Black Prince' respectively. Other Series D innovations included a new frame and rear suspension, and a user-friendly centre stand, plus many improvements to the peerless v-twin engine.

Sadly, its creator's vision of the Series-D as a two-wheeled Grande Routière just did not conform to the public's perception of the Vincent as the ultimate sports 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.

Registered as a motorcycle combination from new, this Vincent Black Knight was purchased in June 1961 by the current vendor, who is listed as '5th change' on the accompanying original logbook. The Vincent was mothballed between 1970 and 1991 when a major service was carried out, while in 1992 the sidecar was professionally re-sprayed. Since then he machine has been ridden in fine weather to local events and maintained in good order, the engine being run during periods when the machine was not being used.

Noteworthy features include a V3 clutch and an hydraulic steering damper. The original clutch parts, a solo-rate rear suspension unit, and the (removed) sidecar brake mechanism are included in the sale.

Having reached the age of 80, the vendor now finds it difficult to start the Vincent, hence the decision to sell. Accompanying documentation consists of a quantity of VOC Spares Company invoices, MoT to June 2018, a V5C Registration Certificate, and the aforementioned logbook. A genuine Vincent spare parts list is included together with some Vincent tools.

**£38,000 - 42,000**

**€43,000 - 47,000**

315

**NO LOT**

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage 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.

## 316 1948 VINCENT-HRD 998CC RAPIDE SERIES-B TO TOURING SPECIFICATION

Registration no. UXS 912  
Frame no. R2900  
Rear Frame no. R2900  
Engine no. F10AB/1/1042  
Crankcase Mating no. K32 / K32

- *Restoration completed 2017*
- *Engine fully overhauled by engineer owner*
- *Rare Touring specification*



The outbreak of WW2 in 1939 brought production of all Series-A models to a halt, and when Vincent resumed production at the war's end it was with the all-new Series B. Its rear suspension aside, the Series-A Vincent-HRD had been conventional enough: tubular steel frame, girder forks, separate gearbox, etc but with the Series-B Messrs Vincent and Irving effectively established the marque's reputation for the defiance of convention in the pursuit of engineering excellence. For a start there was no 'frame' as such, merely a fabricated box attached to the cylinder heads, that served as the oil tank and incorporated the headstock and the attachment point for the rear springs. The gearbox was integral with the engine, and the swinging arm pivoted directly in the engine/gearbox casings, features commonplace today but unusual 60 years ago. Only in his retention of the pre-war Brampton girder fork did Phillip Vincent appear to be lagging behind other manufacturers, almost all of which had switched to telescopics, but this apparent shortcoming would soon be addressed by the introduction of the famous 'Girdraulic' fork.

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 up-dated 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 a hydraulic damper between the spring boxes, while at the front the new models boasted Vincent's own 'Girdraulic' fork: a blade-type girder fitted with twin hydraulic dampers. These advances began to find their way onto production models during 1948 but it would be 1950 before all Vincents left the factory in Series-C specification.

This machine offered here consists of engine number 'F10AB/1/1042' that formed part of a Series-B Rapide despatched to Denmark on 2nd September 1948, and frame number 'R2900' from another Series-B Rapide sent to Marsden in Leeds on the 21st of that month. Neither was to Touring specification. The owner, an engineer, already possessed a set of Touring mudguards, so decided to restore the Rapide to Touring specification. The rebuild was finished in 2017, and we are advised by the private vendor that subsequent summertime test rides revealed that the Vincent performs well on the road. Accompanying documentation consists of a VOC Dating Certificate, SORN, and a V5C Registration Certificate.

**£28,000 - 32,000**  
**€32,000 - 36,000**

317

## 1951 VINCENT 998CC BLACK SHADOW SERIES-C

- *Fully maintained*
- *Large history file*
- *Grosset electric starter*

Registration no. JVB 492  
Frame no. RC 9297B/E  
Rear Frame no. RC 15063 (see text)  
Engine no. F10AB/1B/7397  
Crankcase Mating no. TT1 / TT1



Vincent's post-WW2 range included that hugely significant newcomer, the Black Shadow, essentially a revised and more highly-tuned Rapide with a distinctive and eye-catching finish. It was, literally, faster than anything else on British roads, the 'summa cum laude' of the motorcycle scene, leaving other makers in the dust and never again to be surpassed by any British machine. Inevitably, though, sales were limited to those few who could afford one.

This, then Bantam-mounted, writer remembers being hugely impressed, as a schoolboy, by the inscription on a local Shadow's speedometer stating, 'Do not exceed 105mph in third gear'. The Shadow remains the 'go to' Vincent, its road performance, small size and comparatively light weight still able to startle the owners of modern 'superbikes', as well as being an object of pleasure to look at in one's garage during the winter.

JVB's previous owner had had the mighty misfortune, in 1965, to have a tank-slapper at speed, following a sheared fork damper bolt. The resulting complete and careful rebuild included the substitution of a new rear frame (from a 1949 series C Comet) an item then considered unimportant in history terms.

All changes were logged with the VOC, but, as detailed in the file, the original RF60 Log book was then reported as 'lost' by Wolverhampton Council. That the Shadow stayed with him after the accident until 2007, says much for his enthusiasm and the machine's attractions.

JVB has since been meticulously maintained by both of its owners, a further very detailed rebuild and cosmetic revision being done in 2005-2007, during which JVB was fitted with a Hills centre-stand, Grosset electric starter (by the late Don Alexander) as well as a full Conway oil valve set. Bought by the engineer vendor in 2007 because of the attractions of that electric start, the Shadow has, sadly, been little-used in recent times because of that common problem of the owner's advancing years, finally coming off the road in 2015. In lovely condition and still fully maintained, the Shadow - a most reluctant sale - comes with a large and very detailed history file with technical notes, parts catalogue, running instructions, recent bills, old MOTs, V5C, VOC certificate and all known ownership details.

Said by the owner to be ready to go, given the necessary checks and re-commissioning, this iconic and delightful Shadow awaits a suitably expert rider ready to do that 105mph 'Change into Top'.

**£45,000 - 55,000**  
**€51,000 - 62,000**

318

*Property of a deceased's estate*

## 1950 VINCENT-HRD 630CC COMET SERIES C

Registration no. PFC 997  
Frame no. RC/1/6093  
Rear Frame no. RC/1/6093  
Engine no. F5AB/2A/4193  
Crankcase Mating nos. 92H / 92H

- *Present ownership since 1986*
- *Matching numbers example*
- *Big bore conversion to 630cc*
- *Electric start and modern improvements*



Announced in late 1948, the Comet in Series C form was equipped with a higher compression ratio than the Meteor, front propstands, Girdraulic forks, and different rear frame.

PFC 997 was acquired by the deceased owner in 1986, being purchased from Brian Thompson. In need of restoration, the vendor advises us that the engine was passed to well-known Vincent engineer Bob Dunn for rebuilding. The owner, who was no slave to tradition for the sake of it, decided from the outset that it should be a little different to (and faster than) the average Comet. To this end, he resolved that it would be a bigger bore and stroke of 90 x 100, resulting in a capacity of 630cc, utilising a 9:1 compression J & E piston, Carrillo conrod and special crankshaft. A Mark II cam was used and a 36mm Mikuni carburettor, with a Lucas Rita electronic ignition system and coil ignition. A Norton gearbox and clutch was felt to be superior to the original Burman, and an electric starter was employed. Improved braking is brought about by use of Black Shadow-type front drums and Lightning-spec brakeplates.

Needless to say, the electrical system was updated to 12 volts, a solid state voltage regulator and halogen headlight unit were fitted. The work was completed in 1999, and the Comet was used regularly from 1999 to 2009, the owner keeping a detailed notebook, included with the bike, of mileages, work done, and journeys taken. When the owner became less able to ride the machine, it was decided to attach a sidecar to the bike and a Watsonian Monza Classic in GP Jubilee form was ordered and subsequently fitted by Watsonian in 2013 at a total cost of £5,560 (invoice on file).

Unfortunately, the owner was unable to enjoy the outfit, except on a few occasions in the sidecar. However, the bike has been kept in useable condition and run at intervals since the deceased owner passed away; in 2017 it was ridden to the VOC summer rally, and will be capable of use by a new owner with little more than a basic check over.

Documentation accompanying the bike comprises a current V5C, a continuation RF60 buff log book dating from 1959, a number of old MoTs, the aforementioned notebook and invoice, assorted invoices, plus sundry papers.

**£15,000 - 20,000**

**€17,000 - 23,000**

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

319

**C.1951 VINCENT 498CC SHADOW/COMET PROJECT**

Registration no. 435 NOK  
Frame no. RC9078B/D  
Rear Frame no. Unstamped  
Engine no. F5AB/2A/5566  
Crankcase mating no. 63R/63R

Vincent's first post-war single-cylinder models appeared in 1948: the 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 particular machine incorporates the frame from a Black Shadow sent to Kings of Manchester in July 1951, and the engine of a Comet that was despatched to Ross Motors of Hinckley in January of that year. Its late owner purchased the motorcycle in the late 1960s and used it as his daily ride before laying it up for reasons unknown. Untouched for 30 years, the machine is presented in 'barn find' condition and sold strictly as viewed. There are no documents with this Lot.

**£10,000 - 14,000**  
**€11,000 - 16,000**



320

**1955 ARIEL 649CC FH HUNTMASTER**

Registration no. RYU 605  
Frame no. PR 1561  
Engine no. MLF 2623

Following Ariel's acquisition by the BSA Group in 1951, an exercise in 'badge engineering' a few years later saw the launch of a new model - the Huntmaster - which deployed the 650cc twin-cylinder engine of the BSA A10 in Ariel's new swinging-arm frame. In Ariel guise the power unit differed only in detail, its origins being disguised beneath a reshaped timing cover, while on the primary drive side Ariel's traditional 'dry' clutch was retained. The factory claimed a top speed of 90-95mph, with fuel consumption of 65-70mpg when cruising at 45mph. Produced from 1954, the Huntmaster disappeared along with the rest of Ariel's four-strokes in 1959. This superb example was purchased by the current vendor at Bonhams' Stafford sale in October 2016 (Lot 145) at which time it was described as 'newly restored, both mechanically and cosmetically, by the Midland's finest Ariel restorer' and was described by the then owner as close to immaculate. During the current ownership no changes have been made to the Huntmaster, which has been used sparingly and kept in immaculate condition. The machine is offered with a V5C Registration Certificate and the original RF60 logbook.

**£5,500 - 6,500**  
**€6,200 - 7,300**



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.

321

*Property of a deceased's estate*

## 1950 VINCENT-HRD 998CC RAPIDE SERIES-C PROJECT

Registration no. EFR 406

Frame no. RC 4422

Rear Frame no. RC 4422 (see text)

Engine no. F10AB/1/2522

Crankcase Mating nos. W77 / W77

- *Unfinished restoration*
- *Comprehensive history file*
- *Engine rebuilt*
- *Black Shadow spec. brakes and speedometer*



Post war, Phil Vincent and designer Phil Irving laid down the details of the new V-twin to replace the pre-war series A. Intended to be 'The World's fastest standard Motorcycle', the Rapide Series B was introduced in 1946, but only in production for a little over two years before being supplanted by the Series C version with Girdraulic forks and different rear frame.

EFR 406 was purchased in 2007 by the deceased owner, with another Vincent twin (also offered in this sale). Both machines were in need of restoration, and the owner set about the task with alacrity. The vendor advises us that the engine components were entrusted to well-known engineer Bob Dunn to rebuild, and anything requiring attention was rectified. This included new pistons and liners, camshafts, cam spindles, and primary drive. Both cylinder heads, the oil pump, and the crankshaft were all rebuilt. New bearings were fitted throughout the motor. All the cycle parts were repainted, the wheels rebuilt, petrol tank restored, and many new parts were purchased, as evidenced by the quantity of invoices in the document file. Black Shadow-type front brake drums were fitted, with Black Lightning-style brakeplates, and a Black Shadow 150mph speedometer was used. A new, state of the art, V3 clutch was also fitted. The magneto and dynamo were both reconditioned, and both carburettors were restored.

Unfortunately, whilst much work was done, and much money spent, the owner was unable to complete the restoration before he passed away. Work still remains to be done, and the machine is not 100% complete, but the bulk of the difficult tasks have been accomplished, and the new owner will have the pleasure of completing this magnificent machine. It should be noted that the rear frame number is thought not to be a factory stamping. Prospective buyers should satisfy themselves as to the completeness or otherwise of this lot prior to bidding.

The history file includes photocopies of the Engine Specification Sheet and Works Order Form, which detail that the bike was finished on 8th August 1949 and despatched on 27th March 1950 to dealers Whittakers of Blackpool. Other documentation accompanying EFR 406 includes a copy purchase receipt, a VOC dating certificate, some 'before' photographs, a current V5C, a continuation RF60 buff log book issued in 1958 (but showing details from 1954 onwards), receipts, invoices, and sundry papers.

**£18,000 - 24,000**

**€20,000 - 27,000**

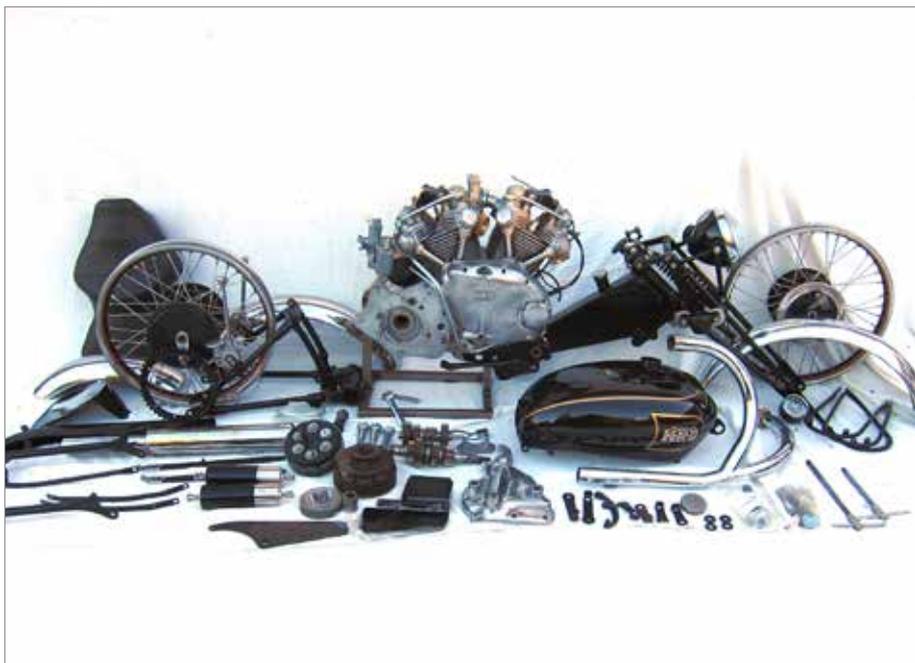
322

*Property of a deceased's estate*

## VINCENT-HRD 998CC RAPIDE SERIES-B PROJECT

- *Unfinished restoration*
- *Rare Series B model*
- *Many new parts*

Frame no. RE14009 (see text)  
Rear Frame no. R3126 (see text)  
Engine no. F10AB/1/1136  
Crankcase Mating nos. L38 / L38



Vincent HRD returned to motorcycle production after the war with a new V-twin to replace the pre-war series A. Introduced in 1946, the Series B Rapide was the epitome of Phil Vincent's philosophy of continued improvement incorporating innovation and a variety of lessons learned from the pre-war A twin. From its commencement it was produced only until 1949, when the Series C appeared with the new Girdraulic forks.

This Series B Rapide was purchased in 2007 by the deceased owner, with another Vincent twin (also offered in this sale). Both machines were in need of restoration, and the owner began work on them simultaneously. The vendor advises us that the engine components were entrusted to well-known engineer Bob Dunn to rebuild, and anything requiring attention was rectified. This included new pistons, cylinder liners, and cam spindles. The camshafts were refurbished. Both cylinder heads, the oil pump, and the crankshaft were all rebuilt. New bearings were fitted to the motor. All the cycle parts were repainted, the wheels rebuilt, petrol tank restored, and many new parts were purchased, as evidenced by the quantity of invoices in the document file. A new, state of the art, V3 clutch was obtained. The magneto and dynamo were both reconditioned, and both carburettors were restored, as was the speedometer. The rear frame section and the Brampton forks were reconditioned by Ray Daniels.

Unfortunately, the owner was unable to complete the restoration before he passed away. Work still remains to be done, particularly the gearbox and timing gear assembly. The machine is not complete, although the main parts are present. There is one sad aspect to the story of this Rapide. During the various refurbishment processes the upper frame member was lost, and, despite exhaustive enquiries with various contractors, it has not been found. A new UFM was purchased from the VOC Spares Co., hence the upper frame number RE14009. It should also be noted that the rear frame number is thought not to be a factory stamping. Prospective buyers should satisfy themselves as to the completeness or otherwise of this lot prior to bidding.

The history file includes photocopies of the Engine Specification Sheet and Works Order Form, indicating the bike was despatched to dealers Wharton and Mustill of Loughborough. Other documentation includes a copy purchase receipt, some 'before' photographs, receipts, invoices, and sundry papers.

**£18,000 - 22,000**

**€20,000 - 25,000**

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.

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

323

*The property of Engelbert Humperdinck*

### **1992 HARLEY-DAVIDSON 1,340CC FXDC SUPER DYNA GLIDE CUSTOM**

- *Owned by Engelbert for at least 23 years*
- *Registered in the UK in 1995*
- *2,502 miles recorded*

Registration no. J69 TFP  
 Frame no. 1HD1GCL21NY309126  
 Engine no. \*GCLN309126\*



This Harley-Davidson is offered for sale by the world-famous recording artist and entertainer, Engelbert Humperdinck. Born Arnold George Dorsey in 1936, he began performing in the early 1950s under the name 'Gerry Dorsey', but did not get his big break until his manager suggested he change his name to the more memorable Engelbert Humperdinck, after the 19th Century German composer. The change paid off in 1967 when his version of 'Release Me' topped the UK charts. He followed up that success with 'There Goes My Everything' and 'The Last Waltz', and has remained a fixture of the global pop charts ever since. Now well into his sixth decade as a successful entertainer, Engelbert represented the United Kingdom in the 2012 Eurovision Song Contest with 'Love Will Set You Free'. He continues to record and perform.

Computer-aided design work underpinned this new chassis, which featured a square-section backbone, forged rather than stamped frame junctions and two (down from four) rubber mounts for the air-cooled Evolution engine. The second model to benefit from the new Dyna Glide chassis was the limited edition FXDB Daytona, announced in 1991 to commemorate the 50th anniversary of Harley gatherings at the famous Daytona 200 race meeting. Basically, similar to the Sturgis, the Daytona boasted twin front disc brakes, a special pearlescent paint finish – a first for H-D – and '50th Anniversary' graphics. Deliveries commenced in 1992, with production limited to just 1,700 examples. Also offered that same year was the closely related FXDC Super Dyna Glide Custom, which would turn out to be another rare one-year-only model.

The motorcycling world's biggest and most widely recognised brand, Harley-Davidson has been synonymous with rugged, uncompromising individualism for more than one hundred years. Large-capacity v-twins have been Harley's stock-in trade since the Edwardian era, their various incarnations progressing through countless technological developments that continue to this day. Harley-Davidson's big news for the 1990s decade was its introduction of an entirely new frame – the 'Dyna Glide' – that debuted on the revived Sturgis 'low rider' model in 1991.

Currently displaying a total of 2,502 miles on the odometer, this FXDC comes with a copy of its original New York Certificate of Title in the name of one Robert Capolongo. It was first registered to Arnold Dorsey in the UK in 1995. Last run in November 2017 and described as in excellent condition, the machine is offered with shipping paperwork, DVLA correspondence, and V5/V5C registration documents. An exciting opportunity to acquire one of the rarer and more collectible limited-edition Harley-Davidsons of recent years.

**£9,000 - 11,000**  
**€10,000 - 12,000**

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

324

*The property of Engelbert Humperdinck*

## **1992 HARLEY-DAVIDSON FLSTC HERITAGE SOFTAIL CLASSIC**

- *Owned by Engelbert since 1996*
- *21,107 miles from new*
- *NOVA declaration made*

Registration no. not UK registered

Frame no. 1HD1BJL4XNY014577

Engine no. \*BJLN014577\*



An important event in the lengthy development of Harley's perennial v-twin occurred in 1984 with the introduction of the new all-alloy Evolution engine together with a diaphragm clutch, air-assisted shock absorbers, and toothed-belt final drive. By this time Harley-Davidson had freed itself from the American Machine & Foundry group, and one of the more significant developments of the immediately post-AMF era was the introduction in '84 of the traditionally styled Softail.

The Softail featured a cleverly disguised rear end looking like that of a pre-war 'rigid'-framed Harley but was, in fact, sprung, as its name suggests, with the two dampers mounted beneath the frame. Completing the 'vintage' retro look was a girder-type front fork with bottom link and centre spring. This was the look the die-hard Harley traditionalists had been waiting for, and the Springer Softail and its derivatives would prove an enduring success.

Testing a Heritage Softail in 1987, Bike magazine's editor Roger Willis was amazed at the effect the Harley had on people, attracting admiring glances wherever it went. He was even more surprised to discover that it actually worked. 'As a posing tool, the Heritage turned out to be utterly wonderful, but I still expected it to be utterly useless as a functional motorcycle. It was therefore a pleasant surprise to find that the fun extended beyond outrageous image projection.'

This Heritage Softail was purchased in 1996 by Engelbert under his real name – Arnold Dorsey – from Harley-Davidson dealers Reggie Pink Incorporated of White Plains, New York (purchase receipt on file). The machine also comes with shipping and EC import paperwork (2005), DMV paperwork, and a State of Nevada Certificate of Title in Mr Dorsey's name. Still carrying its Nevada licence plate, the machine was last run in November 2017 and is described as in generally excellent condition. A NOVA declaration has been made to enable it to be registered in the UK.  
**£9,000 - 11,000**  
**€10,000 - 12,000**

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

325

From Warr's Harley-Davidson

## 1957 HARLEY-DAVIDSON 883CC XL SPORTSTER

Registration no. to be advised

Engine no. 57XL1211

- *Landmark first-year model*
- *Dating from the first month of production*
- *Recent professional restoration*



'Insiders knew that another overhead-valve twin was in the works, and that the new cylinders would be bolted to the K model bottom end. Hopes were not exceptionally high. But the doubters were all but dumbstruck when the XL showed up lean, mean and ready for the green.' – Tod Rafferty, 'The Complete Harley-Davidson Encyclopaedia.

The evocatively titled Sportster has been a permanent feature of the Harley-Davidson line-up since its arrival for 1957. Intended to compete with the sportier British parallel twins, and those offered by home-based rivals Indian, the XL Sportster was leaner and meaner than previous Harleys and boasted an all-new overhead-valve v-twin engine producing 40bhp. This new power unit went into the chassis of the Model K. Introduced in 1952, the 45ci Model K was Harley's final 'flat-head'. Almost a complete break with the past, the K had adopted ideas from Europe: unitary construction of the engine/transmission, swinging-arm rear suspension, foot operated gear change, and hand clutch, but despite better handling than its similar-sized predecessor, proved little faster. The arrival of the 883cc overhead-valve engine would change all that. Progressively improved and updated, the ever-popular Sportster remains Harley's top-selling model today.

One of the first Sportsters manufactured, '1211' was completed in September 1956, the first month of production of the '57 Sportster. The machine features the 1957-only DC-1 carburettor, choke, and air cleaner assembly, and has the correct fully ribbed front mudguard brackets, original side stand, and rare Speedster handlebars. Benefiting from a recent professional restoration in the USA, the Sportster has had only four owners, the second from 1962 to 2014, a period of 53 years. It is offered for sale by renowned marque specialists, Warr's of London, Europe's oldest Harley-Davidson dealership.

The machine was last run in March 2018 and is presented in excellent condition. Offered with current MoT, dating certificate, and a V5C document, it represents a rare opportunity to acquire an early example of Harley-Davidson's iconic Sportster

**£25,000 - 30,000**

**€28,000 - 34,000**

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

326

From Warr's Harley-Davidson

## 1977 HARLEY-DAVIDSON 998CC XLCR CAFÉ RACER

Registration no. to be advised

Frame no. 7F02151H7

Engine no. 7F02151H7

- Rare two-year-only model
- Original and un-restored
- Rare H-D accessory dual seat and passenger footrests



'If black truly is beautiful, then the XLCR was sublime. So dark, it practically drank in the light, the Café Racer was another of Willie G Davidson's variations on an old theme, in this case reworking the basic 1,000cc Sportster which had first appeared in 1972. When it arrived for the 1977 model year, the XLCR looked revolutionary – the most unashamedly different Harley-Davidson yet.' – Mac McDiarmid, 'The Ultimate Harley-Davidson'.

Harley-Davidson had been building the Sportster model for years but by the mid-1970s it had become obvious that something better would be required to compete with the hottest new road bikes from Europe and Japan. Styled by William G Davidson, the company's Design Director, Harley's riposte was the XLCR 'Café Racer', which combined the iron-barreled Sportster engine with a chassis incorporating an XR750-style box-section swinging arm, cast alloy wheels and triple disc brakes. With its matt black-finished engine cases, matching exhaust system and sleek glassfibre bodywork, the XLCR looked lean and mean.

Trouble was, the XLCR still couldn't cut it with the opposition, and traditional Harley owners didn't know what to make of it. Sales were disappointing, and the model was dropped after only two years in production. Back in '77, Bike magazine reckoned that the XLCR was essentially 'about style and image more than any other machine on the market' and there can be little doubt that turning up on one of these today would get you more attention than any modern sports bike. Only some 3,000-or-so were made and today the rare and stylish XLCR is highly prized by collectors.

This superb example is offered for sale by renowned marque specialists, Warr's of London, Europe's oldest Harley-Davidson dealership. It is original and unmodified, and features the very rare H-D accessory dual seat and passenger footrests. The machine was last run in March 2018 and is described as in good condition throughout. Offered with current MoT, dating certificate, and a V5C document, it represents a rare opportunity to acquire an example of Harley-Davidson's iconic XLCR Café Racer.

**£20,000 - 25,000**

**€23,000 - 28,000**

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.

327

From Warr's Harley-Davidson

## 1984 HARLEY-DAVIDSON 1,340CC FXST SOFTAIL

Registration no. A304 RWW

Frame no. 1HD1BHL32EY015058

Engine no. BHLE015058

- *Landmark model*
- *First year of the Softail frame and Evolution engine*
- *Original and unmolested*
- *Only 656 miles from new*



An important event in the lengthy development of Harley's perennial v-twin occurred in 1984 with the introduction of the new all-alloy Evolution engine together with a diaphragm clutch, air-assisted shock absorbers, and toothed-belt final drive. By this time Harley-Davidson had freed itself from the American Machine & Foundry group, and one of the more significant developments of the immediately post-AMF era was the introduction in '84 of the traditionally styled Softail. The Softail featured a cleverly disguised rear end looking like that of a pre-war 'rigid'-framed Harley but was, in fact, sprung, as its name suggests, with the two dampers mounted beneath the frame. Completing the 'vintage' retro look was a girder-type front fork with bottom link and centre spring. This was the look the die-hard Harley traditionalists had been waiting for, and the Springer Softail and its derivatives would prove an enduring success.

Testing the 'Heritage' Softail model in 1987, Bike magazine's editor Roger Willis was amazed at the effect the Harley had on people, attracting admiring glances wherever it went. He was even more surprised to discover that it actually worked. 'As a posing tool, the Heritage turned out to be utterly wonderful, but I still expected it to be utterly useless as a functional motorcycle. It was therefore a pleasant surprise to find that the fun extended beyond outrageous image projection.'

The original Softail of 1984 is arguably one of the most important motorcycles ever produced by Harley-Davidson, ranking alongside the company's first v-twin of 1909 and the overhead-valve 'Knucklehead' of 1936. The Softail turned the company's fortunes around after several lean years, and its introduction must be counted as an inspired move; the new 1,340cc Evolution engine in the new frame was an instant success.

Dating from the first year of production, this example has the chain final drive that characterises the '84 models. It has covered a mere 656 miles from new and is presented in unmolested original condition. A rare and desirable acquisition for the serious collector, the machine is offered for sale by renowned marque specialists, Warr's of London, Europe's oldest Harley-Davidson dealership. Accompanying paperwork consists of a dating certificate, current MoT, and a V5C registration document.

**£29,000 - 32,000**

**€33,000 - 36,000**

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.

328

From Warr's Harley-Davidson

## 1991 HARLEY-DAVIDSON 1,340CC FXDB STURGIS

Registration no. H895 RTX

Frame no. 1HD1GBL47MY305091

Engine no. GBLM305091

- Landmark first 'Dyna' model
- Number '594' of 1,546 produced
- 9,352 miles from new



'The Dyna Glide "Sturgis" with its classic style and all new chassis is truly a milestone model in Harley-Davidson history.' – Jerry Wilke, Vice President, Sales & Marketing.

The motorcycling world's biggest and most widely recognised brand, Harley-Davidson has been synonymous with rugged, uncompromising individualism for more than one hundred years. Large-capacity v-twins have been Harley's stock-in trade since the Edwardian era, their various incarnations progressing through countless technological developments that continue to this day. Harley-Davidson's big news for the 1990s decade was its introduction of an entirely new frame – the 'Dyna Glide' – that debuted on the revived Sturgis 'low rider' model in the autumn of 1990. Computer-aided design work underpinned this new chassis, which featured a square-section backbone, forged (rather than stamped) frame junctions and two (down from four) rubber mounts for the air-cooled Evolution engine.

This limited-edition model took its name from the town of Sturgis, South Dakota and was produced in celebration of the 50th anniversary of the eponymous annual motorcycle rally. Only 1,546 were produced, with some 400 exported to Canada and Europe. Today, the landmark Sturgis of 1991 is recognised as one of the most radical new designs produced since Harley-Davidson was founded.

Number '594' of the series, this particular Sturgis has covered only 9,352 miles from new and is presented in excellent original condition throughout. It is offered for sale by renowned marque specialists, Warr's of London, Europe's oldest Harley-Davidson dealership. Noteworthy features include the 1340cc Evolution engine (blacked out throughout, bobbed tanks with 'Sturgis' graphics, and H-D orange pin-striping to the cast alloy wheels. A truly stunning and pristine un-restored example, this beautiful machine is offered with a dating certificate, V5C document, and current MoT. One for the serious Harley-Davidson collector.

**£18,000 - 22,000**  
**€20,000 - 25,000**

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

329

From Warr's Harley-Davidson

## 1992 HARLEY-DAVIDSON 1,340CC FXDB DAYTONA

Registration no. to be advised  
Frame no. 1HD1GAL18NY305571  
Engine no. GALN305571

- Landmark limited-edition model
- Number '1641' of 1,700 made
- 1,108 miles from new



The motorcycling world's biggest and most widely recognised brand, Harley-Davidson has been synonymous with rugged, uncompromising individualism for more than one hundred years. Large-capacity v-twins have been Harley's stock-in trade since the Edwardian era, their various incarnations progressing through countless technological developments that continue to this day. Harley-Davidson's big news for the 1990s decade was its introduction of an entirely new frame – the 'Dyna Glide' – that debuted on the revived Sturgis 'low rider' model in 1991. Computer-aided design work underpinned this new chassis, which featured a square-section backbone, forged rather than stamped frame junctions and two (down from four) rubber mounts for the air-cooled Evolution engine.

The second model to benefit from the new Dyna Glide chassis was the limited edition FXDB Daytona, announced in 1991 to commemorate the 50th anniversary of the annual Harley gatherings at the famous Daytona 200 race meeting.

Basically, similar to the Sturgis, the Daytona boasted twin front disc brakes and a special pearlescent paint finish – a first for H-D. The Daytona's unique two-tone colour scheme of gold pearl-glo and indigo blue metallic was complemented by gold-painted spoked alloy wheels and final drive pulley, while the fuel tank and air cleaner featured 50th Anniversary graphics. Deliveries commenced in 1992, with production limited to only 1,700 machines. This might sound like a lot, but in Harley-Davidson terms the Daytona was a very limited-edition motorcycle indeed (total production for 1992 was a little under 76,500 machines).

Last run in March 2018, this superb Daytona has covered a mere 1,108 miles from new and is presented in excellent condition. An un-restored and original 'time capsule', it is offered for sale by renowned marque specialists, Warr's of London, Europe's oldest Harley-Davidson dealership. Offered with a V5C document, dating certificate, and current MoT, this beautiful machine represents an excellent opportunity to acquire one of the rarer and more collectible limited-edition Harley-Davidsons of recent years.

**£18,000 - 22,000**  
**€20,000 - 25,000**

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

330

From Warr's Harley-Davidson

## 1993 HARLEY-DAVIDSON 1,340CC FLSTN SOFTAIL NOSTALGIA

Registration no. to be advised

Frame no. 1HD1BNL15PY023705

Engine no. BMLP023705

- *Ultra-rare one-year-only model*
- *Number '2312' of 2,700 made*
- *350 miles from new*
- *Original and un-restored*



An important event in the lengthy development of Harley's perennial v-twin occurred in 1984 with the introduction of the new all-alloy Evolution engine together with a diaphragm clutch, air-assisted shock absorbers, and toothed-belt final drive. By this time Harley-Davidson had freed itself from the American Machine & Foundry group, and one of the more significant developments of the immediately post-AMF era was the introduction in '84 of the traditionally styled Softail. The Softail featured a cleverly disguised rear end looking like that of a pre-war 'rigid'-framed Harley but was, in fact, sprung, as its name suggests, with the two dampers mounted beneath the frame. Completing the 'vintage' retro look was a girder-type front fork with bottom link and centre spring. This was the look the die-hard Harley traditionalists had been waiting for, and the Springer Softail and its derivatives would prove an enduring success.

Testing a Heritage Softail in 1987, Bike magazine's editor Roger Willis was amazed at the effect the Harley had on people, attracting admiring glances wherever it went. He was even more surprised to discover that it actually worked.

'As a posing tool, the Heritage turned out to be utterly wonderful, but I still expected it to be utterly useless as a functional motorcycle. It was therefore a pleasant surprise to find that the fun extended beyond outrageous image projection.'

Numbered '2312' of a limited-edition series of only 2,700, this immaculate Softail Nostalgia is offered for sale by renowned marque specialists, Warr's of London, Europe's oldest Harley-Davidson dealership. Finished in two-tone Birch White and black, the machine has covered only 350 miles from new and is presented in original and un-restored condition. Noteworthy features include a deluxe black/chrome Evolution engine, chromed fishtail exhausts, whitewall tyres, pullback handlebars, fully valanced mudguards, genuine H-D saddlebags, and two-tone cowhide trim to the seat, the latter being responsible for this model's 'Moo Glide' nickname. The Harley was last run in March 2018 and is described as in excellent condition. It is offered with a V5C Registration Certificate, current MoT, and a dating certificate.

**£19,000 - 24,000**

**€21,000 - 27,000**

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

331

*Property of a deceased's estate*

## **C.1960 VELOCETTE 499CC VENOM**

Registration no. VAS 303

Frame no. RS15013

Engine no. VM4880

- *Engine rebuilt*
- *Owned since 2001*
- *Restored example*



The Velocette title was rolled out for the first time in 1913, after initial models had carried the 'Veloce' name. 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 forever be linked mainly to four-strokes.

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

RS15013 was purchased by the deceased owner in approximately 2001, in need of restoration. The vendor advises us that the engine was rebuilt by well-known engineer Brian Thompson. Over the course of a two-year period the machine was refurbished, as evidenced by a number of invoices for some of the parts in the accompanying document file.

In keeping with the owner's philosophy, a number of improvements on original specification were incorporated in the rebuild, to make the machine more user-friendly for modern roads and traffic levels. A Criterion alternator was fitted, enabling a conversion to a 12-volt electrical system and better lights, a twin-leading shoe front brake was fitted to improve stopping power and, after a magneto failure, a coil ignition system was added. A Concentric carburettor was sourced, and a number of stainless steel fasteners were also utilised. After completion, the Venom was used regularly, including trips to Germany and the Isle of Man. The post-restoration shakedown is documented in the owner's notebook included with the bike, and he appears to have completed in the region of 1800 miles since completion in 2003 when it was registered. It should be noted that the engine appears to be of a later vintage than the frame.

Documentation comprises a current V5, an old-style V5, a dating letter from the Velocette Owner's Club, an owner's handbook, some old MoTs, the aforementioned notebook and assorted invoices, plus sundry papers. VAS 303 has been kept in useable condition and run at intervals since the deceased owner passed away, so will be capable of use by a new owner with little more than a basic check over.

**£5,000 - 7,000**

**€5,600 - 7,900**

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

332

Property of a deceased's estate

**C.1955 VELOCETTE 349CC MAC**

Registration no. 128 GRE

Frame no. RS6995

Engine no. MAC5374

The MAC was the second of the M-series Velocettes to arrive, late in 1933. Its success was demonstrated by its long production run, which saw it through to 1960. Indeed, in one year (1953) it was the only single cylinder model in the Velocette range. In 1954 it acquired the swinging arm frame. 128 GRE was acquired by the deceased owner in 1990 (receipt on file). It was in need of attention, and registered under an age-related number. The vendor advises us that the engine was rebuilt by well-known engineer Brian Thompson, and refurbishment of the bike was completed by 2001, at which time the owner was successful in registering the machine under its original number. From 2001 to 2009 the owner kept a detailed notebook, included with the bike, of mileages, work done, and journeys taken. It should be noted that the engine appears to be of a later vintage than the frame. Documentation comprises a current V5C, an older V5C, old-style V5, a dating letter from the Velocette Owner's Club, an owner's handbook, a number of old MoTs, the aforementioned notebook and assorted invoices, plus sundry papers. 128 GRE has been kept in useable condition and run at intervals since the deceased owner passed away, so will be capable of use by a new owner with little more than basic safety checks.

**£4,000 - 5,000**

**€4,500 - 5,600**



333

**C.1958 VELOCETTE 499CC VENOM**

Registration no. 247 XUW

Frame no. RS10655

Engine no. VM 3886

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 forever be linked mainly to four-strokes. In 1956, the Viper and Venom sports models were introduced in 350 and 500 capacities to enliven the model range, which, by 1955 had become somewhat staid in character. This move succeeded in reviving sales a little, and no doubt led to the subsequent introduction of the Clubman models in 1960, and eventually the ultimate overhead valve sports model, the Thruxton. 247 XUW was repatriated to the UK from South Africa by the vendor's brother approximately 20 years ago. It passed to the present owner soon after, and he registered it in the UK in 2010. Since then he has used it most years, including trips to the Isle of Man and displays at local shows. Fitted with a later Amal Concentric carburettor, the Venom will be capable of use by a new owner with nothing more than basic checks. It should be noted that the engine appears to be of a later vintage than the frame. Documentation comprises a current V5, an older V5C, a dating letter from the Velocette Owner's Club, and an expired MoT certificate.

**£5,000 - 7,000**

**€5,600 - 7,900**



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.

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

334

*Property of a deceased's estate*

## 1963 NORTON 499CC ES2

Registration no. 515 DYY

Frame no. 4 101801

Engine no. 101801 4



This ES2 dates from the final year of production of the model, equipped with the Featherbed frame, alternator electrics and coil ignition. The final change came in 1961 when the frame was altered to the 'slimline' type and a snazzy two-tone paint scheme was adopted. The vendor advises us that 515 DYY was originally supplied to the RAC as a patrol bike, and spent its working life with the RAC with the same patrolman. When it reached the end of its time in service, the patrolman purchased it from the organisation and kept it until eventually selling it to the son-in-law of the deceased owner in 1987.

Restored in 1987, it was repainted in the normal colours for its year of manufacture. In 2000 it passed to the last owner who used it regularly, and kept a detailed notebook, included with the bike, of mileages, work done, and journeys taken.

Used for many holidays, in addition to 5 Land's End to John O'Groats charity events, the machine featured on the cover of the VMCC's member's handbook.

Documentation comprises a current V5C, an old-style V5, some old MoTs, the aforementioned notebook and assorted invoices, plus sundry papers. 515 DYY has been kept in useable condition and run at intervals since the deceased owner passed away, so will be capable of use by a new owner with only a basic check over.

**£4,000 - 5,000**

**€4,500 - 5,600**

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

335

**1953/1938 TRIUMPH 498CC SPEED TWIN**

Registration no. DVV 994

Frame no. 44596

Engine no. 8 5T 10404

When Triumph manufacturing resumed in 1946, the Speed Twin and Tiger 100 were the first models in the necessarily limited range. Almost identical to the pre-war versions, the main change was to telescopic forks. The next significant change came in 1949, not only with the inception of the Thunderbird, but also the introduction of the optional rear Sprung Hub. This machine combines a 1953 Triumph Speed Twin sprung hub model, with an engine from an early Speed Twin dating from 1938. One can only surmise that, at some point in its life, the original engine gave problems and was substituted by the earlier unit. Manufactured and despatched from the factory on 11th September 1953, DVV 994 was sent to P.C. Spokes & Son Ltd in Northampton and, taking until June 1954 to sell, spent its first 10 years in the Northampton area with six owners, as evidenced by the original RF60 buff log book on file. Purchased in 1999 as a non-runner, the vendor got the bike running and has used it most years since, including trips to the Isle of Man. Fitted with a later Amal Concentric carburettor, and later front hub, we are advised DVV 994 will be capable of use by a new owner with nothing more than a basic check over. Documentation comprises an old-type V5, the aforementioned buff log book, a Triumph Owners Club dating certificate, and an expired MoT certificate.

**£3,800 - 5,000**

**€4,300 - 5,600**



336

**C.1957 BSA 348CC B31**

Registration no. YXG 167

Frame no. EB31 8058 (see text)

Engine no. BB31 7689

When the BSA range was announced in 1945, it consisted of only four models, two side valve and two overhead valve – the C10, M20, C11, and B31. Equipped with telescopic forks, enclosed valve springs, and a Lucas magdyno for sparks and electrical power, the B31 was a thoroughly modern machine. It was updated in 1949 with rear suspension in the form of the plunger frame, and again in 1954 when the swinging-arm frame appeared, providing much improved rear suspension. The next significant change was the adoption of the Ariel type hubs in 1956, which continued the following year. YXG 167 was repatriated to the UK from South Africa by the vendor's brother approximately 20 years ago. It passed to the present owner soon after, and he restored the machine, completing the work in 2014, registering it in 2015. Since then he has used it on an occasional basis. Fitted with a later Amal Concentric carburettor, we are advised the bike will be capable of use by a new owner with only basic checks. It should be noted that the engine appears to be of an earlier vintage than the frame. Documentation comprises a current V5C, and an expired MoT certificate. There is a typographical error on the V5C, incorrectly stating the frame number prefix as CB31, when it is actually EB31. For this reason the date of manufacture is incorrectly stated as 1954.

**£3,000 - 4,000**

**€3,400 - 4,500**



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 completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



337  
Same family ownership for over 40 years  
**1965 TRIUMPH 6T THUNDERBIRD**  
Registration no. DAA 26C  
Frame no. 6T DU 29280  
Engine no. DU 29280

One of the most important developments in the history of Triumph's long-running parallel twin was the introduction in 1957 of unitary construction of the engine and gearbox, an innovation extended to the 650 range for 1962. A new alloy cylinder head was adopted at the same time, and the engine/gearbox unit went into a new single-down-tube frame with bolt-on rear sub-frame. Three 650s were offered initially: The Thunderbird tourer, Trophy trail bike, and Bonneville sports roadster. Improvements were made on an annual basis: new forks and 12-volt electrics (the latter on the Thunderbird only at first) arriving for 1964 and a new frame with revised steering geometry for 1966. Mid-way through '66 the Thunderbird was dropped from the range together with the 3TA and 5TA tourers, their passing marking the final disappearance of Triumph's characteristic headlamp nacelle. This matching-numbers Thunderbird was purchased by the lady vendor's husband in 1977 and ridden on many long journeys including to Sweden a couple of times, as well as on various VMCC runs. MoT'd and used every year from 1977 to 1999, 'DAA 26C' has been dry stored for the last 19 years and will require re-commissioning before returning to the road. Presented in complete and largely original condition, the machine is offered with SORN, old/current V5/V5C documents, and a quantity of expired MoTs and tax discs.

**£4,000 - 5,000**  
**€4,500 - 5,600**



338 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. 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. 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 and originality of the machine prior to bidding. Please note, this lot is subject to 5% import VAT on hammer price and buyer's premium (denoted by \* in the catalogue) in addition to VAT at 20% on the hammer price (denoted by NMT in the catalogue) in accordance with HMRC's NOVA Scheme.

**£5,500 - 6,500**  
**€6,200 - 7,300**

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

339

**1972 BSA 740CC ROCKET III MK2**

Registration no. MAU 930W

Frame no. A75R CG00625

Engine no. A75R CG00625

Essentially a 'Tiger-and-a-half', the Triumph and BSA 750cc Triples were launched in 1969. BSA-Triumph had learned a lot about engine development from racing the 500 twins, and the Triples were the most powerful machines in their class. Today they enjoy an enthusiastic following worldwide and are supported by numerous recognised specialists and a first-rate owners' club – the TR3OC – whose annual 'Beezumph Rally' is highly recommended. Off the road since the early 1990s, this Mk2 Rocket III has belonged to the vendor since 2008 and comes with a V5C document. It was last run in February 2018, and we are advised that the engine does not rattle and that the gears select. The aluminium wheel rims were fitted in the 1980s. Currently displaying a total of 27,928 miles on the odometer, the machine is offered for re-commissioning and sold strictly as viewed.

**£8,000 - 10,000**

**€9,000 - 11,000**



340

**1967 MV AGUSTA 150 GT**

Registration no. VBJ 134F

Frame no. MV GT 657862

Engine no. MV GT 872895

MV Agusta's first 150cc offerings appeared in 1959. Like their larger siblings, these small MVs were very expensive - some costing as much as a British 500 - which explains why so few of these exquisitely engineered little bikes were sold in the UK. This MV Agusta 150 GT was imported in April 1991 by a Mr Fox and then sold on in May 1994. The purchaser dismantled the machine for restoration but died before the work could be completed. His widow sold the MV to the current vendor in January 2014 as a restoration project. The vendor then completed the restoration, renovating the original frame, engine, fuel tank, wheels, etc, following which the MV was registered with an age-related number. Last used in December 2017 and described by the private vendor as in generally very good condition, this delightful little MV roadster is offered with dating letter, MoT to July 2018, a V5C document, and sundry invoices for parts.

**£3,000 - 3,500**

**€3,400 - 3,900**



341

**1975 DUCATI 250CC MARK 3**

Registration no. LTA 763 P

Frame no. 105039

Engine no. 113686

The 'sixties saw a trend towards high-performance two-stroke machines aimed at younger riders. Ducati avoided this, staying faithful to their lovely OHC engines in single and V-twin formats. A prolific succession of 250s, each arguably faster and more elegant than its predecessor, resulted in the s.o.h.c 'Mark 3' on offer here. LTA 763P has been in the hands of the vendor since 1983, lightly ridden and carefully maintained before being stored since 2005, its owner having retired from riding. The vendor advises us it's in good mechanical condition and un-modified. It comes with V5C, keys and minor parts. An excellent and hard to find motorcycle to 'refresh'.

**£2,500 - 3,000**

**€2,800 - 3,400**



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.

*Offered from the private  
Collection of Angelo Parrilla*



All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

342 NMT N

From the private collection of Angelo Parrilla

## 1961 MOTO PARRILLA 125CC SPRINT

Registration no. not UK registered

Frame no. 1177

Engine no. 6400S

- Original and un-restored
- Only 385 kilometres from new
- Fuel tank signed by Angelo Parrilla



Giovanni Parrilla built his first motorcycle in 1946, dropping his surname's second 'r' to call the machine a 'Parilla'. Signor Parrilla owned a shop on the outskirts of Milan specialising in the repair of diesel injector pumps and he also held an agency for Bosch sparking plugs. The first Parilla motorcycle - a 250cc overhead-camshaft single-cylinder racer - was the work of Ing. Giuseppe Salmaggi, who already had the Gilera Saturno to his credit. Giovanni Parrilla was a big Norton fan so the 250-racer's engine employed a bevel-driven overhead-camshaft just like the British manufacturer's Manx. There the similarity ended however, for the Parilla was a thoroughly modern design boasting unitary construction of the engine/transmission and geared primary drive. The new power unit went into a welded loop-type chassis featuring a single down-tube, girder front fork and plunger rear suspension. (Later versions had a telescopic fork and swinging-arm suspension).

Ridden on its debut by Nino Grieco on 1st October 1946, the Parilla could claim to be Italy's first new racing motorcycle since the War's end. Production of road and race (corsa) models began in 1947. The second generation of Parilla motorcycles - known as the 'high-cam' (camme rialzata) - debuted at the Milan Show in 1952 in the form of the Fox roadster. This was a 175cc single, built in Turismo and Competizione versions, which featured a chain-driven camshaft mounted on the side of the cylinder head, the valves being operated via short pushrods.

Alongside its exotic overhead-camshaft models, Parilla offered a range of bread-and-butter two-strokes for the commuter market, which were produced up to the end of the 1950s when the company began concentrating its efforts on new four-stroke models. The first of the latter was introduced in 1958; a 125cc single, it was available in Sprint roadster and Wildcat street scrambler variants. With 12bhp on tap and weighing 194lbs, the Parilla 125 had a claimed top speed of around 85mph.

Original and un-restored, this exceptional Sprint has never been registered and has covered only 385 kilometres from new, the entire distance being 'clocked up' within the factory grounds! As such, this machine has to be the very best example for restorers to follow. Offered from Angelo Parrilla's private collection and presented in very good condition, it will require re-commissioning and servicing before returning to the road. The fuel tank has been signed by Angelo Parrilla. Please note, this lot is subject to VAT at 20% on the hammer price (denoted by NMT in the catalogue) in accordance with HMRC's NOVA Scheme.

**£3,200 - 4,200**

**£3,600 - 4,700**

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.

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

343 N

*From the private collection of Angelo Parrilla*

## 1959 MOTO PARILLA 125CC SPRINT

Registration no. not UK registered

Frame no. 87 1127

Engine no. 6188S

- *Owned by Angelo Parrilla for over 40 years*
- *Fully restored*
- *Fuel tank signed by Angelo Parrilla*



Giovanni Parrilla built his first motorcycle in 1946, dropping his surname's second 'r' to call the machine a 'Parilla'. Signor Parrilla owned a shop on the outskirts of Milan specialising in the repair of diesel injector pumps and he also held an agency for Bosch sparking plugs. The first Parilla motorcycle - a 250cc overhead-camshaft single-cylinder racer - was the work of Ing. Giuseppe Salmaggi, who already had the Gilera Saturno to his credit. Giovanni Parrilla was a big Norton fan so the 250-racer's engine employed a bevel-driven overhead-camshaft just like the British manufacturer's Manx. There the similarity ended however, for the Parilla was a thoroughly modern design boasting unitary construction of the engine/transmission and geared primary drive. The new power unit went into a welded loop-type chassis featuring a single down-tube, girder front fork and plunger rear suspension. (Later versions had a telescopic fork and swinging-arm suspension).

Ridden on its debut by Nino Grieco on 1st October 1946, the Parilla could claim to be Italy's first new racing motorcycle since the War's end. Production of road and race (corsa) models began in 1947.

The second generation of Parilla motorcycles - known as the 'high-cam' (camme rialzata) - debuted at the Milan Show in 1952 in the form of the Fox roadster. This was a 175cc single, built in Turismo and Competizione versions, which featured a chain-driven camshaft mounted on the side of the cylinder head, the valves being operated via short pushrods.

Alongside its exotic overhead-camshaft models, Parilla offered a range of bread-and-butter two-strokes for the commuter market, which were produced up to the end of the 1950s when the company began concentrating its efforts on new four-stroke models. The first of the latter was introduced in 1958; a 125cc single, it was available in Sprint roadster and Wildcat street scrambler variants. With 12bhp on tap and weighing 194lbs, the Parilla 125 had a claimed top speed of around 85mph.

Owned by Giovanni Parrilla's eldest son, Angelo, for over 40 years, this 125 Sprint has been fully restored and is presented in excellent condition. Offered from Angelo Parrilla's private collection, it should require only minimal re-commissioning and servicing before returning to the road. The fuel tank has been signed by Angelo Parrilla.

**£3,000 - 4,000**

**€3,400 - 4,500**

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

344 N

From the private collection of Angelo Parrilla

## 1958 MOTO PARILLA 99CC SLUGHI

Registration no. not UK registered

Frame no. 992420

Engine no. 992420

- Rare four-stroke model
- Fully restored
- Fuel tank signed by Angelo Parrilla



Giovanni Parrilla built his first motorcycle in 1946, dropping his surname's second 'r' to call the machine a 'Parilla'. Signor Parrilla owned a shop on the outskirts of Milan specialising in the repair of diesel injector pumps and he also held an agency for Bosch sparking plugs. The first Parilla motorcycle - a 250cc overhead-camshaft single-cylinder racer - was the work of Ing. Giuseppe Salmaggi, who already had the Gilera Saturno to his credit. Giovanni Parrilla was a big Norton fan so the 250-racer's engine employed a bevel-driven overhead-camshaft just like the British manufacturer's Manx. There the similarity ended however, for the Parilla was a thoroughly modern design boasting unitary construction of the engine/transmission and geared primary drive. The new power unit went into a welded loop-type chassis featuring a single down-tube, girder front fork and plunger rear suspension. (Later versions had a telescopic fork and swinging-arm suspension). Ridden on its debut by Nino Grieco on 1st October 1946, the Parilla could claim to be Italy's first new racing motorcycle since the War's end. Production of road and race (corsa) models began in 1947.

The second generation of Parilla motorcycles - known as the 'high-cam' (camme rialzata) - debuted at the Milan Show in 1952 in the form of the Fox roadster. This was a 175cc single, built in Turismo and Competizione versions, which featured a chain-driven camshaft mounted on the side of the cylinder head, the valves being operated via short pushrods.

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.

In 1957, Parilla embarked on a new venture, introducing a range of lightweight motorcycles powered by outwardly similar two-stroke and four-stroke horizontal engines of unitary construction. The first of these was the fully enclosed Slughi model, which debuted at the 1957 Milan Show with production commencing in 1958. Engines were suspended beneath a spine-type frame, with the swinging arm pivoting directly in the gearbox casing. Named after a type of hound (saluki in English), the Slughi featured jet fighter-inspired streamlined bodywork and bore more than a passing resemblance to Aermacchi's Chimera, which had appeared the previous year. It was sold in the USA as the Ramjet or Ramjet Streamliner. A conventional un-enclosed model followed.

Offered here is an exceptional example of the four-stroke Slughi. The machine has been fully restored and is presented in excellent condition, the bodywork as good as when it left the factory. This beautiful motorcycle is offered from Angelo Parrilla's private collection; re-commissioning is advised before returning it to the road. The fuel tank has been signed by Angelo Parrilla.

£2,500 - 3,500

€2,800 - 3,900

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

345 N

*From the private collection of Angelo Parrilla*

## 1960 MOTO PARILLA 125CC OLIMPIA

Registration no. not UK registered

Frame no. 115 1125

Engine no. 1126

- Owned by Angelo Parrilla for over 40 years
- Fully restored mechanically
- Fuel tank signed by Angelo Parrilla



Giovanni Parrilla built his first motorcycle in 1946, dropping his surname's second 'r' to call the machine a 'Parilla'. Signor Parrilla owned a shop on the outskirts of Milan specialising in the repair of diesel injector pumps and he also held an agency for Bosch sparking plugs. The first Parilla motorcycle - a 250cc overhead-camshaft single-cylinder racer - was the work of Ing. Giuseppe Salmaggi, who already had the Gilera Saturno to his credit. Giovanni Parrilla was a big Norton fan so the 250-racer's engine employed a bevel-driven overhead-camshaft just like the British manufacturer's Manx. There the similarity ended however, for the Parilla was a thoroughly modern design boasting unitary construction of the engine/transmission and geared primary drive. The new power unit went into a welded loop-type chassis featuring a single down-tube, girder front fork and plunger rear suspension. (Later versions had a telescopic fork and swinging-arm suspension).

Ridden on its debut by Nino Grieco on 1st October 1946, the Parilla could claim to be Italy's first new racing motorcycle since the War's end. Production of road and race (corsa) models began in 1947.

The second generation of Parilla motorcycles - known as the 'high-cam' (camme rialzata) - debuted at the Milan Show in 1952 in the form of the Fox roadster. This was a 175cc single, built in Turismo and Competizione versions, which featured a chain-driven camshaft mounted on the side of the cylinder head, the valves being operated via short pushrods.

In 1957, Parilla embarked on a new venture, introducing a range of lightweight motorcycles powered by outwardly similar two-stroke and four-stroke horizontal engines of unitary construction, the first of which was the fully enclosed Slughi model. Engines were suspended beneath a spine-type frame, with the swinging arm pivoting directly in the gearbox casing. A conventional un-enclosed model followed; the latter was launched in 1960 as the Impala, though the name changed to Olympia soon after.

Offered here is an example of the two-stroke Olympia model. Owned by Giovanni Parrilla's eldest son, Angelo, for over 40 years, the machine has been fully restored mechanically but retains its original factory paintwork. Presented in very good condition, this beautiful motorcycle is offered from Angelo Parrilla's private collection. Re-commissioning is advised before returning it to the road. The fuel tank has been signed by Angelo Parrilla.

**£2,500 - 3,500**

**€2,800 - 3,900**

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

346 N

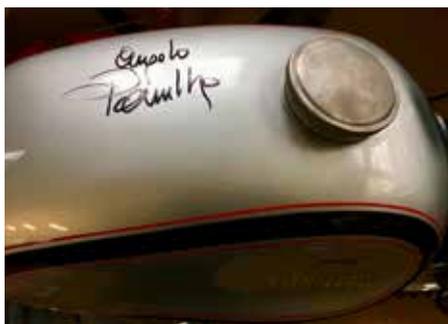
*From the private collection of Angelo Parrilla*

## 1964 MOTO PARILLA 175CC MOTO-CROSS

Registration no. not UK registered

Frame no. 700135

- *Unique factory one-off built for Angelo Parrilla*
- *Restored condition*
- *Fuel tank signed by Angelo Parrilla*



Giovanni Parrilla built his first motorcycle in 1946, dropping his surname's second 'r' to call the machine a 'Parilla'. Signor Parrilla owned a shop on the outskirts of Milan specialising in the repair of diesel injector pumps and he also held an agency for Bosch sparking plugs. The first Parilla motorcycle - a 250cc overhead-camshaft single-cylinder racer - was the work of Ing. Giuseppe Salmaggi, who already had the Gilera Saturno to his credit. Giovanni Parrilla was a big Norton fan so the 250-racer's engine employed a bevel-driven overhead-camshaft just like the British manufacturer's Manx. There the similarity ended however, for the Parilla was a thoroughly modern design boasting unitary construction of the engine/transmission and geared primary drive. The new power unit went into a welded loop-type chassis featuring a single down-tube, girder front fork and plunger rear suspension. (Later versions had a telescopic fork and swinging-arm suspension). Ridden on its debut by Nino Grieco on 1st October 1946, the Parilla could claim to be Italy's first new racing motorcycle since the War's end. Production of road and race (corsa) models began in 1947.

The second generation of Parilla motorcycles - known as the 'high-cam' (cammie rialzata) - debuted at the Milan Show in 1952 in the form of the Fox roadster.

This was a 175cc single, built in Turismo and Competizione versions, which featured a chain-driven camshaft mounted on the side of the cylinder head, the valves being operated via short pushrods. Stunningly beautiful, Parilla's production racer was also exceedingly quick, one not-yet-run-in Competizione being clocked at over 96mph by an American magazine. Not surprisingly the 'high-cam' model proved extremely successful on the racetrack, particularly in the USA, and enlarged versions of 200cc and 250cc capacity followed. In 1962, Giovanni Parrilla sold the company, which later fell victim to recession and folded in 1967. By then Giovanni Parrilla and his sons had moved on, re-establishing themselves as manufacturers of a highly successful line of kart racing engines.

This restored Parilla moto-crosser was built specially for Giovanni Parrilla's eldest son, Angelo. An un-stamped one-off, the 175cc engine incorporates various special parts, while this unique motorcycle also has 18" wheels (to Angelo's order) rather than the stock 19". Presented in excellent condition, this unique machine is offered from Angelo Parrilla's private collection and comes with supporting provenance. The fuel tank has been signed by Angelo Parrilla.

**£8,500 - 10,500**

**€9,600 - 12,000**

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

## FURTHER PROPERTIES



347 N

### 1957 MONDIAL 175CC 'HIGH CAM'

Registration no. not UK registered

Frame no. 01308

Engine no. 01308

Few marques have achieved so fine a competition record in so short a time as Mondial; the Italian company's period at the very top of Grand Prix racing encompassing the years 1949-51, plus a gloriously successful comeback in 1957. F B Mondial was founded in the aftermath of WW2 by the Boselli family, whose first venture into powered transport had been with the F B (Fratelli Boselli) three-wheeled delivery van in the 1930s. The name 'Mondial' first appeared on a motorcycle in 1948, when the Boselli brothers introduced a revolutionary double-overhead-camshaft 125cc racer. Mondial's miniature masterpiece duly brought the Bologna manufacturer its first World Championship the following year and proved equally dominant in 1950 and '51. After a relatively lean spell, Mondial returned to Grand Prix glory in 1957, taking both the 125cc and 250cc World Championships. Not surprisingly, Mondial's passion for racing rubbed off on its road range, which was exquisitely engineered and beautifully constructed in a manner unmistakably Italian. This beautiful 175cc 'high cam' model was restored to original specification in 2012 and is offered from a private collection in Belgium. There are no documents with this Lot.

**£4,000 - 5,500**

**€4,500 - 6,200**

**No Reserve**



348 N

### 1960 AERMACCHI HARLEY-DAVIDSON 250CC

Registration no. not UK registered

Frame no. 210324

Engine no. 223111

In 1960, an unlikely alliance between the Italian Aermacchi concern and Harley-Davidson resulted in the former's lightweight motorcycles being sold in the USA alongside H-D's traditional big v-twins. Marketed as Harley-Davidsons in the USA and as Aermacchi Harley-Davidsons elsewhere, the first models offered were re-badged versions of Aermacchi's 250cc and 350cc four-stroke horizontal singles. The latter remained in the Harley range until the end of the 1974 model year, falling sales forcing their discontinuation. Aermacchi's two-strokes also formed part of the line-up between 1973 and 1978, at which point H-D's new owners - AMF - sold off their share of the Italian concern to Cagiva. In recent years there has been an upsurge in interest in these Italian-built Harley singles, some 50,000 of which were sold in the USA during the two firms' 14-year association. We are advised that the stunning machine offered here combines the frame of a 250 Ala Azurra with the five-speed engine unit of a 250 Ala Verde dating from 1965. Offered from a private collection in Belgium, the machine has been completely restored and transformed into a café racer. There are no documents with this Lot.

**£3,800 - 5,000**

**€4,300 - 5,600**

**No Reserve**



349

## 1957 BSA 350CC B32 TRIALS

Registration no. WOK 159

Frame no. CB32 7125

Engine no. BB32GS 252



During what is acknowledged as the Trials & Scrambles Golden Era (1950 – 1965), BSA were perennially Britain's most successful brand in national events. The competition models produced by Britain's major motorcycle factory were of sound design and high performance, enabling BSA to retain many of the period's best competitors; e.g. Bill Nicholson, John Draper, Brian Martin, Jeff Smith MBE, and Arthur Lampkin...to name but five! Until the 1958 season BSA's Competition Dept relied on the 350/500cc Gold Star for tackling the ACU's 15 annual trade-supported "Opens", the only events in which manufacturers were allowed to advertise their successes.

Fortuitously the B32/B34 models were equally adept at trials and scrambles, as well as completely dominating production machine road racing. BSA won more than their fair share of national off-road events thanks to i) superb machine preparation, ii) the ability and skill of their riders, and iii) the fact they were usually the only manufacturer with a sufficient number of supported riders to enter 2 teams! And, as far as Scrambles were concerned, the consistently swift Goldies handled far better than any of the opposition provided by AJS/Matchless, Ariel, or Triumph.

However, following the intro of the 250cc unit construction C15 in 1958, the Comp Dept's Goldies were gradually sold; either to their former riders, or to discerning purchasers with links to BSA. At first glance, and with its Birmingham registration, WOK resembles an ex factory team machine. Although clearly used while owned by the factory, possibly as a 'test-bed', and although sold by Comp Manager Brian Martin to Ron Langston, there is no evidence that it was ever a specific "works" machine, despite fitted with several non-standard components such as alloy 'guards, and a central oil tank. Langston had ridden with great success in the official (by now disbanded) Ariel team; he duly rode the 350cc BSA in a few local trials, but, on finding it so different to his HT5, sold it through Roy King, a dealer in Cheltenham. It was then acquired by the vendor's late husband in 1960; who happily used it in numerous Western Centre events. Despite the present deterioration resulting from many years in storage, plus a missing footrest assembly, this handsome BSA conjures memories of a long-vanished trials scene.

It should be noted that the engine number shows evidence of over-stamping, likewise the frame number. Prospective bidders must therefore satisfy themselves as to the date, composition, and authenticity of the BSA, prior to bidding. Supplied with old style buff logbook.

**£4,000 - 6,000**

**£4,500 - 6,800**

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

350

### 1973 BSA 499CC VICTOR B50MX

Registration no. SCA 927L  
Frame no. B50MX BH00725  
Engine no. B50MX BH00725

- *Matching numbers example*
- *Fully restored*
- *Numerous modern improvements*
- *Custom made petrol tank*
- *Custom made stainless steel exhaust system*



BSA adapted the B40 engine, increasing the capacity from 350cc to 440cc, creating the B44 incarnation which was used by Jeff Smith to great effect in scrambles competition, winning the World Motocross Championship in 1964 and 1965. It spawned a number of various competition-oriented models, culminating in what was to be the ultimate unit single, the B50, announced in late 1970. It had been stretched to 500cc and was produced in road and off-road versions. All had the new, oil bearing, frame. One of these was the Victor B50MX.

This BSA B50 was despatched to the USA in February 1973. After repatriation to the UK it was purchased by the present owner in 2012 (receipt on file). He started a restoration of the machine, utilising various specialists for different aspects of the work. The engine was entrusted to RTS Racing for a complete rebuild (invoice on file) and included a new cylinder liner with nikasil bore, Omega piston, NEB conrod, and balanced crankshaft. The big end bearing, main bearings, cam followers, valves and springs were all replaced. In the gearbox, third gear and one of the selector forks were replaced, and a new NEB clutch and shaft were fitted. A new Electrex World alternator and digital ignition system were used to replace the coil and points.

An external oil filter and improved engine breathing were adopted to ensure long term reliability. A wiring harness was made up to run the GPS speedometer, horn and LED running lights in the front number board. The frame was powder coated, the front forks rebuilt using slightly stronger springs, and new Rock Shocks rear shock absorbers were fitted. Terry Weedy fabricated the rear swinging arm, which is stronger and lighter than the original, finished with nickel plating. A bespoke alloy petrol tank was made, polished, painted, then lacquered all over. The petrol tank painting was done by Altamura who airbrushed the 'BSA' motif on the tank. A one-off stainless-steel road-legal exhaust system was made by OS pipes. Wheels were rebuilt with black anodised alloy rims. A new Amal carburettor was fitted, and the seat was recovered.

The finished machine was road registered with the number SCA 927L and has covered only a small mileage to date, so will require further running-in by a new owner. Documentation comprises a current V5C, the aforementioned purchase receipt and engine invoice, a BSA Owners' Club dating certificate, and sundry papers.

**£5,000 - 7,000**  
**€5,600 - 7,900**

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

351

### **C.1959 MATCHLESS 498CC G80 IN TRIALS TRIM**

Registration no. 282 UXB

Frame no. A70805

Engine no. 57/G80S 131559

The overhead valve G3 and G80 Matchless models were first produced in 1935 as the G3 and G80 Clubman models, with trials versions, the G3C and G80C Super Clubman, also available. The G3 and G80 were part of the AMC range in an unbroken line stretching through to 1966, and were the basis of numerous road and competition variants along the way. Strong competitors in trials and scrambles disciplines, they were used by top riders in both, and riders such as Gordon Jackson, Hugh Viney, Bill Nilsson, and Dave Curtis campaigned the AMC products. With over-the-counter trials and scrambles machines available, a host of home-brewed specials also came into use, with some of the competition machine's parts, particularly the engine. 282 UXB is an example of such a machine, utilising some competition parts, and a modified road chassis, to produce a well-executed off-road mount featuring updated forks, central alloy oil tank, a Lucas KN1C competition magneto, and some competition engine parts. The vendor purchased the machine at auction in 2012 (invoice on file), since when it has been used most years, only as an occasional off-road bike, not in competition. It is capable of use by a new owner with only a brief check over. Documentation comprises a current V5C, the aforementioned purchase invoice, and a SORN / road fund reminder. The Matchless is presently SORNed.

**£3,000 - 5,000**

**€3,400 - 5,600**



352

### **1973 TRIUMPH X75 HURRICANE**

Registration no. not registered

Frame no. TRX75 PH00305

Engine no. V75V PH00305

Back in 1969, BSA-Triumph's US distributors asked motorcycle styling guru Craig Vetter to create a customised BSA Rocket 3 that would capture the free-wheeling, laid-back approach to biking best exemplified by the 'chopper' and popularised worldwide by the movie Easy Rider, released that same year. With its slightly raked frame, extended front fork, up-swept three-pipe exhaust system and eyeball-popping bodywork, there had been nothing like the Vetter BSA before. By the time the concept reached production in '72, the BSA brand name was moribund and Vetter's creation had become a Triumph, though one that kept the Rocket 3's inclined cylinder block. Apart from the change of badge, the production Hurricane remained remarkably faithful to Vetter's original vision. One of the motorcycling icons of the 1970s, the limited-edition Hurricane was produced for little more than one season and today is highly sought after. This particular Hurricane was purchased by the current vendor in the USA in 2014 and imported into the UK in 2016. In running condition when purchased, the Hurricane has been kept in dry storage since acquisition, the engine being turned over periodically. The machine is offered with a copy of its State of Florida Certificate of Title and an HMR&C letter confirming VAT and duty paid. It is expected that a TR30C dating certificate will have been obtained by time of sale

**£16,000 - 19,000**

**€18,000 - 21,000**



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.

353

*The ex-works, Cecil Sandford, World Championship-winning*  
**1957 F.B. MONDIAL 250CC DOHC GRAND PRIX RACING MOTORCYCLE**

Frame no. 111  
Engine no. 111

- *World Championship and Isle of Man TT-winning motorcycle of great historical and technical interest*
- *Offered with assorted correspondence relating to its provenance*
- *Gear driven cams*
- *Raced by 16-time national champion, Adamo Tursini*





Few marques have achieved so fine a competition record in so short a time as Mondial, the Italian company's period at the very top of Grand Prix racing encompassing the years 1949-51, plus a gloriously successful swansong in 1957.

Founded in Bologna in 1929, Mondial concentrated on the manufacture of commercial vehicles prior to WW2, only turning to motorcycle making in 1948 following a meeting between co-founder Guiseppe Boselli and engineer Alfonso Drusiani. Flying in the face of accepted wisdom, Drusiani believed that it was possible for a four-stroke to compete against the two-strokes - fielded by MV Agusta and Morini - then dominating the ultra-lightweight class. To obtain the necessary power output, Drusiani specified twin overhead camshafts for Mondial's 123cc single. Although the all-aluminium, unit-construction engine was state-of-the-art at the time, the Mondial racer's cycle parts were somewhat dated, consisting as they did of a spindly duplex cradle frame, blade-type girder forks, plunger rear suspension and wheels and tyres of a narrowness more usually associated with autocycles. Nevertheless, the Mondial's maximum power of 11bhp allied to a dry weight of only 195lbs gave it a performance advantage that more than offset the deficiencies of its chassis.

After a successful debut season in 1948 which saw works rider Nello Pagani win the Italian Grand Prix, the little Mondial was further improved for 1949. Maximum power was raised to 13bhp and Pagani duly brought Mondial its first World Championship, winning two of the three rounds and finishing sixth in the other. Mondial's dominance of the 125-class remained just as overwhelming for the next two years, Bruno Ruffo taking the title in 1950 and Carlo Ubbiali in 1951, before Cecil Sandford struck back for MV Agusta in 1952.

The mid-1950s would prove to be relatively lean years for Mondial, for not only did it have MV to contend with but also newcomers NSU, the German firm enjoying a clean sweep of the lightweight and ultra-lightweight classes for the next two years. One ray of hope however, had been the emergence in Italy of a future star - Tarquinio Provini. Riding a Mondial production racer, Provini had dominated Italian national racing's 125cc class in 1953 and was recruited into the works squad for 1954. However, even Provini's prodigious talent could not make up for a lack of machine development, and success remained elusive.



Then in 1957, having experimented with an over-bored 175cc single in the lightweight class and then a full-sized twin, Drusiani drew up an entirely new 246cc single and re-vamped the existing 125. The result was a magnificent return to former glory, Provini ending the season as 125cc World Champion while newly recruited Cecil Sandford took the 250 crown. Sandford took the title at a canter, winning two of the six rounds – the Isle of Man TT and Ulster Grand Prix - and finishing on the podium three more times, with a worst finish of 4th.

Sadly, what should have been the dawn of a new golden age for the Bologna marque was not to be: Mondial, along with Moto Guzzi and Gilera, withdrew from Grand Prix racing at the season's end and although the firm built a number of - mainly two-stroke - racers in the 1960s it never achieved the same heights again.

Following extensive research, the vendor's father bought this FB Mondial in Italy, from a highly respected collector, as being the ex-Cecil Sandford machine. The vendor's father also owns another ex-works 250 Mondial, which was sold to him in 2013 as the Sandford bike but is actually that of Tarquinio Provini.

For the 1957 season, Mondial introduced a new engine with gear driven camshafts; however, it is well recorded that Provini tried the new engine and was not happy with it, preferring to use the earlier engine with vertical shaft-driven cams for the 1957 GP season. Sandford used the new engine with gear driven cams, which this machine has. Sandford's decision would seem well founded, as he ended up World Champion in 1957 with Provini runner-up.

After the factory closed, the racing machines were sold off and three of them, '111' included, ended up in Venezuela where they were raced by 16-time national champion, Adamo Tursini of Caracas. In the 1980s the three ex-works Mondials were purchased from Tursini by Italian collector, Francesco Bazzani, who went to Caracas to collect them. Fortunately, they still had their aluminium 'dustbin' fairings, albeit somewhat dented. Copies of photographs taken at time of collection are on file, and the machine also comes with assorted correspondence relating to its provenance (inspection recommended).

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



Once back in Italy, the ex-works Mondials were rebuilt: the engines, frames, and running gear being entrusted to senior ex-Mondial engineers, Mr Biavati and Mr Gilli. The fairings were restored by Mr Ciriagi of Bologna, the craftsman who had built them back in the 1950s, and were then repainted by Bonvicini of Modena, acknowledged as the best in the business. The current vendor's father purchased the ex-Sandford machine from Francesco Bazzani in 2014. The aluminium fairing has been repainted recently, but the inside surfaces have been left in their original unpainted state.

A rare opportunity to obtain a World Championship and Isle of Man TT-winning motorcycle of great historical and technical interest, representing the pinnacle of Grand Prix engineering in its day.

**£80,000 - 120,000**

**€90,000 - 140,000**



Cecil Sandford, 1957 TT © Mortons Archive

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.

354

*The ex-Steve Jolly*

## 1962 MATCHLESS 498CC G50 RACING MOTORCYCLE

Frame no. 1857

- One of only some 180 built
- Raced in period by Steve Jolly
- Sold by Jolly to Alan Cathcart
- Preceding long-term ownership (30 years)



The disappointing performance of the Matchless G45 twin-cylinder racer prompted Associated Motor Cycles to develop an over-bored version of the firm's successful AJS 7R 350 single as a contender for the '500' class. Using cycle parts virtually identical to the 7R, the prototype Matchless G50 first ran in 1958, with production versions becoming available the following year. Development was overseen by AMC's legendary engineer, Jack Williams, whose son Peter would later play a leading role in the G50 story.

With a claimed power output of over 50bhp and weighing some 30lbs less than a Manx Norton, the G50 should have been a winner, but it was not until after manufacture ceased in 1962, by which time around 180 machines had been completed, that tuner/entrants in Britain and the USA began to exploit the model's full potential. Subsequent frame and suspension developments - most notably by Tom Arter and Colin Seeley - kept the G50 competitive into the 'Japanese era'.

Ridden by Peter Williams, the Arter-Matchless proved that a single-cylinder machine could still be competitive on short circuits and at the Isle of Man TT, and in 1973 Williams finished 2nd in the Senior race, beaten only by Giacomo Agostini's works MV. Many-times British sidecar champion Colin Seeley was another convinced that the design still had untapped potential. Seeley had bought Associated Motor Cycles' racing department when the company went into receivership in 1966.

The previous year he had constructed the first Seeley racing frame to house a Matchless G50 engine, and the AMC purchase enabled him to produce complete Seeley G50 and 7R machines. With their improved frames, the four-stroke singles enjoyed renewed competitiveness, Dave Croxford winning the British 500 Championship on a Seeley G50 in 1968 and '69.



Nevertheless, a G50 would not win an Isle of Man TT until 1984, when American Dave Roper rode Team Obsolete's example to victory in the inaugural Historic TT. Today, the Matchless G50 and its derivatives continue to be mainstays of classic racing's 500 class, thanks in no small part to the availability of faithful replicas of the original.

The fact that so few were built makes a genuine original G50 a prized acquisition today, and the example offered here is one of the very last batch of 50 machines built in 1962. It was acquired in 1964 by rising star Steve Jolly, who in addition to winning many British short circuit races on it, finished 17th in the 1967 Isle of Man Senior TT. Jolly then acquired a more modern Seeley G50 on which he built a career in Grands Prix.

He retained the original G50 as a spare, and after retiring from active competition paraded it in the Mike Hailwood Memorial Meeting at Donington Park in 1982. Soon after, he sold it to racing journalist Alan Cathcart, himself a Matchless G50 rider from 1975. In 1985, Alan Cathcart sold it to the immediately preceding owner, a prominent Wyoming-based US collector.

The current vendor purchased the G50 in January 2015, and it has formed part of their important private collection in the UK since then. The machine is understood to be original apart from a Quaife five-speed gearbox and the period addition of a cooling ring shrunk around the front brake drum.

**£35,000 - 45,000**

**€39,000 - 51,000**

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

355 N

## 1957 NORTON 350CC MANX MODEL 40 RACING MOTORCYCLE

Frame no. 72734

Engine no. M10M 72734

- *Matching frame and engine numbers*
- *Raced in Italy in period*
- *Professionally restored in 2010*



Dubbed 'Manx Grand Prix' in 1939, what would become the best-known racing motorcycle of all time had become simply 'Manx' when production resumed in 1946. Norton's over-the-counter Manx racers were much the same as their pre-war counterparts, with single-overhead-camshaft engine, 'square' cylinder head finning, upright gearbox and plunger-suspended 'garden gate' frames. Only the presence of the Roadholder telescopic front fork readily distinguished them from the '39 machines.

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

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

The vicissitudes of racing being what they are – crashes, blow-ups, rebuilds, engine swaps, etc – it is not surprising that so many old racing motorcycles no longer have their original engines, a state of affairs that makes this 'matching-numbers' Manx something of a rarity. This particular Model 40 Manx was completed on 1st May 1957 and despatched to Norton agent Daniell O'Rourke. We are advised by the private vendor that it has been professionally restored in Italy by a recognised specialist under the owner's supervision. Described by the vendor as in generally excellent condition, the machine raced at the Autodromo di Ospedaletti circuit in period and, fittingly, returned there 50 years later in September 2010 following its restoration (see scrutineering sticker on fairing).

**£18,000 - 24,000**

**€20,000 - 27,000**

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

356 N

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

Although a new design by Phil Walker, the 7R, with its chain-driven overhead-camshaft, was very reminiscent of the AJS 'cammy' singles of pre-war days. Despite the fact that the 7R was not, initially, as powerful as its main rivals - the Velocette KTT and Junior Manx Norton - its robust and simple construction endeared the model to the privateer responsible for his own maintenance. While the duplex loop frame and Teledraulic front fork remained essentially unchanged throughout production, the engine underwent almost continuous revision, latterly under the supervision of Jack Williams. To this end the valve angle was progressively narrowed; the inlet port downdraft angle made steeper; the crankshaft strengthened; and, in 1956, engine dimensions changed from the original long-stroke 74x81mm bore/stroke dimensions to the 'squarer' 75.5x78mm, permitting higher revs.

AMC's own gearbox (also used on the Manx Norton) replaced the previous Burman in 1958, while engine development continued almost to the end of production, by which time the 7R was putting out around 41bhp. There was also a works-only three-valve 'triple knocker' - the 7R3A - which Rod Coleman used to win the 1954 Isle of Man Junior TT, while Matchless-badged 500cc version of the production 7R - the G50 - was introduced towards the end of 1958.

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

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.

**£18,000 - 22,000**

**€20,000 - 25,000**

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.

**1955 NSU 247CC SPORTMAX RACING MOTORCYCLE**

Frame no. 215516 R.S  
 Engine no. 788 109 R

- One of an estimated 34 built
- First owned by Terry Hill
- Extensive in-period racing history with Sammy Miller and Tommy Robb
- Restored by Nigel Everett



Yet another motorcycle manufacturer with its roots in the bicycle industry, NSU built its first powered two-wheeler in 1900 and went on to produce some outstanding and influential designs in the 1950s, foremost of which was the 250cc Max. Announced in September 1952, the Max used a pressed-steel frame and leading-link front fork like its Fox and Lux predecessors but its most unusual feature was the Albert Roder-designed 'Ultramax' connecting-link drive for the single overhead camshaft. This idea was not new, Bentley had used a similar arrangement in the 1920s/1930s, but Roder's overcame the design's previous shortcomings. Quick for a 250 (its top speed was 75-80mph) and endowed with exceptional handling thanks to its superior cycle parts, the Max could show many a larger machine the way home over twisty terrain.

Seeking to deflect criticism of the decision to withdraw its works team from Grand Prix racing at the end of the 1954 season, NSU announce that a racing version of the Max – the Sportmax – would be offered to privateers commencing in 1955. In most respects the racer closely resembled its roadster sibling, retaining the latter's characteristic pressed steel spine frame, swinging arm and leading-link fork, though there were numerous differences in detail.

The engine was tuned and fitted with a larger (Amal GP) carburettor and megaphone exhaust system, and to cope with Sportmax's increased power and speed there was a very much larger front brake. Only in its rear suspension did the Sportmax differ fundamentally from the Max, using the conventional twin-shock arrangement first seen on the Geländemax off-road model. The first prototype had run at the Spanish Grand Prix at the end of 1953 and there would be several more successful outings for development prototypes during the '54 season, the highlight of which was Georg Braun's 2nd place at the Swiss Grand Prix, beaten only by the works NSU Rennmax of Rupert Hollaus.

From the start of the 1955 season the Sportmax was simply the fastest over-the-counter 250-class racer on the market. As well as providing works-supported 'veteran' rider Hermann Müller with the 1955 250cc World Championship, the Sportmax was one of the most competitive lightweights of any kind available to the privateer, and in the right hands proved capable of a respectable showing in national events well into the 1960s. Other prominent stars Sportmax-mounted for '55 included John Surtees, Sammy Miller, Pierre Monneret and former NSU works rider Hans Baltisburger, while later in the decade an up-and-coming Mike Hailwood used the ex-Surtees example to spectacularly good effect.

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



In his excellent history of the marque 'NSU – The Complete Story', renowned motorcycling authority, the late Mick Walker states that well-informed sources estimate the total number of Sportmaxes produced to be 34, with a number of others constructed from spare parts after the NSU race shop was closed and sold off to the Herz family in the late 1950s. Today genuine examples such as that offered here are keenly sought after by collectors.

This particular Sportmax was purchased from the works by the late Terry Hill, whose team dominated Ireland's road races from the mid to the late 1950s. It is one of three machines (engine numbers '108', '109', and '110') despatched to the UK: one for John Surtees, one for Glen Henderson, and the other for Terry Hill. A fourth machine was subsequently provided for Reg Armstrong. At that time these were the only four Sportmaxes in Britain and Ireland that came directly from the works.

Terry Hill's machine - '109' - was ridden with great success by Sammy Miller, who won at the North West 200 in 1958, beating the great Mike Hailwood on another NSU into second place. Miller also won at the Ulster Grand Prix and at many other road races in Ireland. Tommy Robb also rode the Hill Sportmax in Ireland with success.

The Sportmax was subsequently sold to collector John Griffiths, who later sold it a fellow collector, John Pierce, from whom it was purchased by Jim Lilley in 1994. It was then restored by renowned ex-Grand Prix mechanic, Nigel Everett. Since then Tommy Robb has paraded the NSU at the Isle of Man TT, Ulster GP, NW 200, Assen, Monthéry, and many other venues.

We are advised that the only alteration made is the use of a modified roadster left-side crankcase in place of the damaged original; internally the engine is as it left the works and as raced throughout its career. Otherwise, the machine is in first class condition and offered with a replica dustbin fairing. Accompanying documentation consists of a 1957 IoM TT Race Programme, various period photographs, and numerous photocopies of magazine reports detailing the results of the Sportmax's racing career with both Sammy Miller and Tommy Robb.

**£40,000 - 50,000**  
**€45,000 - 56,000**

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.

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

358

*The ex-Honda Britain, Brian Morrison, Steve Hislop*

## 1989 HONDA VFR750R TYPE RC30 RACING MOTORCYCLE

Frame no. RC30-2000114  
Engine no. RC30E-2100108

- *In-period Isle of Man TT and Macau Grand Prix racing history*
- *1989 Macau GP livery*
- *Paraded frequently in recent years*



One of the modern era's few immediately collectible classics, the Honda VFR750R - better known as the 'RC30' - was created for just one reason: to win the World Superbike Championship, a feat it achieved in the nascent series' first two seasons of 1988 and '89. And while American Fred Merkel was bringing Honda its first two WSB crowns, Britain's Carl Fogarty used an RC30 to win the TT F1 World Championship in 1988 and '89, and the equivalent FIM Cup in 1990. No mere short circuit scratcher, the RC30 and its derivatives proved durable enough to win a hat-full of Endurance Classics too. That this latter requirement was also part of the design brief may be determined from the fact that a quick-release front fork and single-sided swinging arm - essential for speedy wheel changes - were part of an unrivalled specification that included a twin-spar alloy beam frame, 16-valve V4 engine with gear-driven cams, close-ratio six-speed gearbox and four-pot front brake callipers. Indeed, so good was the basic RC30 that well prepared privately entered examples were often able to give the works entries a run for their money.

This particular RC30 comes with a letter of authentication dated 13th September 1990 from Honda dealership Hartwells of Abingdon Ltd stating that it was acquired 'by us direct from Honda Britain Race Shop and that it was campaigned very successfully in the 89 season by Brian Morrison as a full Honda Works Machine'.

This letter goes on to state that Steve Hislop had ridden it to 3rd place in the 1989 Macau Grand Prix, and that it is believed to be the bike that Brian Morrison broke the absolute track record at the 1989 TT. Morrison's results at the '89 TT were 2nd in the Formula 1 race, 5th in the Production 750, and 5th in the Supersport (600) event.

Presented in first class condition, the RC30 is in the colours used by Steve Hislop at Macau in '89 and has his name on the screen. Since acquisition by the current vendor the Honda has been paraded many times at various events on the Continent and also at the Isle of Man TT, Ulster Grand Prix, etc.

Road going Honda RC30s have been achieving strong prices in the salesrooms recently, reflecting the model's iconic status. Genuine racing RC30s are much less frequently encountered, a state of affairs that makes this ex-Honda Britain example, ridden by two of the top road-circuit specialists of the day and with Isle of Man TT and Macau GP history, all the more collectible.

**£25,000 - 35,000**  
**€28,000 - 39,000**

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

359 N

## HONDA 250CC RC163 GRAND PRIX REPLICA

Engine no. MC14E 1033733

- Ridden by the late Ralph Bryans
- Paraded in England, on the Continent, and at the Ulster Grand Prix
- Honda CBR250 engine



'Also-rans' in the late 1950s, Japanese manufacturers came to dominate Grand Prix racing's 1960s 'Golden Age', none more so than Honda, whose jewel-like, small-capacity lightweights represented the pinnacle of motorcycle engineering in their day. Built for and run by the works team, with occasional loans to selected privateers, these hand-crafted masterpieces are extremely rare in private hands and only infrequently come to market.

Introduced for the 1962 season, the four-cylinder 250cc RC163 was little changed from the preceding year's World Championship-winning RC162. It too would enjoy the ultimate success, Jim Redman taking the World Championship that year together with the '350' crown, while Luigi Taveri bagged the 125 title to make it three out of four championships contested for Honda. Only in the 50cc category, won by Suzuki, did they fail. Genuine examples of Honda's fabulous Grand Prix-winning multi-cylinder racers of the 1960s have always been out of the financial reach of all but the most wealthy collectors and museums. Generally considered far too precious to parade, let alone race, they are seldom seen in action. The result of this situation has been the growth in recent years of a 'cottage industry' of replica builders, many of whom use the four-cylinder engine of the modern CBR250 sports roadster, a Japan-only model never officially imported into the UK.

When first introduced in 1986 as the Type MC14, this little jewel had around 45bhp on tap at 14,500rpm. The series progressed via the CBR250R (MC17 and MC19) to the CBR250RR (MC22) and was last made in 1999, though the engine type (MC14E) remained the same throughout. Water-cooling aside, it is the closest in spirit to Honda's Grand Prix power units of the 1960s.

Built by Emlyn Roberts, this MC14E-powered RC163 replica has been ridden successfully in various classic events in England, on the Continent, and at the Ulster Grand Prix by Ulsterman Ralph Bryans, Ireland's only Grand Prix World Champion (see press cutting on file). The diminutive Bryans had joined the Honda works team for the 1964 season, concentrating on the 50cc and 125cc World Championships. He won the 50cc World Championship in 1965, and for 1967 was given an extended run in the 250cc category, winning two GPs and finishing 4th overall in that year's World Championship. Presented in generally excellent condition, the machine is offered with a quantity of parts to include two spare engines. Accompanying documentation consists of a selection of photographs of the machine undergoing construction plus a list of the parts used.

**£14,000 - 18,000**

**£16,000 - 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.

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



360

**C.1957 NSU QUICKLY 49CC RACING MOTORCYCLE REPLICA**

Engine no. 1663416

Based on the NSU Quickly, this wonderful racing '50' is a replica of the example built in the late 1950s by Terry Hill's race mechanic, Albert Clarke. Hill, whose team dominated Ireland's road races from the mid to the late 1950s, enjoyed close links with NSU factory, and we are advised that this machine was constructed using original drawings supplied by one of the company's engineers. The original Hill and Clarke developed machine enjoyed considerable success, its greatest result coming at the Temple 100 where it won the handicap race ridden by Norman Morrow of Killinchy, who rode for Terry Hill at the time. It also competed at various venues such as Lurgan Park, The Maze, Maghaberry, Bangor Park, and other short circuits that ran 50cc-class races. In 1957, Hill's 'Very Quickly' was tested for Motor Cycling magazine at Kirkistown Aerodrome by journalist John Griffith (see press cutting on file). Purchased from Terry Hill, the machine has been built to original specification by renowned ex-Grand Prix mechanic, Nigel Everett and is presented in excellent condition. Accompanying documentation consists of two period photographs of the original machine and some hand-written notes concerning its history.

£6,000 - 8,000

€6,800 - 9,000



361

**C.1959 NSU SPORTMAX 250CC LCH RACING MOTORCYCLE**

Frame no. un-stamped

Engine no. 795487

This unique road racing 'special' was built by Leonard Clifford Harfield (LCH), an engineer and keen competitor in all forms of motorcycle sport. Len entered his first Isle of Man TT in 1953 riding a modified BSA Bantam, though the bike broke in practice. Undeterred, he entered the Lightweight TT the following year, only for the engine of his first home-constructed LCH machine to fail during testing. Nevertheless, he went to the Island and was rewarded with a ride on one of Dr Joe Ehrlich's 125cc EMCs, retiring on the first lap when the engine seized. In 1955 Len's LCH had the honour of being the first privately entered British machine home in the Lightweight TT (in 8th place). Len continued to be a regular competitor in the Lightweight TT until a spill at Mallory Park in 1959 prompted him to retire from racing. Despite opening a garage business, he was back racing within a couple of years, purchasing an NSU Sportmax (the machine offered here) which he proceeded to reconstruct using his own frame and front fork. By this time the NSU, even with Len's extensive modifications, was no longer competitive, and he turned to twin-cylinder Honda CB72/CB77 engines for his next LCH specials. Len kept his LCHs after his final retirement from racing in 1974, and continued to enjoy riding them on the Isle of Man TT Parade Lap into the 1990s. It is believed that this machine last ran circa 2010.

£3,000 - 4,000

€3,400 - 4,500



All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

362

## 1967/1971 SEELEY-TAIT 492CC THREE-CYLINDER RACING MOTORCYCLE

Frame no. CS216YS

Engine no. CCA956492

- *Unique home-built engine*
- *Engine displayed at the 1967 Earls Court Motorcycle Show*
- *Genuine authenticated Seeley frame (ex-Pat Mahoney)*
- *Last used in 2011*



Inspired by the three-cylinder DKW racers of the mid-1950s, this unique motorcycle was built by the late Bob Tait, a trained toolmaker from Shipston-on-Stour, Warwickshire. Bob obtained three cylinder barrels and heads from Parkinson's of Marks Tey, Essex, which manufactured them as tuning 'goodies' for the ubiquitous Villiers 9E competition engine. Bob drew up his own 60mm-stroke crankshaft (made for him by Alpha Bearings) which, combined with the cylinders' 59mm bore, gave a total capacity of 492cc. Bob designed and machined the crankcase castings himself, and the finished engine was displayed at the 1967 Earls Court Motorcycle Show on the Motor Cyclist Illustrated stand (press cutting on file). To test the engine, which drives via an Albion four-speed gearbox, Bob built his own trials bike but failed to get the steering geometry correct; eventually the frame was cut up and the engine stayed in boxes for the next 30 years. Subsequently Bob Tait spent a lot of time working on designs for hub-centre steering.

In the 1980s, Bob had bought an ex-Pat Mahoney Seeley Yamsel frame, which he proceeded to use when the triple project was resurrected in 2007, the idea being to run the machine at the Isle of Man's Manx GP Jurby Festival with a local rider aboard.

Bob sent the frame away to be powder coated, and then made up some engine plates. In its new guise, the engine uses an electronic ignition system intended for a Suzuki GT750 and supplied by Electrex World, while the induction system consists of three 26mm Amal Concentric Mk1 carburetors (the trials bike had used a single carb). Despite the exhaust system and carburetion needing further adjustment, the Seeley-Tait triple coped well with a Manx Norton out on the Jurby circuit at the same time.

The history of the Tait triple is recounted in greater detail in an article in the January 2012 edition of Classic Bike magazine (copy available). Last used in 2011, this unique machine also comes with a letter of authentication from Colin Seeley confirming the frame's provenance.

A fascinating 'might have been', the Tait triple clearly has the potential for further development and as such represents an exciting prospect for the next owner.

**£10,000 - 12,000**

**€11,000 - 14,000**

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

363 N

## 1939 VELOCETTE 348CC KTT MKVIII RACING MOTORCYCLE

Frame no. SF17

Engine no. KTT 826 (see text)

Gearbox no. unstamped (replacement)

- One of only 49 made pre-WW2
- Present ownership since 1992
- Professionally restored in the 1990s
- Last used six years ago



When the FIM instigated the first World Championship in 1949 the British Velocette factory was well placed to contend the 350cc class, being able to field a well-developed design that had already proved its worth in the late 1930s. This was the MkVIII KTT, a direct descendent of the 1929 MkI, the world's first true over-the-counter production racer. Traditionally, advances pioneered on the works bikes would appear later on the KTT, and it was at the 1938 Motor Cycle Show that the MkVIII version was first seen, the major advance on the preceding MkVII being a new frame with swinging-arm rear suspension, an innovation enjoyed by the factory riders since 1936. In almost all other respects the MkVIII was as the MkVII, boasting the latter's massively finned single-overhead-camshaft all-alloy engine and separate four-speed gearbox. At a time when most of the opposition was still using rigid frames or the plunger-suspended type, Velocette's swinging fork with its Dowty Oleomatic air-sprung struts conferred a distinct advantage, despite the inevitable increase in weight.

Riding works bikes to (broadly) MkVIII pattern, Stanley Woods had won the Isle of Man Junior TT in 1938 and 1939, ending Norton's seven-year run of success in the category, and in the immediately post-war era Wood's mantle would be taken up by Freddie Frith. When Freddie Frith retired from racing at the end of the 1949 season it was as World Champion in the 350cc class, having won every one of the six rounds, though in most cases courtesy of a special works twin-cam engine.

In 1950 Bob Foster's three victories would be good enough to bring the World Championship back to the Hall Green factory for a second time. Although the works bikes differed considerably in detail from the over-the-counter MkVIII. Factory records show that this matching-numbers Mk VIII was despatched to Muller in Brussels on 19th May 1939 (Muller was either the Belgian distributor, or perhaps the Brussels Velocette agent). Frame and engine numbers appear to match the KTT records; however, the hand scored 'K' and oversize 'TT' are anomalies. It is believed the cases have been replaced at some point and re-stamped with the original number. After WW2, the Velo was sold to Cees De Witt in Holland. The current vendor purchased the machine in 1992 from Mr De Witt. In the 1990s the KTT was completely restored by Günter Warneke in Bremen, one of Germany's foremost specialists. It was last used six years ago at the Nürburgring (photographs on file). The private vendor advises us that the machine is in generally very good condition, starting and running well.

Only 49 MkVIII's were constructed prior to WW2 and a further 189 up to the end of production in 1950. Today the incomparably handsome MkVIII KTT is one of the most sought after of all British racing motorcycles.

£38,000 - 42,000

€43,000 - 47,000

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

364 N

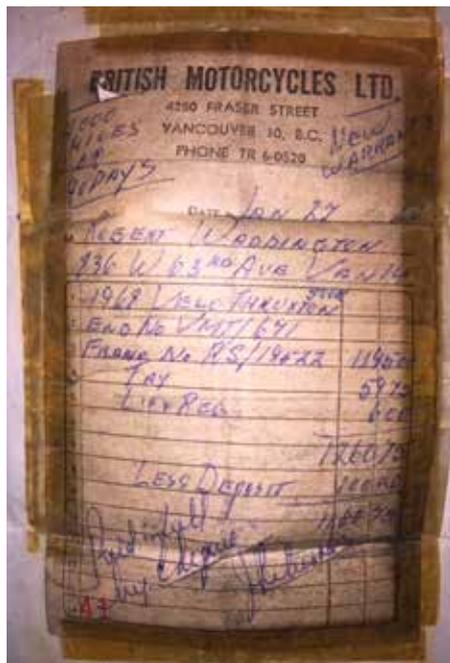
## 1968 VELOCETTE 499CC VENOM THRUXTON

Registration no. JWR 78J

Frame no. RS19511

Engine no. VMT 671

- One of two Thruxtons delivered to B.M.C. Canada on 24.11.67.
- Present ownership for circa 25 years
- Last used ten years ago
- Matching numbers example



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

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

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

This Thruxton was supplied new via British Motorcycles Ltd of Vancouver, Canada to one Robert Waddington, as evidenced by the sales receipt on file. Subsequently, the Thruxton returned to the UK and was registered in this country on 7th April 1971.

The current (German) owner purchased 'JWR 78J' in the UK circa 25 years ago. The machine benefits from a reconditioned magneto, and described by the private vendor as in generally good condition - and a good starter; it was last used around ten years ago and will require re-commissioning and the customary safety checks before returning to the road. Accompanying documentation consists of an old-style V5 registration document, HPI check sheet, and the aforementioned original sales receipt. Two instruction manuals and a parts list are included in the sale.

**£17,000 - 20,000**

**€19,000 - 23,000**

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

365 N

## C.1974 AMF HARLEY-DAVIDSON 250CC GRAND PRIX RACING MOTORCYCLE

Frame no. 250/2C/2T/10063

Engine no. 250/2C/2T/10063

- *Previously in the Rimini Motorcycle Museum*
- *In original condition and never restored*
- *On museum display for more than 30 years*
- *The engine has been started regularly*



With the competitiveness of its over-the-counter single-cylinder four-stroke racers rapidly diminishing as the 1960s progressed, Aermacchi (by now part of AMF-owned Harley-Davidson) had no option but to develop a new generation of two-stroke machines. They started out with a simple piston-ported 125cc single in 1967, which was doubled up to form a 250cc twin in 1969 and later a similar 350.

Delays meant that the new 250 did not see its first race until March 1971, when Renzo Pasolini finished a promising 7th place at Modena despite crashing. Weighing the same as the 250cc pushrod single but with an extra 11bhp on tap, the two-stroke represented a huge leap forward; indeed in 1972 it garnered three Grand Prix wins for Aermacchi and Pasolini, who lost the 250cc World Championship by a single point to Yamaha's Jarno Saarinen.

Pasolini's tragic death in 1973 put the brakes on Aermacchi's racing effort that year, and when the new two-strokes returned to the track in 1974 they were badged as AMF Harley-Davidson, Aermacchi having severed its links with the motorcycle business.

This rare example of AMF Harley-Davidson's Grand Prix 250 was previously in the Rimini Motorcycle Museum and before that belonged to the Cesena Motorcycle Club, which made it available to club members. In original condition and never restored, the machine has been on museum display for more than 30 years and will require re-commissioning before further use. We are advised that the engine has been started regularly.

**£12,000 - 15,000**

**€14,000 - 17,000**

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

366 N

### 'LAWTON' AERMACCHI 249CC RACING MOTORCYCLE

Frame no. none visible

Engine no. V68

Aermacchi is a household name among motorcyclists thanks to its heroic achievement of producing the most highly developed and successful overhead-valve racing single ever. Alberto Pagani's 9th place on the 250cc version's Dutch TT debut in 1960 demonstrated the design's potential, which was confirmed the following week when Pagani finished 5th at the Belgian Grand Prix. Although the pushrod Aermacchi never won a World Championship race it did achieve a number of 2nd places, Alan Barnett's in the 1970 Junior TT on importer Syd Lawton's bike being one of the most memorable. Despite a lack of ultimate success in Grands Prix, the Aermacchi single was outstandingly successful at national level. Today, having benefited from another three decades of development, it remains a competitive force in historic motorcycle racing. The current (German) owner bought this Aermacchi from Paul Beck in the UK and last used it at Hockenheim in 2008. We are advised by the vendor that it is in generally very good condition (with re-sprayed cycle parts), while the engine is said to be an excellent starter. It should be noted that the age and origin of this motorcycle's major components is not known; neither is it known whether the machine has had any actual connection with Syd Lawton. Accordingly, prospective purchasers should satisfy themselves with regard to this machine's correctness prior to bidding. Sold strictly as viewed.

£7,000 - 10,000

€7,900 - 11,000



367

### 1967 TRIUMPH 199CC COMERFORDS TIGER CUB TRIALS

Registration no. SPF 139F

Frame no. T20M 7402

Engine no. T20M 7402

Tiger Cub-mounted Roy Peplow's landmark victory in the 1959 Scottish Six Days Trial demonstrated that lightweights were not only competitive but also capable of winning major events. Brainchild of works rider Jim Alves, the trials version of the Tiger Cub had debuted in 1957 as the T20C and was steadily improved year by year until the Cub range was dropped by BSA-Triumph in 1967. Towards the end of production, dealers Comerfords of Thames Ditton - a firm with a keen interest in off-road motorcycle sport - purchased a batch of Mountain Cubs and converted them to 'works replica' trials specification. 'SPF 139F', the machine offered here, is one of the estimated 60-or-so originally converted in this way by Comerfords, of which approximately nine are known to survive. The current vendor purchased this Comerfords Cub at Bonhams' Oxford Sale in June 2015 (Lot 312), since when it has been kept on display in his company's reception area. At that time (June 2015) it was said to have 'recently been refurbished on a no-expense-spared basis, incorporating dozens of new items, soon after which the enthusiast owner unfortunately suffered with his health'. It should be noted that the replaced parts (fuel tank, forks, etc) will accompany the machine, which also comes with a V5C document and its original old-style logbook recording Comerfords as first owner. It should be noted that the gearbox needs to be refilled with oil.

£5,800 - 6,500

€6,050 - 7,150



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.

368

## 1966 VELOCETTE 500CC VENOM SCRAMBLER MK II

Registration no. not registered

Frame no. 1245-35

Engine no. VM 6330S

- *Painstakingly prepared by Simon Goodman*
- *Factory build*
- *Matching-numbers machine*
- *Louis Vuitton Concours entrant*



From the 1920s through to the late 1960s Velocette clocked an impressive list of competition successes, albeit gained mostly on tarmac, but inevitably reflecting the reliability of the Hall Green company's powerful engines. The relatively tiny firm's most notable post-war triumphs were surely the two 350 World Championships (Freddy Frith OBE & Bob Foster, astride KTTs, in 1949/1950); the Venom's 500cc/100 mph/24 Hour Record in 1961 – which still stands today – together with Neil Kelly's 1967 500cc Class win, racing a Thruxton, in the IOM's first ever Production Machine TT, Confirming that "ohv singles" were not totally redundant it will be remembered just how well in period those street-model Velos performed, whenever entered by Reg Orpin or Geoff Dodkin..

Velocette introduced their MSS-engine Scrambler in the late 1950s. While arguably faster-on-the-straight than a B34 Gold Star it didn't quite match BSA in the handling department, despite that the Velo was equipped with a highly innovative adjustable rear suspension system. In USA, however, the new scrambler racked up innumerable wins, where tracks tended to favour faster engines. In England meanwhile, the factory extended full support to Jim Sheehan, who raced with commendable a success in countless o-t-c events, though mainly in the south.

It is not widely remembered but Eric Cheney also competed on a Velocette; his ultra handsome 'one-off' special used an ex Les Archer Norton 'featherbed' frame and, in 1956, provided Eric with a very successful season in Belgium & France. Nor, nearly 10 years later, should we forget that formidable scramblers John Burton and Andy Lee both used Velocette engines in their Metisse chassis.

The vendor reports that following its factory build the matching-numbers machine was acquired by the Goodman family, although at one time it had been destined for the USA. Painstakingly prepared by Simon Goodman the Mk 2's first appearance is believed to have been in one of Louis Vuitton's prestigious Concours at London's Hurlingham Club where, unsurprisingly, it caused a sensation, and was highly commended by the judging panel. It should be noted the Mk 2 chassis dispenses with the adjustable rear springing, reverting to a conventional bolt-up top frame, damped by Girling. Given the Mk 2's improved post-MSS engine spec Simon's expertise is evident in the skilful addition of an efficient air filter, breathing through a concentric carburettor, fitted to facilitate starting and slow running. As far as it's known the Entrant's Parade at the Louis Vuitton event is the sole occasion on which the motorcycle has run. This virtually brand new Velocette is arguably too fine a motor cycle to be ridden off-road but, if effectively silenced, what an exceptional steed it would make for the highway. The machine is offered without documents.

£12,000 - 16,000

€14,000 - 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.

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

369 N

### C.1977 YAMAHA TZ350 RACING MOTORCYCLE

Frame no. to be advised

Engine no. to be advised

Following its successful adoption on the works twins, water cooling first appeared on Yamaha's over-the-counter racers with the introduction of the TZ range in 1973. Apart from the water cooling, which made it more reliable, the engine was little changed from that of the preceding air-cooled TD/TR. The customer TZs changed little until the arrival for 1976 of the TZ250/350C, which was equipped with Yamaha's mono-shock rear suspension that had been developed in the works motocrossers. With the new rear suspension came a longer-travel front fork complete with single disc brake, while changes to the TZ250C's porting and exhaust opened the door to further advances. Yamaha made few changes to the succeeding 'D' and 'E' models. This Yamaha TZ350 was raced by Austrian champion Max Wiener in Grands Prix in Austria and throughout Europe. The current (Austrian) vendor has owned the machine for more than ten years, during which time he has raced it at the Salzburgring, Red Bull Ring, Schwanenstadt, and Hořice in the Czech Republic. We are advised by the private vendor that the engine has been rebuilt by Austrian champion Christof Eder (new crankshaft, pistons, rings, etc) and that the machine is very fast. Restored in 2013, it was last run in 2016 and is offered for sale as the owner has retired from racing. The machine comes with a 'Yamaha' cover, paddock stand, and a service manual.

£10,000 - 15,000

€11,000 - 17,000



370

### C.1980 MAICO MD250WK CUP RACING MOTORCYCLE

Frame no. 1490291

Engine no. 1490291

Having hitherto concentrated on off-road sport, Maico first turned to road racing in 1967 with 125cc and 250cc machines, the latter being over-bored to 252cc for the 350 class. By far the most successful was the RS125, which brought the marque its first classic victory when Borge Jansson won the 1972 Czech GP. Later in the decade Maico offered an air-cooled single-cylinder six-speed 250, based on the production roadster, which made its debut in 1974. In racing trim, this engine produced 43bhp; impressive for a single, it not in the same class as a twin-cylinder Yamaha. Later on, Maico built a batch of 50 water-cooled variants for a race series intended for novice riders, one of which is offered here. This MD250WK was in a Japanese private collection for 18 years before being imported into the UK and purchased by the vendor approximately three years ago. The owner's intention was to parade the machine, but his ill health has prevented this. The machine was last run approximately one year ago, since when the cooling system has been drained. The gearbox oil has been changed, and we are advised that the output shaft oil seal needs replacing. Sold as viewed, this rare racing Maico would make an ideal parade bike for British Historic and CRMC meetings.

£4,500 - 6,000

€5,100 - 6,800



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.

371

## 1974 DUCATI 750SS PROJECT

Registration no. JBA 395N  
Frame no. DM750SS\*075256\*  
Engine no. 075100 DM750.1

- *Present ownership since 1979*
- *Off the road for nearly 40 years*
- *Original apart from a repaint*



It was, without question, Paul Smart's famous victory at Imola in April 1972 that really put Ducati's new v-twin on the map. It was a particularly sweet occasion for hitherto unfancied Ducati, as the Bologna factory defeated not only the race-proven Triumph Tridents of Percy Tait, John Cooper and Ray Pickrell, but also the works 750 MV Agusta of Giacomo Agostini. With such an outstanding pedigree, the 750SS was a natural choice for racing's Superbike category, and later on proved highly competitive in 'Battle of the Twins' (BOTT) racing in the USA and Europe.

Smart's bike was based on the 750GT roadster introduced that same year. The racer's cycle parts remained close to stock - even the centre stand lugs were retained! - merely being up-rated with triple Lockheed disc brakes while the engine gained desmodromic cylinder heads, high-compression pistons and stronger con-rods. When the definitive production version - the 750SS - appeared in 1974 it differed little in overall conception from the Imola '72 bikes, among the most obvious external differences being the adoption of a centre-axle fork and Brembo front brakes. The big 'Imola' fuel tank and humped racing seat both featured on the road bike, which wore a cockpit fairing rather than the racer's fuller streamlining.

Only 401 examples of the original 'round case' version were built before it was superseded by the less desirable 'square case' model for 1975. Today the landmark original 750SS is one of the most sought-after of all Ducatis.

Having been raced by the original owner in its first year, this 750SS was purchased by the current vendor from a friend and fellow Ducati enthusiast in June 1979, though within a few months the machine was off the road with a smoking exhaust. Removing and dismantling the engine revealed broken piston rings. The owner always intended to put the Ducati back on the road, but marriage and family commitments intervened and for various reasons it never happened. Retirement is now looming and he feels it is time to let the Ducati go to a new home. The fairing, tank, side panels, and seat were repainted during the previous ownership; apart from that this 750SS is in original condition. There cannot be many left un-restored, so this example represents a rare opportunity for the Ducati enthusiast. The machine is offered with an old-style V5 registration document and two photographs of it while in the previous ownership.

**£30,000 - 40,000**

**€34,000 - 45,000**

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

372 N

**1976 DUCATI 864CC 900SS**

Frame no. DM860SS 086116

Engine no. DM860 086116

Ducati's second-generation v-twin engine - the 900cc 'square case' (actual capacity 864cc) - debuted in the 860GT of 1974 and the following year went into the new 900SS superbike. More than just a simple over-bore, the 'square case' engine incorporated a new camshaft drive arrangement, improved oil pump, cartridge-type oil filter, and electronic ignition. In addition, the gearchange was moved to the left-hand side and the frame altered to provide chain adjustment at the swinging arm pivot. As had been the case with the original 750SS, desmodromic valve gear distinguished the new sports roadster from its tourer counterpart. During the 1977 and 1978 seasons, this particular Ducati 900SS participated in an amateur racing championship held at the Vallelunga circuit in Italy (see book, photographs, and race results on file). The Ducati was modified appropriately: a high-level exhaust system being fitted; the rear shock absorbers changed; the side panels cut down; a Veglia competition rev counter fitted; and various other parts lightened or removed. After 1978 the Ducati was used on the road, being refitted with the removed parts and a dual seat. It has never been restored, though the fuel tank has been repainted, while the brakes and carburettors were overhauled recently (in 2018). Various spare parts come with machine to include the high-level exhausts, side panels, air filter cages, chain guard, seat, various decals, and an owner's manual. Offered with Italian registration papers.

**£25,000 - 32,000**

**€28,000 - 36,000**



373

**1974 DUCATI 250CC MARK 3 DESMO**

Registration no. SNX 98M

Frame no. 104220

Engine no. 112011

Designed by Fabio Taglioni, Ducati's first overhead-camshaft single appeared in 1955; Desmodromic valve operation was a feature of the racing versions and would later be applied to the sportier roadsters. In 1968 Ducati launched the first of the legendary 'Desmo' roadsters in 250cc and 350cc (actually 340cc) capacities, these two top-of-the-range super sports variants being distinguishable from the valve-spring models by virtue of their extra chrome and, from 1973, bright yellow paintwork. Today, these first production Desmos are among the most collectible of Ducati singles. This 250 Desmo was purchased by the current vendor in July 1983 having had four previous owners. A 'frame upwards' restoration was commenced later in the 1980s, the engine being rebuilt by marque specialist Rick Walker of Wisbech (brother of Mick Walker) in 1990. At the same time the electrics were completed rewired in accordance with the workshop manual. More recently, the machine has been repainted, the original exhaust re-chromed, a new down-pipe fitted, and new decals applied. The odometer reading at time of restoration was 41,695km, and the Ducati has covered an additional 2,917 miles since then. Accompanying paperwork consists of sundry restoration invoices, an old-style registration document, MoT to September 2018, and a V5C Registration Certificate.

**£3,800 - 4,200**

**€4,300 - 4,700**



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.

374

*The property of Alan Cathcart*

## **1987 DUCATI 851 'SUPERBIKE EDIZIONE 11/1987' RACING MOTORCYCLE**

Frame no. ZDM851S850009

Engine no. ZDM851W4B000445

- *The first customer-delivered Desmoquattro*
- *Owned from new by Alan Cathcart*
- *Very little used (circa 500miles/800 kms)*
- *Laid up for circa 20 years*
- *Restored in 2014 to 100% original condition; used only three times since on a racetrack*



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

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

Riding the factory prototype, Marco Lucchinelli had won the Battle of The Twins (BoTT) race at Daytona in March 1987, and Ducati then spent the rest of the season on development prior to the production version's launch at the Milan Show in November.

Two models were available initially: the 851 Strada and 851 Superbike Kit, the latter being the first of many limited edition 'homologation specials' produced to satisfy World Superbike Championship requirements. The major differences were the Kit's closer-ratio gearbox and 17" Marvic magnesium wheels (16" Marvic/Akront composite on the Strada). In total, 54 were allocated to the United States market with a further 152 for the rest of the world. When the 851 was revised for 1989, a white frame/red bodywork colour scheme was adopted, thus rendering the early Tricolore models collectible overnight.

The first four frame numbers were assigned to the factory pre-production prototypes, following which seven hand-built customer racers were completed in November 1987. Only these first seven are known as the 'Superbike Edizione 11/1987', all others being 1988 models. This year marks the 30th anniversary of the World Superbike Championship's inaugural season, for which the Ducati 851 was produced; indeed, ridden by Marco Lucchinelli, the 851 won the very first WSBK race in April 1988 at Donington Park.

This machine - frame number '850009' - was allocated to world-renowned award-winning journalist and motorcycle racer, Alan Cathcart, and is the first customer Desmoquattro to leave the Bologna factory.

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



Alan had his friendship with Massimo Bordi to thank for the privilege of being first in line, plus the fact that he intended to race the Ducati that European winter in the BEARS (British, European, America, Race Series) in New Zealand, commencing mid-December. Sadly, it was not to be; the Desmoquattro remained impounded at Milan airport, embroiled in an Italian customs industrial dispute, and Alan was forced to contest the BEARS races on Bob Brown's ex-Kevin Magee air-cooled Ducati F1 twin, which he bought and went on to race successfully at Daytona in March 1988.

Back in Europe, Alan at last took delivery of '850009', though a mystery ignition ailment saw it sent back at the factory almost immediately. It wasn't all bad news, for the Bob Brown-prepared F1 proved to have the beating of all the new-model 851 Superbike Kits that Alan crossed swords with that season, much to Massimo Bordi's chagrin. Bordi had promised Alan a factory-specification Desmoquattro engine, but this never arrived because the factory was experiencing problems with the crankcases cracking on the Desmoquattro engine. Parts were in short supply: one reason why Ducati factory rider Marco Lucchinelli did not contest the full inaugural World Superbike Championship season on his factory 851. Cracking crankcases was a common problem because the Desmoquattro produced too much power for the 851's Pantah-based bottom end.

Indeed, after it finally arrived after the resolution of the customs strike, the crankcases cracked on only the Ducati's second outing. Ducati sent a new pair free of charge, but Alan preferred to wait before rebuilding the engine with the later (1989-onwards) and much stronger production crankcases, after which it proved totally reliable. Ducati's replacement crankcases (still in their factory wrapping) are included in the sale.

From 1991 onwards, racing commitments with Bimota meant that Alan had little time for the Desmoquattro, which got consigned to the back of the garage, remaining untouched for more than 20 years. In 2014, the Ducati was restored by Alan's former race engineer, Alistair Wager, and returned to the track at that year's Bikers Classic event at Spa Francorchamps. Since then, Alan has twice ridden his Desmoquattro at Donington Park (2015 and 2016) for a seven-page article published in Classic Bike Guide (October 2017 edition, copy available).

Restored to 'as new' condition and last used in August 2016, '850009' - the first customer-delivered Desmoquattro - represents a wonderful opportunity for the Ducati collector to own an important piece of the Bologna factory's history.

**£35,000 - 45,000**  
**€39,000 - 51,000**

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.

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

375 N

## 1990 DUCATI 851 SP2 BY NCR

Registration no. not UK registered

Frame no. ZDM888S 000007

Engine no. ZDM888W4 000027/NCR

- Number '07' of the SP2 series
- Built for a member of the Ducati team staff
- Never raced
- 920cc NCR engine and numerous special parts
- Original parts included



Ever since the arrival of its water-cooled, eight-valve, v-twin superbike in the late 1980s - the 851 - Ducati has pursued a policy of offering limited edition, higher-specification variants of the standard model, one of the first of these ultra-desirable modern classics being the SP2. Introduced part way through 1990 and based on the 851 Biposto, the SP2 came with the 888cc engine first used in the works racers and featured superior Öhlins suspension at front and rear.

This limited edition SP2 was made in 1990 and is number '07' of approximately 485 built. It has been extensively modified to full racing specification by the legendary NCR race-shop, and is essentially the same as the 'Fast by Ferracci' Ducati used by Doug Polen to win the 1991 World Superbike Championship.

'NCR' stood for the names of its founders: ex-factory race mechanics Giorgio Nepoti, Rino Caracchi, and Luigi Rizzi, although after Rizzi's early departure the 'R' stood for Racing. NCR was founded in 1967 in the small town of Borgo Panigale on the outskirts of Ducati's hometown of Bologna.

Situated a stone's throw from the Ducati factory, NCR functioned as the semi-official race team from the early 1970s, there being no direct works involvement at that time. The Nepoti/Caracchi philosophy was that everything could be improved, lightened or made more powerful, and like all truly great tuners they paid attention to the smallest detail in the knowledge that racing would inevitably expose any weaknesses. Their emblem, a speeding cartoon dog wearing a helmet, is recognised the world over. NCR is perhaps best known for supplying the Ducati ridden by Mike Hailwood on his comeback ride at the Isle of Man TT in 1978.

It is understood that this machine was built by NCR for one of the Ducati team's lorry drivers but never raced. It is based on a standard SP2 first registered in Bologna on 20th February 1990 (registration document on file). The engine is 920cc in capacity and the machine incorporates numerous special NCR parts; all the original parts come with it, including the top yoke with its numbered plaque. The vendor previously owned a Ducati dealership where the NCR was used as a display piece.

**£28,000 - 35,000**

**€32,000 - 39,000**

376

## 1998 DUCATI 996CC 916SPS

Registration no. R638 WKU

Frame no. ZDMH100AAVB000821

Engine no. ZDM916W4\*000853\*

- Present owner since 1998
- Less than 4,000 miles
- Marchesini magnesium alloy wheels
- Termignoni race silencers



When the World Super Bikes began in 1988, Ducati were well placed to be competitive in the series, building on the previous successes of Marco Lucchinelli. They eventually took the WSB title in 1990, ushering in an era of success for Carl Fogarty in the nineties. Racing success fed through to sales of road bikes patterned on the racers of the period, and the models changed almost as quickly as the racers.

The Ducati four-valve era began with the 851 and 888 models, alongside a range of unfaired road models. The 888 eventually gave way to the 916 in 1994. Designed by the great Massimo Tamburini, the 916 redefined motorcycle handling, looks, and overall performance. The engine was similar to its forerunner, the 888, and initially of 916cc capacity, but the chassis was completely different, being of stiffer and stronger construction and featuring a single-sided swinging arm for the first time on a Ducati. Tremendous power, coupled with the Showa suspension front and rear, and its massive Brembo disc brakes with four-pot callipers on the front, it was hard to beat. The first model was the 916 Strada, which was joined by the 916SP (Sport Production) then the 916BP (Biposto). Then, in 1997 came the 916SPS (Sport Production Special), a limited edition homologation version with larger 996cc capacity, cast iron fully floating discs, Ohlins rear suspension, carbon fibre fairing and parts.

The SPS featured a number of engine and mechanical updates and improvements, including different camshafts, crankshaft, conrods, and a lighter frame, all of which resulted in a boost to the power output.

R638 WKU was purchased by the vendor in July 1998, when a mere 6 months old, and it has formed part of his small private collection. This machine is number 211 of the 250 built. Since acquiring the machine, the vendor has used it most years, but for very limited mileages only, and consequently it has not yet recorded 4,000 miles. In approximately 1999 the owner purchased the Marchesini magnesium alloy wheels, the Termignoni carbon fibre racing silencers, plus the carbon fibre air tubes, airbox, and rear suspension shrouds. All the original wheels and parts will accompany the SPS when it is sold. During the present ownership the vendor advises us that the bike has been regularly serviced, and was fitted with new cam belts in 2016.

Documentation comprises a current V5C, an old V5, some expired MoT certificates, sundry invoices, the original Owner's Manual and service booklet, and a Ducati brochure.

**£15,000 - 19,000**

**£17,000 - 21,000**

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

377 N

## 1971 MOTO GUZZI 748CC V7 SPORT 'TELAIO ROSSO'

Registration no. not UK registered

Frame no. VK11185

Engine no. VK30140

- *First of its kind in the Netherlands*
- *Three owners from new*
- *Recently restored to 100% original specification*
- *Registered in the Netherlands*



Moto Guzzi's venerable 90-degree v-twin engine first appeared in a motorcycle in December 1965 when the 703cc V7 was displayed at the International Milan Show. The work of Ing. Giulio Carcano, the man who had masterminded Guzzi's spectacular V8-engined Grand Prix racer, it was the biggest and fastest roadster ever to come out of the Mandello del Lario factory. The Guzzi v-twin would undergo a seemingly never-ending series of enlargements, the first of which, to 757cc, occurred in 1969 on the Ambassador/Special.

By this time Carcano had retired, leaving his successor, Lino Tonti, to create the first true sports version - the V7S (Sport) - in 1971. In creating the V7 Sport Tonti did away with the electrical generator mounted atop the crankcase, opting instead for an alternator carried on the crankshaft nose, thus enabling a much lower frame to be used. In marque expert Mick Walker's words, the result was 'an amazing transformation of a formerly staid, overweight package.' Together with its new 'Telaio Rosso' (red frame), the V7S featured a 749cc engine to qualify for 750cc-class racing, a five-speed gearbox and large-diameter drum brakes, the front a double-sided, twin-leading-shoe unit. With 52bhp available at the rear wheel, the magnificent V7 Sport was good for 120mph.

The V7 Sport offered here is the first of its kind imported into Holland and was used for a road test in Motor magazine (12th November 1971 edition, copy available). Its first owner kept the machine from 6th March 1972 until 22nd July 2008 when it was bought by a collector. He removed the engine and gearbox because the engine needed some work, and the dismantled Guzzi remained in storage until it was bought by the current vendor on 22nd April 2014. The engine was then taken apart and everything checked; the pistons and cylinders were replaced, and at the same time the crankshaft's rod journal was cleaned out and new crankshaft and con-rod bearings fitted. The engine was reassembled with new gaskets and seals. All parts used were new-old-stock. The gearbox and final drive were checked and found to be in fine condition, as were the clutch plates, which were not replaced.

Other works carried out included repainting fuel tank and side panels (which were the wrong color) and re-chroming the fork stanchions. We are advised by the private vendor that the Guzzi is now running nicely and ready for the road. Accompanying documentation consists of a Netherlands registration document, Moto Guzzi Certificate of Origin confirming that it is a genuine 'Telaio Rosso', Dutch instruction booklet and toolkit.

**£24,000 - 30,000**

**€27,000 - 34,000**

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

378

## 1972 HONDA CB750 K2

Registration no. CVO 451K  
Frame no. CB750-2000182  
Engine no. CB750E-2000064

- *Part of private collection*
- *Engine/gearbox rebuilt*
- *Iconic model*
- *Early K2 model*



Soichiro Honda began motorcycle production in 1946, with a batch of Japanese army surplus engines which he built into motorcycles; he then started to produce his own engines along similar lines. Unusually, compared to later Honda practice, these first engines were two-strokes, and amazingly, for a company which also later became so associated with technical innovation, the machine was effectively a throwback, in terms of its frame layout, girder forks, and belt drive, to the machines of the early twentieth century. Development and expansion continued apace throughout the 1950s, and in the latter part of that decade began to register in the consciousness of the British public, particularly when the factory sent a team to compete in the TT in 1959. Although this initial attempt on the TT resulted in a team prize, their best-placed machine was 6th.

The model range evolved throughout the 1960s, and, for most of the decade, the largest machine to appear in it was the CB450 twin. Then, in 1969, they released what most consider the first 'superbike' – their ground-breaking, four cylinder, overhead camshaft 750. This machine ran through the 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, after a few intermediate K0 models, the new K1 appeared with improvements to the carburettor linkages, side panels, and airbox. The side panel badges were altered, and there were other minor changes. On the following K2 models, which appeared in 1972, there were more changes; mainly to fork shrouds, silencers, and switchgear.

This K2 model started its life in the USA, where it remained until being shipped to Southern Ireland, and thence to the UK in 2011, when purchased by the present owner. He registered it in September of that year and ran the bike, but was unhappy with the running. Eventually, in 2015, he put the bike into the hands of D and M Engineering to investigate the poor running. There followed a comprehensive engine/gearbox rebuild which addressed all mechanical issues, and also refurbished the cosmetic finish of the engine/gearbox unit (invoice on file). Since completion of the rebuild, the Honda has completed only 130 miles, so will require further running-in by the new owner.

Documentation comprises a current V5C, the aforementioned rebuild invoice, two expired MoT certificates, and a reproduction owners handbook.  
**£6,000 - 8,000**  
**£6,800 - 9,000**

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.

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



379  
**2007 DUCATI 992CC SPORT CLASSIC1000**  
Registration no. LJ07 MDE  
Frame no. ZDMC101AA6B004255  
Engine no. ZDM992A2-030050

In 1970 it was apparent that the future of motorcycles lay in larger capacities and Ducati developed a 750 v-twin, which became the 750GT, and thus began a line of, arguably, some of the most beautiful motorcycles of the nineteen seventies. Capacities ranged from 750, through 860, and onto 900. In 2006 Ducati decided to capitalise on the looks and style of past models, but with modern technology, so they created a small range of new bikes evoking the classic seventies machines. Having purchased a new Sport Classic in 2007, the vendor had enjoyed it so much that he subsequently regretted selling it when it was a few years old. Consequently, he later purchased this low mileage example in 2012. To further add to the retro looks, the owner fitted the stainless steel Conti-style exhaust pipes and silencers, and the EVR clutch cover and springs. All the original parts will accompany the bike. Part of his private collection, he has used it most years, but for very limited mileages only, and consequently it has not yet recorded 7,000 miles. The vendor advises us that the bike has been regularly serviced, and was fitted with new cam belts in 2016. Documentation with the Sport Classic comprises a current V5C, the first owner's purchase invoice, some expired MoT certificates, sundry invoices, the original Owner's Manual and service booklet, plus a Ducati brochure.

**£8,000 - 10,000**  
**€9,000 - 11,000**



380  
**1975 SUZUKI GT750M**  
Registration no. KCM 131 N  
Frame no. GT750-53614  
Engine no. GT750-58409

By 1971 most motorcycle manufacturers who weren't producing a 'superbike' were well on the way to doing so, playing catch-up with Honda after the release of the CB750. Suzuki were no different to the others, and had been working on a range of triples which included a big bike flagship, the GT750. Announced in 1971, and entering the market in 1972, the GT750 fitted the bill in terms of exotic elements with multi cylinders, water cooling, and a five speed gearbox. Early models had a four leading shoe front brake and were capable of effortless cruising at (for the time) relatively high speeds. Following criticism of the brakes the GT was fitted with twin front discs the following year. KCM 131N is a GT750M dating from 1975, sold new in the USA, and believed to have spent its life in California. It was imported to the UK in 2011 and purchased by the vendor and registered in the same year. Indicated mileage is 11,515, which the vendor believes to be the total mileage from new. He also believes the machine to be substantially original in its entirety, except for the tyres, with original paint, chrome etc. The bike has formed part of the owner's private collection and has been used some years since acquisition, but only for limited mileage. Documentation comprises a current V5C, and some expired MoT certificates (the last expiring 2015).

**£5,000 - 7,000**  
**€5,600 - 7,900**



All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

381

## 1998 DUCATI 916 SENNA III

Registration no. S877 CSC  
Frame no. DMS916S1-013185  
Engine no. 013665

- Family ownership since 2005
- Less than 6900 miles
- Termignoni race silencers



Ducati's four-valve era models began with the 851 and 888 models, alongside a range of unfaired models. The 888 eventually gave way to the 916 in 1994. Designed by the great Massimo Tamburini, it redefined motorcycle handling, looks, and overall performance. The engine was similar to its forerunner, the 888, and initially of 916cc capacity, but the chassis was completely different, being of stiffer and stronger construction and featuring a single-sided swinging arm for the first time on a Ducati.

Tremendous power, coupled with the Showa suspension front and rear, and its massive Brembo disc brakes with four-pot callipers on the front, meant it was hard to beat. The first model was the 916 Strada, which was joined by the 916SP (Sport Production) then the 916BP (Biposto). Then, in 1997 came the 916SPS (Sport Production Special), a limited edition homologation version with larger 996cc capacity. In tandem with these 916 models ran the limited edition 916 Senna in versions I, II, and III. 300 of each version were built in 1995, 1997, and 1998 respectively, under a special licensing agreement with the Ayrton Senna Foundation, whereby a royalty payment for each machine bearing Senna's name would go to the charitable foundation. Senna, who was a Ducati owner himself, was instrumental in this arrangement prior to his tragically early death in 1994.

Essentially the 916 Senna was equipped with some of the 916SP specification parts such as the Ohlins rear shock absorber, aluminium subframe, fully floating cast iron discs, were finished in a special paint scheme, and bore the limited edition number plaque on the top yoke. This machine is number 281 of the 300 examples of the Senna III.

S877 CSC was purchased by the vendor's brother in 2005, then the machine passed to his father, and then to the present vendor in 2013. During the current ownership the machine has been hardly used, although the vendor has kept it in roadworthy condition, and advises us that it was last serviced and MoT'd in May 2017, when it had a new front tyre, new cam belt, and a new battery (receipt on file). It is fitted with a Datatool alarm system and Termignoni carbon fibre racing silencers. The original silencers will accompany the Senna when it is sold.

Documentation consists of a current V5C, the current MoT, an expired MoT, purchase invoice from 2005, the original Owner's Manual and service book, plus Datatool alarm details and sundry papers.

**£10,000 - 12,000**  
**€11,000 - 14,000**

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

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



382

**1998 DUCATI 996CC 916 SPS**

Registration no. R13 GSX

Frame no. ZDMH100AAWB001453

Engine no. ZDM996W4001614

Introduced for 1994, the Massimo Tamburini-styled 916 superbike and its subsequent evolutions captured the motorcycling public's imagination and established Ducati as one of the world's foremost brand names. Within a short time, the original 916 Strada was superseded by the Biposto (two-seat) version and the higher specification SP. The latter's engine remained at 916cc but added twin fuel injectors and bigger valves to the package for increased power and torque. Next came the ultra-exclusive 916 SPS ('Sport Production Special') of which only 1,462 examples were made (plus 202 of the UK-only 'Fogarty Replica' version). Despite the name, the 916 SPS enjoyed the advantages of an over-bored engine displacing 996cc and delivering a mighty 132bhp at the rear wheel. Of all the members of the 916 family, the SPS and closely related 'Fogarty Replica' are considered the most collectible. Number '0926' of the series, this 916 SPS was sold new in Germany and imported into the UK in 2001, receiving the private plate 'R13 GSX'. Following a main bearing failure, the previous owner garaged the Ducati, which was purchased by the current vendor in October 2017. Since then the engine has been rebuilt with all new parts (including the crankshaft) by marque specialists, Cornerspeed. Cornerspeed's bill for £3,672 is on file together with another for a clutch rebuild/upgrade in 2005 and a V5C Registration Certificate.

**£13,000 - 17,000**

**€15,000 - 19,000**



383 N

**1994 DUCATI 916 MONOPOSTO**

Registration no. not UK registered

Frame no. ZDM916S 001770

Engine no. ZDM916W4 001587

Although Ducati's water-cooled 8-valve v-twin had been around for seven years, and won three World Superbike 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. For the first year of production (1994), all Ducati 916s were built in Monoposto (single-seat) form, as seen here; the first Biposto (two-seat) models did not appear until 1995. It is one of 1,443 Ducati 916 Monoposto models built for the European market in 1994. A fire at Ducati's Bologna factory meant that the first 916s were assembled at Cagiva's plant in Varese. Currently displaying a total of 46,572 kilometres (approximately 28,900 miles) on the odometer, this Ducati 916 Monoposto is offered from a private collection and presented in spotless condition, fitted with new clutch plates and ready to use. A wonderful opportunity to acquire a fine example of this highly treasured, collectible, and sought-after model dating from the first year of production. The machine is offered with Netherlands registration papers.

**£9,000 - 11,000**

**€10,000 - 12,000**



All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

384 N

### 1999 DUCATI 996 SPS2

Registration no. not UK registered

Frame no. ZDMH100AAXB002240

Engine no. ZDM996W4 018064

Ever since the iconic original 916 Strada Ducati has pursued a policy of offering limited edition versions boasting increased power and higher quality equipment, the first of which was the 916 SP. Next came the ultra-exclusive 916 SPS (Sport Production Special) only 400 of which were made. Despite the name, the 916 SPS engine displaced 996cc and delivering a mighty 132bhp at the rear wheel. For 1999 the 996 replaced the 916 and once again there was a higher-specification 'SPS' version topping the range. The 996 SPS's top speed was around 175mph and this exclusive model cost £18,650 in 1999, making it one of the world's most expensive production motorcycles. The machine offered here is the very rare 996 SPS2 version of Ducati's 996 SPS. This model was built for the European market only and came with the full power SPS motor, Öhlins rear shock absorber, and Marchesini wheels, but had fewer carbon-fibre components, such as the front mudguard. Only 150 were built: 52 fewer than the legendary Foggy Replica. We are advised by the vendor that this example has been well maintained and is in superb condition. With a little over 8,000 kilometres (approximately 5,000 miles) recorded, it has never seen a drop of rain. The machine is offered from private collection and comes with Belgian registration papers.

£9,500 - 12,000

€11,000 - 14,000



385 N

### 1994 DUCATI 750SS

Registration no. not UK registered

Frame no. ZDM750SC006331

Engine no. ZDM748A2C006625

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. This gap would be filled first by the 900SS that arrived in 1991, reviving one of the great model designations from the Bologna factory's past. The newcomer used a development of Ducati's long running 'belt drive' v-twin motor that had first appeared in 1978 in the Pantah 500. Air-cooled and two-valves-per-cylinder, the 80bhp 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 and while ultimate performance was down on that of the superbike, with a top speed of 140mph the 900SS was more than enough for the majority of riders in everyday conditions. 750SS and 600SS versions followed soon after, the former's 60bhp maximum being good enough for a top speed of around 125mph. This particular Ducati 750SS was purchased in 2017 from the former owner in Germany. Said to run well, the machine features Termignoni exhausts and braided steel brake lines. Offered with German registration papers.

£3,700 - 4,200

€4,200 - 4,700



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.

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



386 N  
**1993 DUCATI 750SS**  
Registration no. not UK registered  
Frame no. ZDM750SC004516  
Engine no. to be advised

Alongside its eight-valve, water-cooled, v-twin 1990s superbike - the 916 – Ducati offered a range of sports models powered by derivatives of the four-valve, air-cooled twin that had been around since 1978 when it debuted in the Pantah. Cheaper to run and insure than a superbike, the 'SS' range came in three versions powered by engines of 600cc, 750cc, and 900cc, all of which shared the same trellis-type frame as the 916 and similarly sexy styling. Relatively light (395lbs) and nimble, the 750SS was no sluggard, boasting a top speed of around 125mph. This particular Ducati 750SS has been properly maintained (cam belts changed every 10,000km) and is presented in very good condition, currently displaying a total of 68,909 kilometres (approximately 42,800 miles) on the odometer. The machine has been fitted with a second front disc brake, while other upgrades include Technoflex suspension front and rear, carbon-fibre rear mudguard, and a carburettor heating kit. The exhaust is new, but original Ducati. Ready to ride, this well-maintained Ducati 750SS is offered from a European private collection.

**£3,000 - 4,000**  
**€3,400 - 4,500**



387 NMTN \*  
**C.1986 DUCATI 400 F3**  
Registration no. not UK registered  
Frame no. ZDM750R\*7500030\*  
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 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 after 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. Please note, this lot is subject to 5% import VAT on hammer price and buyer's premium (denoted by \* in the catalogue) in addition to VAT at 20% on the hammer price (denoted by NMT in the catalogue) in accordance with HMRC's NOVA Scheme.

**£4,000 - 6,000**  
**€4,500 - 6,800**



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 completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

388

### 1980 BENELLI 350 RS

Registration no. not registered

Frame no. 14550

Engine no. 11389

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

£1,000 - 1,500

€1,100 - 1,700



389

### 1980 DUCATI 497CC 500SL PANTAH

Registration no. not UK registered

Frame no. to be advised

Engine no. to be advised

Launched at the Milan Show in December 1979, the Fabio Tagliani designed Pantah was a new landmark in the Italian marque's remarkable history. Its 74mm bore x 58mm stroke 500cc 90 degree vee-twin engine drove the desmodromic overhead camshafts by toothed belt and was mounted in a steel trellis frame, setting a specification that grew initially to spawn the 600cc TT2 and 750cc T1 racers. The first version of this new engine offered a claimed 50bhp at 8,500rpm to give a top speed of 115mph, but the model proved not to be a great seller. Machines of the 1980 first year of production, like this example, are becoming rare and can only appreciate in value as the Ducati legend continues to grow. This machine is not yet UK registered and comes with a NOVA document. It was reportedly restored in Italy before being imported to the UK, with front brakes uprated and a non standard exhaust, possibly to overcome the reported strangulation of the original standard system. It is a very attractive machine that starts readily and runs well; bidders may wish to examine it in detail to confirm that its appearance is reflected in the standard of the recent work.

£4,000 - 5,000

€4,500 - 5,600



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.

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



390 N

**2000 MV AGUSTA 750CC F4 S '1+1' BIPOSTO**

Registration no. not UK registered  
Frame no. ZCGF401AAYV002353  
Engine no. to be advised

Introduced to the public at the 1998 Milan Show, the F4 has already become part of MV legend. In a publicity masterstroke, the factory announced that, most unusually, production would commence with a limited edition run of just 300 very special F4s: the 'Serie Oro' (Gold Series). Production, at the leisurely rate of just three machines per day, commenced late in 1999 at MV's new factory at Cassinetta di Biandronno, Varese. Once the batch of Serie Oro models had been completed, the factory commenced manufacture of the mainstream F4 S (Strada) in 2000. The F4 was designed by the late Massimo Tamburini, creator of the Ducati 916, and its inspired styling stands out above all else. Now almost 20 years old, the F4 would still look futuristic if it were to be released as a new model today. It is a most fitting tribute to Tamburini's genius. Dating from the first year of production, this MV Agusta F4 S has covered only some 24,000 kilometres (approximately 14,900 miles) from new and is described by the vendor as well maintained, totally original, and in superb condition. The machine is offered with Belgian registration papers and an invoice for a major service.

**£7,000 - 9,000**  
**€7,900 - 10,000**



391

**1975 DRESDA-HONDA 900CC**

Registration no. LJD 816P  
Frame no. DA322  
Engine no. CB750E-2343005

This Dresda-Honda was the prize in a Motor Cycle News 'spot the ball' competition in 1975 and won by Mr Norman Gardner of Roehampton. Correspondence contained within the extensive history file indicates that he kept the Dresda for some 24 years before selling it to Paul Miles of Hampton in June 2000. Mr Miles then restored the machine, having it repainted in its original livery, getting the original exhaust system re-chromed, and carrying out extensive mechanical re-commissioning. In July 2004 the Dresda was sold to its next owner, Anthony Allen of Chatteris, Cambridgeshire and in May 2005 was purchased via GB Motorcycles, Wiltshire by the previous registered keeper. Since then the machine has won the 'Best Chopper/Custom Bike' award at the Ace Café '70s Day, been featured in various magazines, and been reunited with its creator: Dave Degens (see photographs on file). Dave even managed to find the original solo seat intended for the bike. The current vendor purchased 'LJD 816P' at Bonhams' Stafford Sale in October 2014 (Lot 243), since when it has been re-commissioned and ridden on numerous occasions, including Ace Café events. Well-documented and little used, this unique Dresda-Honda is offered with current MoT, a V5C registration document, and the aforementioned file, the latter containing two very rare original Dresda brochures. It also comes with CD-ROMs of photographs and magazines in which it features, plus others containing articles on the Dresda marque. It should be noted that the glassfibre fuel tank has suffered degradation caused by the ethanol in modern petrol.

**£6,500 - 8,500**  
**€7,300 - 9,600**



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.

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

392

### 1955 MOTObI B200 SPRING LASTING

Registration no. 939 UYL

Frame no. 3703

Engine no. 3703

Italy's oldest surviving motorcycle manufacturer, Benelli was founded in Pesaro in 1911 by the six Benelli brothers. The firm diversified into the field of powered transport immediately after WWI, introducing the first proper Benelli motorcycle in 1921. In 1950 Giovanni Benelli left the family firm to set up 'MotoBi', introducing a range of lightweights powered by distinctive egg-shaped two-stroke engines featuring horizontal cylinders. A range of four-strokes was built later but the overall look of the engine remained the same. MotoBi was reabsorbed by Benelli in 1962 and sometime later the bikes were re-badged as Benellis. This two-stroke Motobi twin was imported from Italy and has had only one owner in this country. The machine was fully restored during 2014/2015: re-bore and new pistons; crankshaft rebuilt and all other internals refurbished; all bodywork taken back to bare metal and repainted; new electrical wiring; wheels refurbished; and all aluminium polished to a high standard. The seat, rear mudguard, and silencers are the only notified deviations from factory specification, while we are advised that the carburettor would benefit from being re-jetted. On completion, this Motobi placed 1st in the Continental Class at the Newark Winter Classic Show in 2015; the certificate is on file and the machine also comes with a dating certificate, HMR&C correspondence, and a V5C Registration Certificate.

£7,000 - 9,000

€7,900 - 10,000



393 N

### C.1975 MV AGUSTA 125 SPORT

Registration no. not UK registered

Frame no. 21801198

Engine no. 21801003

MV Agusta's first 125cc production roadster - the Gran Turismo - appeared in 1954 with single-cylinder overhead-valve engine, a format MV's 125 would retain until the end of production in 1977/78. Disappointed by the poor sales of its 1960 line-up, which featured a trio of newcomers with engines displacing 99, 235 and 300cc respectively, MV Agusta returned to the more traditional capacity classes in 1961, launching the all-new Centomila in 125 and 150cc variants. They were powered by an overhead-valve four-stroke single built in unit with a four-speed gearbox, which went into MV's familiar set of lightweight cycle parts. At the 1965 Milan Show the 125/150 range was updated with five-speed gearboxes, the 125 being offered in two guises: GT, with 8bhp engine, and the more sporting GTL, which had 9.6 horsepower on tap. MV's quarter-litre roadster was completely redesigned for 1975, emerging as the beautiful 125 Sport, surely one of the most attractive four-stroke singles ever made. An alloy cylinder barrel and electronic ignition were features of the fashionably styled engine, which produced 14bhp at 8,500rpm, good enough for a top speed of around 75mph. The unit was housed in a very neat, silver finished, duplex cradle frame equipped with Ceriani forks and Scarab front disc brake. Like their larger siblings, the small MVs were very expensive which explains why so few of these the exquisitely engineered little bikes were sold in this country. The Italian private vendor advises us that this MV Agusta 125 Sport is completely original and untouched, even retaining its original tyres, keys, and tool kit. A total of 18,674 kilometres (approximately 11,600 miles) is displayed on the odometer. Carrying 'TO' (Turin) registration plates, the machine is offered with Cessazione della Circolazione per Esportazione paperwork showing that its registration has been cancelled in preparation for export.

£2,600 - 3,200

€2,900 - 3,600



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.

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



394

**1986 KAWASAKI GPZ750R**

Registration no. C627 PJM

Frame no. ZX750G-007673

Engine no. ZZY50GE-007744

It was inevitable that the GPz750R, introduced at the same time as the mould-breaking GPz900R, would be condemned to live in the shadow of its attention-grabbing bigger brother despite being, as Bike magazine put it, 'a Ninja in very way'. According to Britain's best-selling motorcycling journal, the GPz750R 'combines the 900's much acclaimed chassis with an engine that is reduced in size from 908 to 748cc but which delivers its power in an identical fashion – there's just less of it.' Less power there might have been but the GPz750R was still good for a top speed knocking on 130mph. Previously treated to a full restoration to an exceptional standard with no expense spared. Photographically documented on an accompanying CD-ROM (viewing recommended), the restoration included a full engine rebuild; frame blasted and powder coated; swinging arm overhauled and repainted; new paintwork and decals; instruments and switch gear overhauled; wheels blasted and repainted; all bearings, cables and running gear replaced; and the carburettors stripped and rebuilt. New parts fitted include the seat, screen and exhaust. Presented in effectively 'as new' condition, having covered approximately 250 miles since the rebuild, this rare classic Kawasaki was purchased by the current vendor at Bonhams' Harrogate auction in 2014 (Lot 32) and has been in storage since. Offered with manufacturer's brochure, SORN paperwork, some expired MoTs and V5C registration document.

**£4,000 - 5,000**

**€4,500 - 5,600**

**No Reserve**



395

**1989 KAWASAKI GPX600R**

Registration no. F660 EUX

Frame no. ZX600C 011047

Engine no. ZX600AE 067684

One of the most commercially important market sectors, the 600cc or 'Supersport' class was created overnight by Kawasaki's introduction of the GPZ600R in 1985. The GPZ ('Ninja' in the USA) featured a water-cooled, 16-valve, six-speed engine/gearbox unit housed in a steel perimeter chassis clad in 'race replica' bodywork, an outstandingly successful formula that would be copied by every other Japanese manufacturer within a few years. In 1989 the original GPZ600R was joined by the more powerful GPX600R, which featured a new engine with more-compact valve gear and the alternator repositioned above the six-speed gearbox, innovations already seen on the GPX750R. There was also a new tubular steel cradle frame rather than the GPZ's perimeter type. Previously treated to a partial restoration. Works carried out include repainting the bodywork and fuel tank; blasting and repainting the wheels and footrests; overhauling the switch gear and carburettors; and fitting new silencers, chains, sprockets and tyres. Ridden and dynamometer tested when finished, the machine is described as in generally good condition. This GPX600R was purchased by the current vendor at Bonhams' Harrogate auction in 2014 (Lot 35) and has been in storage since. Offered with dynamometer printout, SORN paperwork, V5C document and some old MoTs.

**£3,000 - 4,000**

**€3,400 - 4,500**

**No Reserve**



All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

396

**1993 KAWASAKI ZZ-R600**

Registration no. K718 DAJ

Frame no. ZX600E 005815

Engine no. ZX600DE 048086

'Kawasaki introduced the ZZ-R600-D alongside the ZZ-R1100, and like its bigger brother the 600 was ballistic by the standards of its class. Capable of a genuine 160mph, and all-day comfortable rather than razor-sharp handling, the ZZ-R6 brought grand-tourer status to the middleweight category.' – Practical Sportsbikes. At the time of its introduction for 1990 there was nothing quite like the ZZ-R in the '600' class, which was dominated by 'race reps', arguably the nearest competition being Honda's VFR750. Longer and more generously proportioned than its predecessors, the ZZ-R600 was intended as a sports tourer yet came with the most powerful engine in its class (97bhp). Intended for fast touring it might have been but that did not stop the ZZ-R600 winning the 1990 British Supersport Championship in the hands of John Reynolds. A further measure of the ZZ-R600's unique status and lasting popularity may be gained from the fact that it remained on sale in the UK until 2005. This low-mileage (c.30,000) example had already been fully restored when it was purchased by the current vendor at Bonhams' Harrogate auction in 2014 (Lot 39) and has been in storage since. Presented in effectively 'as new' condition, the machine comes with its original tool kit and is offered with a V5C document and a quantity of expired MoT certificates.

**£2,500 - 3,500**

**£2,800 - 3,900**

**No Reserve**



397

**1990 SUZUKI GSX-R750L 'SLINGSHOT'**

Registration no. G783 SAG

Frame no. GR7AAXXXXX100720

Engine no. R716101055

Suzuki rewrote the 750-class rulebook when it launched the GSX-R750 back in 1985. The 'Gixxer's' development had been heavily influenced by lessons learned from the works TT F1 and Endurance racers; lighter than a 600 and as powerful as a 1000, it made all other super-sports 750s seem flabby and slow. One of the modern era's few instant classics and the sole surviving Japanese 750cc sports bike, the GSX-R750 has been a huge commercial success for Suzuki and enjoys cult status today. Now more than 20 years old, many early GSX-Rs have suffered at the hands of successive owners, a state of affairs that has resulted in well preserved examples, such as that offered here, becoming increasingly sought after by collectors. Previously treated to an extensive restoration by the former owner. Works undertaken include all new paint and decals, wheels blasted and repainted, engine repainted, brakes stripped and repainted, carburetors overhauled, seat re-covered, all plastics refurbished, and the forks stripped and rebuilt. Presented in virtually 'as new' condition, it represents a rare opportunity to acquire a faithfully restored example of Suzuki's iconic 'Gixxer', which can only become increasingly collectible with time. Purchased by the current vendor at Bonhams' Harrogate auction in 2014 (Lot 40) and has been in storage since. Accompanying documentation consists of DVLA-supplied MoT history, V5C registration document and expired MoT certificate (June 2014). A Micron silencer is the only notified deviation from factory specification.

**£3,500 - 4,500**

**£3,900 - 5,100**

**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 completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



398  
**1997 HONDA CB50V DREAM**  
Registration no. P419 UCL  
Frame no. AC15-1005273  
Engine no. AC15E-1005226

A miniature masterpiece, the CB50 Dream was conceived to commemorate Honda's early racing history in the 'tiddler' class, looking very much a modern-day evocation of the CR110 racer of the 1960s. Introduced in 1997, the CB50 Dream had a maximum power output of 7.0bhp at 13,500rpm, with maximum revs a further 1,000 up the scale despite using chain drive for the cams. The gearbox was a six-speeder and the Dream weighed in at an anorexic 157lbs dry. Immensely popular in Japan, the Dream 50 has been produced in various versions over the years, spawning an entire cottage industry of accessory and component suppliers. Honda Racing Corporation (HRC), which builds the CB50 Dream, lists a host of performance enhancing improvements for the model. This example was imported into the UK in 2015 and is currently in the hands of its second owner in this country. The machine received new tyres in 2017 and new fork seals in 2018, and has been fully serviced; otherwise it is untouched since it came from Japan. A total of only some 500 kilometres is displayed on the odometer. The machine is offered with two expired MoT certificates, SORN and DVLA paperwork, a V5C document, sundry bills, and MoT to 31st July 2018.

**£4,000 - 5,000**  
**€4,500 - 5,600**



399 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**  
**€4,500 - 5,600**



All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

400

**1985 HONDA VF1000F-II BOL D'OR**

Registration no. B230 SRE

Frame no. SC15-4002256

Engine no. 4002256

Honda's 1970s domination of the middleweight and heavyweight classes had been achieved with a succession of across-the-frame inline fours, but towards the decade's end the Japanese manufacturer began to turn increasingly to 'V'-configuration engines; the first four-cylinder example, the VF750, arriving in 1982. Smaller VF400 and VF500 v-fours followed, together with the range-topping VF1000F sports-tourer and VF1000R models, the latter (a limited edition 'race replica') distinguished by its gear-driven (as opposed to chain-driven) overhead camshafts. Early VF1000Fs suffered from premature wear to the cams but this had been sorted by the time the revised VF1000F-II Bol d'Or version arrived, its name evoking Honda's endurance racing successes at the eponymous French racetrack. Appropriately enough, Bike magazine took one to the South of France in 1985, discovering that even two-up and fully loaded the big VF returned 45mpg at a steady 80-90mph, giving it range comfortably in excess of 200 miles on a tank full. First registered in the UK in July 1995, this imported example was purchased by the current vendor in August 2016 and was then re-commissioned by Farnham Honda at a cost of £1,331. Accompanying documentation consists of sundry invoices and old MoTs, V5C Registration Certificate, and MoT to April 2019. A total of 47,330 kilometres (approximately 29,400 miles) is currently displayed on the odometer.

**£3,000 - 4,000**

**€3,400 - 4,500**



401 N

**1988 HONDA VFR400R TYPE NC21**

Registration no. not UK registered

Frame no. NC21 1011212

Engine no. NC13E 1041291

Following the arrival of the VFR750R (RC30) race replica in the late 1980s, it was only to be expected that some of its style and technology would rub off on Honda's smaller V4s. The first of these min race-reps was the VFR400 NC21, which was followed by the NC24 with RC30-style single-sided swinging arm. One of the principal differences between the VFRs and the preceding VF models was the adoption of gear drive for the camshafts instead of a chain, the latter having acquired a not undeserved reputation for unreliability. Introduced in 1986, the NC21 featured a full fairing with single headlight, conventional double-sided swinging arm, triple disc brakes, hydraulic clutch, and a front fork incorporating Honda's TRAC anti-dive. Restricted to a maximum of 59PS (59.8bhp) for the Japanese market, these early models were not officially imported into the UK, unlike the successor NC30. Boasting RC30 looks (NC24) and equally exemplary build quality but at a fraction of the cost, the smaller NCs are among the most collectible classics of recent times. Restored to standard specification, this NC21 is described by the vendor as in generally good condition and is said to run well. Offered with Netherlands registration papers.

**£2,200 - 2,800**

**€2,500 - 3,200**



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 completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



402

**1998 HONDA CBR600F**

Registration no. R315 YHL

Frame no. JH2PC31A7WM201126

Engine no. PC25E-2710907

Although Kawasaki effectively 'invented' the 600 class with its GPZ600-R, it was Honda that quickly established dominance of this increasingly important market sector with the CBR600F. Introduced for 1987, the CBR set new standards for the class, and the UK's first batch sold out within weeks of arrival. In 1991 the CBR received a new frame and an updated engine before undergoing a more thorough revision in 1998, re-emerging with an aluminium frame (replacing the steel original) and restyled bodywork. One of the final steel-framed models, this CBR600F was purchased in August 2011 by the current vendor, who then stripped and completely rebuilt it from the ground upwards with no expense spared over the next five years. Although the Honda had seen little use (the current odometer reading is 4,221 miles) the engine was sent to Rick Leddy (RLR Motorsport) for an inspection and service, while the frame was stripped and powder coated, after which the machine was reassembled using new fastenings. The paintwork is original. Upgrades include Öhlins fork internals and rear shock absorber (fitted by KS Performance); K&N air filter and Dynojet carburettor kit (dynamometer tested by KSP); stainless exhaust headers and road-legal silencer; rear-set footrests; Goodridge braided brake hoses; and a steering damper. The machine is offered with MoT to 9th May 2018, a V5C Registration Certificate, and an original Honda brochure that the vendor picked up at the NEC show in 1998.

**£1,500 - 2,000**

**£1,700 - 2,300**

**No Reserve**



403 N

**1996 KAWASAKI GPZ1100**

Registration no. not UK registered

Frame no. ZXT10E006712

Engine no. ZXT100E070036

In 1995 Kawasaki revived the 'GPZ1100' name for a new sports tourer positioned in the range just below the ballistic ZZ-R1100 superbike. The latter's mighty 1,052cc 16-valve engine was retained for the new GPZ in slightly de-tuned specification - no Ram Air, smaller carburettors, and a more restrictive exhaust - and was carried in a conventional tubular steel frame rather than the ZZ-R's more expensive aluminium beam chassis. The gearbox retained six speeds. The front forks were 41mm in diameter; Kawasaki's familiar Uni-Trak suspension propped up the rear; and the 17" cast-alloy wheels and triple disc brakes were the norm for a machine of this class. Its fairing's taller screen emphasised the GPZ's touring credentials, as did the 22-litre fuel tank and comprehensive instrumentation. Sold new in Belgium by an official Kawasaki dealer, this GPZ1100 is presented in original and un-restored condition. Currently displaying a total of 65,126 kilometres (approximately 40,400 miles) on the odometer, this impeccable machine has been maintained well and comes with its original service booklet stamped regularly up to 2007. Kept in a heated garage, it has not been ridden for the last five years and thus is sold strictly as viewed. Nevertheless, the vendor advises us that re-commissioning should be relatively straightforward (carburettors cleaned, new battery, etc). A short-lived model extremely rare in such fine condition, this GPZ1100 comes with an original set of Kawasaki luggage.

**£2,400 - 3,000**

**£2,700 - 3,400**



All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

404 N

**1986 YAMAHA 650CC XJ650 TURBO**

Registration no. not UK registered

Frame no. 11T002044

Engine no. 11T002044

'It's not the addition of a turbocharger which makes the XJ650T so much better to ride than a standard version, but all the other changes. A standard bike will reach 115mph, say, with only a little more fuss than the Turbo, but the fairing allows you to revel in the sensation of speed rather than simply endure the wind blast.' – Bike magazine. Yamaha were the second of the Japanese 'Big Four' to launch a turbocharged production motorcycle, following Honda's CX500 Turbo, and like Honda they chose to bolt the blower to an existing model: the shaft-driven XJ650 sports-tourer. Unusually, Yamaha chose to position the turbo upstream of the carburetors, necessitating the use of a fuel pump, rather than use fuel injection like Honda. With a top speed of around 125-130mph the Turbo was an improvement on the stock XJ (115mph) but the turbocharger's extra complication, and the presence of a fairing, made it appreciably heavier. The fairing though, was reckoned to be one of the very best around, allowing for perfectly comfortable riding at 100mph-plus. The current vendor purchased this rare XJ650 Turbo from its first owner in Holland. Presented in standard specification and said to run well, the machine is offered with Netherlands registration papers.

£4,000 - 4,500

€4,500 - 5,100



405 N

**1987 YAMAHA SRX250F**

Registration no. not UK registered

Frame no. JYA2NV001HA000209

Engine no. 2NV000209

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 600cc SRX-6, which used the four-valve motor from the Ténéré trail bike. The SRX-6's favourable reception led to the introduction of a smaller model along similar lines: the SRX250. The latter used a wraparound frame like its big brother, though with round rather than square tubing, and was powered by a 249cc air-cooled four-valve single-cylinder engine producing 17bhp, which was good enough for a top speed of around 85mph. Wheels sizes were the then not uncommon combination of 16" front/18" rear, with a single disc brake at the front and a drum at the back. Two versions were available: one naked and the other with a cockpit fairing, as seen here. This example has been modified to accept the front wheel and brake disc from another Yamaha, possibly an RD250LC, plus a non-stock calliper. The current vendor purchased the SRX from the second owner. The machine displays a total of 23,138 kilometres on the odometer and is said to run well. Offered with Netherlands registration papers.

£2,700 - 3,200

€2,500 - 3,200



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 completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



406

**1976 HONDA 999CC GL1000 K1**

Registration no. OKP 103P

Frame no. GL1-2011653

Engine no. GL1E-2011941

In a touring market populated in the nineteen seventies by the likes of Harley Davidson and BMW, any competitor would need to be a seriously competent machine. The Gold Wing flat four engine layout moved the bulk of its weight low down in the bike, giving a low centre of gravity and, consequently, stable handling. Main target market for the Gold Wing was the USA. With ample power from the big engine it was a true grand tourer. OKP 103P was imported to the UK in 2015, and registered in January 2016. The present owner purchased it in February 2016 (invoice on file), with approximately 15,100 recorded miles, which is believed to be correct. The vendor has added some 1,400 miles to this total, using the machine regularly during the summer months only. It has been kept garaged, and never used in rain or bad weather. Imported from the USA, the bike is believed to have spent all its life in California, and certainly presents as a very clean and original example. The only known departure from standard is the addition of a Vetter Mark 3 handlebar fairing and Honda crash bars. Documentation comprises a current V5C, an older V5C, some expired MoTs, an owner's manual, and the aforementioned purchase invoice, together with sundry papers. The vendor will have a new MoT in place for the sale, as the machine will be ridden to the sale.

**£5,000 - 8,000**

**€5,600 - 9,000**



407 N

**1976 KAWASAKI Z900 A4**

Registration no. not UK registered

Frame no. Z1F 099752

Engine no. Z1E 134913

Having established its performance credentials with the Mach III two-stroke triple, Kawasaki went on to ace the opposition again with the awe-inspiring Z1. The model had been planned in 750cc form in the late 1960s but was beaten to the showroom by Honda's CB750. Kawasaki's proposed superbike already had two overhead camshafts to the Honda's one, so its designers redrew the motor as a 900. Launched in 1972 at the Cologne Show, the big 'Zed' set new road-bike performance standards, at least as far as straight-line speed was concerned. With 82bhp on tap, top speed was around 130mph, but if the rider used all that power on twisty roads, things could get exciting. As a fast tourer though, the Z1 excelled. In 1976 the model was mildly revised and renamed 'Z900', gaining a second front disc brake and 26mm carburettors among other more minor changes. Charismatic in the extreme, these early 'Big Zeds' are served by an enthusiastic owner's club and are increasingly sought after today. Few bikes from Japan have had as big an impact on the motorcycling world. The vendor advises us that this Z900 was restored to standard specification in 2017 and is in generally very good condition, running well. Offered with Belgian registration papers.

**£10,000 - 12,000**

**€11,000 - 14,000**



All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

408

**1974 KAWASAKI 903CC Z1A**

Registration no. FRN 127 M

Frame no. Z1F21560

Engine no. Z1E21513

Kawasaki's 903cc Z1 was introduced in 1972, offering 82bhp and a claimed top speed of 130mph, the first Japanese four-cylinder model to offer double overhead camshafts in a production machine. It brought a new standard of performance, 'Motor Cycle News' recording a maximum of 134mph at Fulbeck airfield in Lincolnshire, one staff member paling visibly when talking of simply watching the performance. The machine also set a new 24 Hour Endurance record of 2631 miles at 109.6mph on Daytona Speedway in America. It changed riders' perceptions of performance and was acclaimed 'Motor Cycle News' Machine of the Year four years in a row, from 1973 to '76. This fine example of a landmark machine was bought in the restored condition shown here and has been used only for leisure and pleasure riding by the owner. It is offered with a V5C and we're advised by the vendor it is in running order; bidders may wish to examine the machine in detail to verify its authenticity.

**£10,000 - 12,000**

**€11,000 - 14,000**



409 N

**1978 HONDA CB400A HONDAMATIC**

Registration no. not UK registered

Frame no. CB400A 2051437

Engine no. to be advised

Honda first offered a 400cc twin in 1977 alongside the established four-cylinder CB400F. The new CB400T was soon updated to 'N' specification, featuring Honda's 'Euro' styling and Comstar wheels, while alongside the conventional model Honda offered the automatic-transmission CB400A, one of the earliest examples of this form of transmission applied to a mass-produced motorcycle. As one might expect, the CB400A Hondamatic was aimed at buyers in the USA, where automatic transmission was the norm for cars, with few sold in Europe. To suit the characteristics of the two-speed, torque converter transmission, the engine was de-tuned to produce its maximum power and torque at lower revs. Nevertheless, the CB400A could manage a top speed of 95mph and return an impressive 59mpg. 'It's quite possible to hold an indicated 80mph and through town the lack of gear-changing turns into a positive speed advantage,' reckoned Bike magazine's tester, Peter Watson. Offered from a private collection, this rare CB400A is presented in original and un-restored condition. Currently displaying a total of only 11,910 kilometres (approximately 7,400 miles) on the odometer, it has not been ridden for several years and thus is sold strictly as viewed. Nevertheless, the vendor advises us that re-commissioning should be relatively straightforward (carburettors cleaned, new battery, etc). The machine is offered with Belgian registration papers.

**£2,000 - 2,500**

**€2,300 - 2,800**



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 completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



410 N

**1980 HONDA CB750K-Z**

Registration no. not UK registered

Frame no. RC01-2018382

Engine no. RC01E3102084

Nine years after introducing the revolutionary four-cylinder CB750 superbike to a stunned world, Honda moved the concept forward in the shape of the CB750K. A totally new design, the CB750K brought Honda's Grand Prix-developed twin-overhead-cam, four-valves-per-cylinder technology to road bikes for the first time. Styling was up-to-the-minute, but there was a welcome return to the four-pipe exhaust system of the 1969 original. 'The tank and seat unit flow gently rearward to a massive tail-light unit and the whole effect is enhanced by a lovely but expensive four-into-four exhaust system,' declared Bike magazine, continuing: 'The bike's standard of finish is quite superb - lacquered aluminium castings are especially impressive, and the chrome and paintwork are of an extremely high quality.' The CB750K's straight-line performance impressed too: 127.5mph flat out and a standing quarter-mile time of under 13 seconds. Currently in the hands of only its second owner, this Honda CB705K-Z is described by the vendor as standard and in generally very good condition, and is said to run well. The machine is offered with Netherlands registration papers.

**£4,000 - 4,500**

**€4,500 - 5,100**



411

**1984 HONDA GL1200 GOLD WING**

Registration no. A243 TBW

Frame no. IHPSC14 03EA99571

Engine no. SC14E 2402983

'Motorcycle or sci-fi fantasy?' was how Bike magazine greeted the arrival of Honda's GL1000 Gold Wing super tourer back in 1976. Fantastic it may have been, but 40-plus after its introduction the 'Wing is still going strong and enjoys a cult following worldwide. 'Quite simply the most advanced motorcycle ever made,' was Honda's preferred description, and given the mind-boggling specification - 1,000cc flat-four engine, water cooling, belt-driven overhead camshafts, shaft drive, triple disc brakes, etc - it was certainly complex if not, strictly speaking, that advanced. As owners began to fit more and more accessories - including trailers the size of small caravans - engine capacity was increased first to 1,100cc and then to 1,200cc to cope with the increasing demands for more power. True to form, this GL1200 example features a Vetter Windjammer cockpit fairing, extended silencers, engine protector bars, and a full set of Vetter hard luggage. The machine was sold new to a doctor in Canada, who brought it to the UK and registered it here in 1996. A total of 91,184 miles is recorded on the odometer, and the machine comes with a V5C document, MoT to February 2019, and expired MoTs dating back to the time of importation. A pair of Hein Gericke leather trousers, the original exhaust system, and an Oxford Oximiser battery charger are included in the sale.

**£2,500 - 3,500**

**€2,800 - 3,900**



All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

412

**1966 PIAGGIO-VESPA 181CC 180SS**

Registration no. FVJ 21D

Frame no. 19267

Engine no. 18591

Piaggio, the Italian aircraft engineers, were badly affected by being on the losing side in World War Two and were looking for an easily-sold product for the future. Enrico Piaggio had seen the American and British scooters in use by the occupying armies, themselves a revival of a two-wheeler type briefly popular in the 'twenties. Their 'Vespa' - Latin for Wasp - was an instant success and over three million Vespas had been sold by 1960. In addition to the 125cc models, the Italian temperament called for more power and 'Gran Sport' and 'Super Sport' variations quickly appeared. The 180 SS appeared in 1965 and was an instant hit with revised styling, improved road-holding and brakes and a torquey 10 bhp, giving an easily attainable 65 mph. Never particularly easy to find, the 180 SS is nowadays highly-prized. FVJ 21D, an original UK Vespa, is in splendid condition, to almost original specification and in fashionable white. It had, when catalogued, approximately 11000 miles recorded and passed a recent MOT with no advisories. It comes with its V5C, ignition keys, bills and papers and is, apparently, running very well, though it will need the usual checks before road-use. As trendy as it gets, this lovely Vespa is ready for its next owner and the next Run to Brighton.

**£5,000 - 5,500**

**€5,600 - 6,200**



413 N

**C.1956 LAMBRETTA MODEL D**

Registration no. not UK registered

Frame no. 125D 052284

Engine no. 125572

Manufactured by the Italian industrial giant Innocenti, the Lambretta scooter gained widespread acceptance in the 1950s, its cleanliness and convenience in particular appealing to those who regarded the true motorcycle with suspicion. Introduced in 1947, the Lambretta A employed an open frame with pressed-steel front section and tubular rear, in which sat a 125cc two-stroke engine. Wheels were 7" in diameter and there was no rear suspension. Produced between 1948 and 1950, the successor B model boasted rear suspension, twist-grip gearchange, and 8" wheels. The A's small wheels had not been liked but in its new form the Lambretta gained mass acceptance and by the end of 1950 Innocenti was producing up to 100 machines per day. Introduced that same year, the C model featured a new frame with single, large-diameter main tube plus many more improvements. The D (un-enclosed) LD (enclosed) models arrived in 125cc form in 1951 and became available with 150cc engine three years later, in October 1954. The D/LD 150's air-cooled two-stroke single-cylinder engine produced 6bhp (1.2bhp more than the 125) giving it a top speed of around 50mph. Production of the Lambretta Model D ended at the end of 1956 after over 54,000 had been built; survivors though, are relatively few. This beautifully restored Lambretta Model D is offered for sale by an Italian private collector. He machine is offered with an Italian libretto issued in 1963.

**£4,000 - 6,000**

**€4,500 - 6,800**



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 completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

414

## 1951 NORTON 490CC MODEL 30 INTERNATIONAL TO CLUBMAN'S SPECIFICATION

Registration no. 887 UYG

Frame no. F11 37940

Engine no. 37940 F11

- *In-period Clubman's TT history*
- *Matching frame and engine numbers*
- *Professionally restored 2016/2017*



One of the most charismatic model names in motorcycling history, 'International' was first used by Norton for its top-of-the-range sports roadster in 1932. The Inter's overhead-camshaft engine had been developed in the works racers for the preceding two years, and although it retained the classic 79x100mm bore/stroke dimensions and shaft-and-bevels cam drive of the existing CS1, was entirely new. Based on the works bikes and intended for racing, the International could nevertheless be ordered with refinements such as lights and a kick-starter equipped gearbox.

By the time production halted in 1939 it was being built with a four-speed foot-change 'box and plunger rear suspension (the 'Garden Gate' frame), reappearing after the war in similar guise save for the adoption of the hydraulically-damped Roadholder front fork, which replaced the pre-war girder. The Inter remained fundamentally unchanged until 1953 when it gained the race-developed Featherbed frame, all-alloy engine and 'laid down' gearbox. Expensive to make and challenged by cheaper parallel twins of comparable performance, the Inter ceased to be catalogued after 1955 but could still be obtained to special order until 1958, many of these later machines incorporating Manx components.

A desirable matching-numbers Clubman model fitted with the alloy/bronze cylinder head, Amal TT carburettor, and quick-release fuel tank, this '500' International was first owned by one G D Alcock, who rode it in the 1951 and '52 Senior Clubman's TT races on the Isle of Man, finishing in 15th and 37th places respectively. We are advised that the machine was totally restored between 2016 and 2017 by Roger Banks, an experienced restorer with over 100 restorations to his credit.

During the rebuild the Inter was completely stripped to bare metal and all engine parts vapour blasted. It was then rebuilt using mainly original parts, new bearings, rewound magneto, and new wheel rims and tyres. Last run in March 2018, this beautiful machine is described by the private vendor as in excellent condition throughout. Accompanying documentation consists of a V5C Registration certificate and VMCC works records extract.

**£18,000 - 24,000**

**€20,000 - 27,000**

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

415

## 1953 VELOCETTE 499CC 'VENOM' SPECIAL

Registration no. 468 YUY

Frame no. RS3336

Engine no. VM1751

- 1953 MAC frame; 1957 Venom engine
- Professionally restored in 2016/2017
- Unique specification
- Test mileage only since completion



Introduced in 1956, the Venom sports roadster was derived from the touring MSS. The latter had disappeared from the range in 1948, re-appearing in 1954 with a new swinging-arm frame and telescopic 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, while 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.

The handsome Velocette Special offered here consists of a swinging-arm frame, almost certainly that of a 350 MAC as that was the only model with such a frame in 1953, while the engine is that of a 499cc Venom dating from circa 1957.

'468 YUY' has been fully restored by Roger Banks, an experienced restorer with over 100 restorations to his credit. The machine was completely stripped to bare metal and all engine parts vapour blasted. The engine was then rebuilt with an Omega 9.0:1 piston; fully ported and gas-flowed cylinder head; Lucas electronic ignition; Amal TT carburettor and many Thruxton parts.

Other noteworthy features include alloy wheel rims; stainless steel spokes; new tyres; large-capacity steel fuel tank; large-capacity oil tank; Thruxton-style seat; BSA/Triumph double damped forks; and BSA/Triumph twin-leading-shoe front brake. Finished to a very high standard, this handsome sports roadster has covered only test mileage only since completion and is presented in commensurately excellent condition. Offered with a dating certificate and V5C Registration Certificate.

**£6,000 - 10,000**

**€6,800 - 11,000**

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



416  
**C.1977 HARLEY-DAVIDSON 998CC XLCR CAFÉ RACER**  
Registration no. not UK registered  
Frame no. 7F013X3H7  
Engine no. 7F013X3H7

Harley-Davidson had been building the Sportster model for years but by the mid-1970s it had become obvious that something better would be required to compete with the hottest new road bikes from Europe and Japan. Styled by William G Davidson, the company's Design Director, Harley's riposte was the XLCR 'Café Racer', which combined the iron-barreled Sportster engine with a chassis incorporating an XR750-style box-section swinging arm, cast alloy wheels and triple disc brakes. With its matt black-finished engine cases, matching exhaust system and sleek glassfibre bodywork, the XLCR looked lean and mean. Trouble was, The XLCR still couldn't cut it with the opposition, and traditional Harley owners didn't know what to make of it. Sales were disappointing, and the model was dropped after only two years in production. Only some 3,000-or-so were made and today the rare and stylish XLCR is highly prized by collectors. Exported new to Japan before returning to the USA, this example was purchased by the vendor in 2014. Currently displaying a total of 8,340 kilometres on the odometer, the machine boasts period-upgraded brake callipers, a Lockhart oil cooler, and riser 'bars. Offered with an owner's manual, expired MoT (August 2016), Virginia Certificate of Title, and HMR&C letter confirming duty paid, it represents a rare opportunity to acquire an example of Harley-Davidson's iconic XLCR Café Racer.

**£8,000 - 12,000**  
**€9,000 - 14,000**



417  
**C.1990 LAVERDA OR 600 ATLAS**  
Registration no. G838 AVL  
Frame no. OR600.1316  
Engine no. OR600.1316

Founded in 1873, Laverda started out making farm machinery, only turning to motorcycle manufacture in the immediate aftermath of WW2. As the market for large-capacity trail bikes expanded, Laverda climbed aboard that particular bandwagon with the OR 600 Atlas of 1986, which used an over-bored and re-tuned version of the firm's existing air-cooled 500cc parallel twin engine. This was slotted into a typically 'off-road' chassis boasting a long-travel front fork, mono-shock rear suspension, and bags of ground clearance. There was a six-gallon fuel tank affording a useful touring range of over 200 miles between fill-ups, and the imposing Atlas was good for a top speed of around 105mph. Laverda was in serious financial difficulties at this time, and the Atlas had been around for only four years when the company's collapse brought production to a halt. It is estimated that only some 450 were made. Formerly the property of a prominent Laverda Owners' Club member, this example of Laverda's rarely seen 'big trailie' was imported into the UK in 2000 and acquired by the current vendor in February 2015 (purchase receipt on file). Guaranteed to turn heads at any gathering of Italian motorcycles, the machine is offered with a V5C Registration Certificate, sundry bills, two MoTs (most recent expired October 2015), and photocopies of the OR 600 instruction manual and parts catalogue.

**£2,000 - 3,000**  
**€2,300 - 3,400**



All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

418

**1972 BMW 745CC R75/5**

Registration no. FKB 53L

Frame no. 2991361

Engine no. 2991361

The long-awaited replacements for BMW's long-running Earles-forked flat twins finally arrived in 1969. As well as a telescopic, leading-axle front fork, the newcomers featured a lightweight, welded, duplex frame, innovations first seen on the Bavarian company's ISDT machines. The engine too had come in for revision, now employing a one-piece forged crankshaft and aluminium-alloy cylinder barrels while carrying its camshaft below the crank. Coil ignition and 12-volt electrics were other new departures for the Munich firm. The new '5' models came in three capacities; the variation being achieved by different bore sizes in what were otherwise virtually identical machines. The R75/5 produced a claimed 50PS (49.3bhp) which was good enough to propel the 419lbs machine to a top speed of 110mph. A 'toaster' model – so called because of the shape of the fuel tank and its distinctive chromed side panels – this R75/5 was acquired by the vendor in August 2010 (purchase receipt on file). The machine has been fitted with the successor '6' model's disc-braked front end, the work having been carried out by marque specialist, Andrew Sexton, who also rebuilt the engine top-end. Currently displaying a total of 36,871 miles on the odometer, this classic modern BMW is offered with a V5C Registration Certificate, sundry bills, and a quantity of MoTs (most recent expired June 2015).

**£3,800 - 5,000**

**€4,300 - 5,600**



419

**1978 BMW 980CC R100RS 'KRAUSER'**

Registration no. XUW 866T (see text)

Frame no. 6089374

Engine no. 6089374

Just a few years after introducing the R90/6 and R90S, BMW upped the capacity of its range-topping flat-twins to 980cc for the 1977 season in the form of the R100/7 series, the flagship of this new line-up being the fully-faired R100RS superbike. Although styled like a super-sports machine, the R100RS was more of a sports-tourer, which did it no harm whatsoever in BMW's traditional market sector. 'BMW's have always managed to give you a unique and almost uncanny feeling of complete security and stability at speed,' observed Bike magazine's Peter Watson. 'The ability to maintain cruising speeds of over 100 mph for as long as your licence holds out must be one of the machines' most attractive features. The RS even manages to improve on this reputation.' Currently displaying a total of 80,178 miles on the odometer, this R100RS has Krauser cylinder heads and an accessory top yoke, raised 'bars, and black-painted wheels among other upgrades (see Classic Bike, March 2006 for a full listing of the specification). We are advised that the machine has been reworked by Andy Sexton and serviced by Baines Racing. Accompanying documentation consists of sundry bills, an old-style V5 registration document, a quantity of MoTs (most recent expired 2011), and French registration papers (issued 2011). It should be noted that 'XUW 866T' has been recorded as exported; there for the successful purchaser will have to reapply for the registration.

**£5,000 - 8,000**

**€5,600 - 9,000**



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.

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



420

**1975 TRIUMPH 740CC T160 TRIDENT**

Registration no. not UK registered

Frame no. T160DK03116

Engine no. T160DK03116

'That three-cylinder mill forms the solid gold heart of Trident appeal,' reckoned Bike magazine in 1978, going on to declare that 'the Triumph Trident is the best British motorcycle ever made.' Essentially a 'Tiger-and-a-half', the Triumph and BSA 750 triples were launched in the UK in 1969, just in time to be up-staged by Honda's four-cylinder CB750. Differences between the Triumph Trident and BSA Rocket 3 were more than just cosmetic: the two models used different frames and in BSA guise the motor's cylinder block was slightly inclined. Only the Trident survived the BSA-Triumph Group's collapse in 1972, continuing as the T150V (with 5-speed gearbox) and later the heavily revised and re-styled T160 (using the BSA-type engine). The number of important production race victories achieved (notably by the works Triumph known as 'Slippery Sam') is eloquent testimony to how effective a high-speed road-burner a well-fettled triple can be. Today the models enjoy an enthusiastic following worldwide and are supported by a first-rate owners' club - the TR30C - and numerous recognised specialists. This particular T160 was imported from the USA in August 2014 and has not yet been registered in this country. Accompanying documentation consists of an Oregon Certificate of Title, (copy) Virginia CoT, assorted shipping/import paperwork, sundry bills, two MoTs (most recent expired February 2018), and HMR&C customs clearance form C61.

**£6,500 - 8,500**

**€7,300 - 9,600**



421

**1983 TRIUMPH 744CC TSX**

Registration no. HBA 526Y

Frame no. 7CM032075

Engine no. TSX 7CM032075

When the Meriden factory emerged from the chaos of BSA-Triumph's disintegration and its ensuing occupation by the workforce, the new management had but a single model suitable for continuing production: the Bonneville. The latter would appear in various guises over the succeeding years, most notably the limited-edition 'Silver Jubilee' and 'Royal Wedding' models. These though, were really only styling jobs but there were other, more radical developments on the way, one of which was in the increasingly popular custom/cruiser style. Premiered at the Earls Court Show as the 'Phoenix' low-rider, it had become 'TSX' by the time production commenced towards the end of 1982. The TSX boasted Morris cast wheels (16" at the rear), short megaphone silencers, high handlebars, stepped dual seat, and a flashy paint job. It was comfortable, had bags of character and, arguably, made better use of the ageing Bonnie engine than the 8-valve TSS sports version released at the same time. One of the rarer Bonneville variants, this TSX was sold new in the USA and first registered in the UK in 2014. The vendor is the second owner in this country. Accompanying documentation consists of the 2014 US purchase receipt, assorted import paperwork, dating certificate, copy Florida Certificate of Title, three MoTs (most recent expiring 30th May 2018) and a V5C registration document. A total of only 2,417 miles is currently displayed on the odometer.

**£6,500 - 8,500**

**€7,300 - 9,600**



All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



422



424



423



425

422

**C.1968 NORTON 646CC MERCURY**

Registration no. PRE 767F Frame no. 129650 Engine no. 129650  
Available in Europe the following year, the Dominator 650 was built in standard, De Luxe, and SS variants, all of which featured a new cylinder head with downdraft inlet ports. With 49bhp on tap, plentiful low-down torque, and exemplary handling courtesy of its race-proven Featherbed frame, the 650SS was one of the outstanding sports motorcycles of the 1960s, being more than a match for Triumph's Bonneville in terms of all-round performance. The model name changed to Mercury in September 1968. This Mercury was exported new to Rhodesia, returning to the UK in September 1976. First registered here in 1991. The private vendor describes the machine as 'semi-restored' and in good/very good condition. Electronic ignition, a diaphragm clutch, and an Amal Concentric carburettor are the only notified deviations from factory specification. The machine is offered with sundry bills, a V5C document, C&E Form 386, and other paperwork.

**£5,500 - 7,000**

**€6,200 - 7,900**

423

**1956 NORTON 596CC MODEL 19S**

Registration no. 769 XUF Frame no. L9 69427 Engine no. L9 69427  
Just as Norton first overhead-valve production motorcycle - the Model 18 - had used the same 79mm x 100mm bore-stroke dimensions of the existing sidevalve-engined 16H, so the larger-capacity but otherwise similar overhead-valve Model 19 used those of the 588cc Big 4 sidevalve, at 79x120mm. For 1933 the engine was revised with bore/stroke of 83x113mm, dimensions it would keep until production ceased in 1958, by which time the model had been revised in line with the rest of the Norton range, gaining, among numerous other improvements, Roadholder telescopic forks and a swinging-arm frame. The private vendor describes this un-restored 19S as in generally good running condition. Electronic ignition, a diaphragm clutch, and an Amal Concentric carburettor are the only notified deviations from factory specification. Last taxed to 30th September 2014, the machine is offered with a quantity of expired MoTs and a V5C document.

**£4,000 - 6,000**

**€4,500 - 6,800**

424

**STEIB S501 SIDECAR**

There are few better known sidecar manufacturers than the German firm of Steib, whose stylish - and expensive - products enjoy a well-deserved reputation for sound engineering and exemplary build quality. To many enthusiasts, the quintessential Steib is the much-copied Zeppelin-style single-seater sports 'chair', most often encountered hitched to a desirable large-capacity road burner. This Steib S501 is presented in generally very good/excellent condition having been fully restored in 2000. Unusually, the sidecar is finished in silver (most are black), and has been upgraded with flashing indicators and cream-piped black leather upholstery. There are no documents with this Lot.

**£1,700 - 2,300**

**€1,900 - 2,600**

425

**1948 AJS 348CC MODEL 16 TRIALS**

Registration no. FAM 182 Frame no. 1010C Engine no. 48/16M 648C B  
Using models based on the wartime Matchless G3 military machine, Associated Motor Cycles dominated the UK trials scene in the years immediately after WW2. Stars such as Hugh Viney and Gordon Jackson riding for AJS, and Artie Ratcliffe and Ted Usher for Matchless won countless national events while clubmen everywhere favoured the Plumstead marques' products more than those of any of their rivals. And although a 500cc model was offered until the early 1950s, the works boys always favoured the milder and more easily managed 350, as did the vast majority of customers. This Model 16 Trials is described as 'an older repaint' in age-related condition. Last taxed until 31st May 2015, the machine is offered with a V5C Registration Certificate and an SORN.

**£3,600 - 4,500**

**€4,100 - 5,100**

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.

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



426

**1926 RALEIGH 248CC**

Registration no. ARU 311A

Frame no. J.6092

Engine no. M.6177

Britain's best-known and longest-surviving bicycle maker, Raleigh also manufactured motorcycles from 1899 to 1905 and from 1919 to 1933. More recently, the Nottingham company offered a range of mopeds plus a scooter in the late 1950s/1960s. During the 1920s Raleigh's line-up expanded to include machines of various capacities, both sidevalve and overhead-valve engines, ranging from a 175cc unitary construction lightweight to a hefty 998cc v-twin. A typical example of a Vintage single-cylinder Raleigh, this example is powered by a 248cc sidevalve engine driving via a three-speed Sturmey-Archer gearbox. 'This is the generally all-round popular Raleigh,' its maker stated, 'powerful enough to take a passenger or decent amount of luggage.' We are advised that the machine has been dry-stored for the last 20-plus years and was running well when last used. The engine turns over freely with good compression, while the tinware and cycle parts appear correct for the period and have a lovely patina. After re-commissioning this charming Raleigh lightweight would be an ideal Banbury Run mount. The machine is offered with an old-style V5 Registration Document (issued November 1987, top half only).

**£4,000 - 6,000**

**€4,500 - 6,800**



427

**1946 NORTON 490CC MODEL 16H PROJECT**

Registration no. MMC 656

Frame no. A23802

Engine no. A23802

Having hitherto relied on proprietary engines, Norton introduced its own power unit in 1907. The long-stroke sidevalve single displaced 633cc and the new model it powered became known as the 'Big 4'. Smaller capacity versions followed and in 1911 the 500 adopted the classic 79x100mm bore/stroke dimensions which would characterise the half-litre (actually 490cc) Norton for the next 50 years. The 490cc engine was revised for 1914 and in 1921 the Model 16, as it had become known, received a new lower frame, becoming the 16H. Norton's trusty sidevalve would be continuously up-dated for the next 30-plus years - many seeing service with Allied forces in WW2 - before taking its final bow, alongside the Big 4, in 1954. The current vendor acquired this 16H during the early 1970s from a collector who had bought it unseen as a '500cc Norton', not knowing it was a sidevalve model that he wasn't interested in. When the vendor left university, he partially dismantled the Norton and took it home. It was then cleaned, partially repainted, and MoT'd for daytime use (the removed electrical items are included in the sale). 'MMC 656' has not been ridden for almost 40 years but was a runner when put in storage. The engine still turns over. Accompanying documentation consists of an expired MoT (1979) and an old-style V5 registration document.

**£2,200 - 3,200**

**€2,500 - 3,600**



All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

428 N

## 1933 NEW IMPERIAL 348CC MODEL 2 LIGHT TOURIST

Registration no. not UK registered

Frame no. 93/22578/2

Engine no. 83/30134 2

- *Dates from the last year of production*
- *Equipped with a three-speed hand-change gearbox*
- *Restored in 2000*
- *Residing in the Netherlands all of its life*



Builder of the last all-British machine to win the Lightweight 250 TT (in 1936) New Imperial was unsurpassed for technological innovation during the 1930s. The marque was established in 1900 when Norman Downs acquired a cycle company in Birmingham, which he reorganised as New Imperial Cycles. The firm's first motorcycles, designed along Werner lines, were shown at the 1901 Stanley Show in London but were not well received.

Not until 1910 did Downs try again, launching a conventional JAP-powered model, the Light Tourist; qualifying for a favourable rate of taxation, the Light Tourist would prove an outstanding success. On the commercial front, the late 1920s saw production facilities expand and proprietary engines dropped in favour of New Imperial's own power units.

The first unitary construction designs appeared in August 1931, and within a couple of years only the top-of-the-range Blue Princes and two sidevalve models, one of which was the Model 2 Light Tourist, still had separate gearboxes.

This New Imperial-engined Model 2 Light Tourist dates from the last year of production when it was one of ten models in the range. It is equipped with a three-speed hand-change gearbox and is capable of a top speed of around 55mph. Restored in 2000, the machine has resided in the Netherlands all its life and is offered with Dutch registration papers.

**£5,000 - 6,000**

**€5,600 - 6,800**

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



429 N

**1975 KAWASAKI 903CC Z1B**

Registration no. not UK registered

Frame no. Z1F 55247

Engine no. Z1E 55314

Having established its performance credentials with the Mach III two-stroke triple, Kawasaki went on to ace the opposition again with the awe-inspiring Z1. The model had been planned in 750cc form in the late 1960s but was beaten to the showroom by Honda's CB750. Kawasaki's proposed superbike already had two overhead camshafts to the Honda's one, so its designers redrew the motor as a 900. Launched in 1972 at the Cologne Show, the big 'Zed' set new road-bike performance standards, at least as far as straight-line speed was concerned. With 82bhp on tap, top speed was around 130mph, but if the rider used all that power on twisty roads, things could get exciting. As a fast tourer though, the Z1 excelled. Mildly revised, the model was renamed Z900 for 1976, gaining twin front disc brakes and 26mm carburettors among other more minor changes. Charismatic in the extreme, these early 'Big Zeds' are served by an enthusiastic owner's club and are increasingly sought after today. Few bikes from Japan have had as big an impact on the motorcycling world. Original and un-restored, this Z1B is offered from a private collection in Belgium. The machine comes with a US Title and is sold strictly as viewed.

**£8,000 - 10,000**

**€9,000 - 11,000**



430

*The ex-Bruce Anstey, Ulster Grand Prix-winning*

**2003 SUZUKI GSX-R1000 K3 SUPERSTOCK RACING MOTORCYCLE**

Registration no. PN03 NKK

Frame no. JS1B2111200101134

Engine no. T7-11-103909

This Suzuki GSX-R1000 was owned and entered by George Dyson for New Zealander Bruce Anstey to ride in the 1,000cc Production/Superstock class in the major road races during the 2003 season. Bruce raced the Suzuki at the Isle of Man TT for George Dyson and agreed to do the Ulster Grand Prix on it as well. However, following David Jefferies' tragic death during practice for the Isle of Man TT, TAS Suzuki approached Bruce to race their bikes at the Ulster GP and beyond. As he had already agreed to race this Suzuki for Dyson in the Production/Superstock class, he ended up riding for both teams. Bruce finished 2nd in the Production 1000 TT and beat TAS rider Adrian Archibald in the Superstock race at the Ulster Grand Prix, breaking the lap record at 127.955mph and recording a speed of 181mph through the speed trap. That lap record stood for a couple of years. He also rode the Suzuki at that year's North West 200, finishing in 4th place. While in the vendor's ownership, the oil and fluids have been changed and the machine used on the road for one year; the rest of the time it has been kept in a heated garage under cover. Noteworthy features include a Tony Scott-prepared engine, Öhlins shock absorber, Öhlins steering damper, Micron exhaust system, various Harris parts, and an alternative pair of (black) wheels for road use. Accompanying documentation consists of a letter from George Dyson and a V5C Registration Certificate. The machine also comes with a selection of period photographs and DVD.

**£5,000 - 6,000**

**€5,600 - 6,800**



All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the completeness, condition, authenticity, integrity and recorded mileage prior to bidding.

431

### 1979 DUCATI 864CC SD900 DARMAH

Registration no. FNF 617V  
Frame no. DM860SS 900572  
Engine no. 900256 DM860

Ducati's second-generation v-twin engine - the 900cc 'square case' (actual capacity 864cc) - debuted in the 860GT tourer. More than just a simple over-bore, the square case engine incorporated a new camshaft drive arrangement, improved oil pump, cartridge-type oil filter and electronic ignition. In addition, the gearchange was moved to the left-hand side and the frame altered to provide chain adjustment at the swinging arm pivot. The model was soon available with electric starter. An improvement on its predecessors in many ways, the 860GT took a step backwards in styling, a mistake Ducati rectified with the introduction of the Darmah range in 1977. Currently displaying a total of 39,013 miles on the odometer, this SD900 is described as an older repaint, with a few imperfections, which nevertheless is in good overall condition.

£6,500 - 8,000

€7,300 - 9,000



432

### 1974 DUCATI 250CC '24 HORAS'

Registration no. ULP 40M  
Frame no. MD97693  
Engine no. 97737

Designed by Fabio Taglioni, the first Ducati overhead-camshaft single appeared in 1955. Small capacity lightweights were produced initially, the first OHC 250cc roadster not arriving until 1961. Desmodromic valve operation was a feature of the racing versions, and would later be applied to the sportier roadsters. The first major revision to the original design occurred in 1967 when the 'wide case' engine was introduced, which featured an aft engine mount wider than before and numerous other improvements, the most significant being a stronger big-end assembly. By this time the Ducati range was also being built under licence in Spain by Mototrans of Barcelona. Offered here is an example of Mototrans' '24 Horas' model, named after the annual endurance race held in Montjuich Park, Barcelona. Described as an older restoration, the machine is offered with a V5C Registration Certificate and an SORN.

£3,400 - 4,200

€3,800 - 4,700



433

### 1974 GILERA 150CC ARCORE

Registration no. CTC 345M  
Frame no. 112 7673  
Engine no. 112 7576 (see text)

Taken over by Piaggio in 1969, Gilera displayed an entirely new range of models at the Milan Show in November 1971 ranging in size from 50cc to 175cc, the Arcore being one of them. Powered by an air-cooled, overhead-valve, four-stroke single with integral five-speed gearbox, the Arcore was made in 125cc and 150cc versions until 1979, the UK importers being Douglas Sales & Service. The larger of the two Arcores weighed 258lbs and was capable of a top speed of around 75mph. This particular Arcore was last taxed until 30th April 2009 and currently displays a total of 12,842 kilometres (approximately 7,980 miles) on the odometer. The machine is offered with a V5C Registration Certificate and an SORN. It should be noted that the V5C records a different engine number.

£1,200 - 1,500

€1,400 - 1,700

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 completeness, condition, authenticity, integrity and recorded mileage prior to bidding.



434

**1981 MOTO MORINI 239CC**

Registration no. MLJ 856W

Frame no. J-03605

Engine no. 03605

Before the arrival of its family of 72-degree v-twin roadsters, Morini's reputation had rested mainly on its highly successful double-overhead-cam single-cylinder racers. An entirely different approach was adopted for the v-twins: each cylinder's two valves were pushrod-operated by a single camshaft while the combustion chambers were located, not in the flat-faced cylinder heads, but in the piston crowns. Coupled to a six-speed gearbox, this superb motor's performance belied its lack of capacity, endowing the lightweight, nimble-footed Morini with a top speed of around 100mph. Sport and Strada (touring) versions were made, early models having drum brakes, later ones discs. The most commonly encountered version was the 350cc '3½'; the machine offered here being an example of the much rarer '250' model. Described as 'an older repaint' the machine was last used in 2014. Accompanying documentation consists of a V5C document and an SORN.

**£1,500 - 2,500**

**€1,700 - 2,800**

**No Reserve**



435

**2002 DUCATI 916CC ST4S**

Registration no. HV02 OEY

Frame no. ZDMS200AA1B-006669

Engine no. ZDM996W4B 001519

Ducati's first stab at a touring model to complement its modern sports bikes was the ST2 of 1997, which deployed the 900SS's air-cooled 4-valve motor in the Bologna firm's trademark trellis frame. A more upmarket model using a modified version of the 916 superbike's water-cooled 8-valve Desmoquattro engine - the ST4 - followed in 1999. Although stylistically similar to its predecessor, the ST4 was considerably more powerful, scorching to a top speed of fractionally over 160mph when tested by MCN. In 2001 the model was upgraded with the even more powerful 996cc Desmoquattro engine, becoming the ST4S. Currently displaying a total of 21,798 miles on the odometer, this ST4S is offered with a V5C Registration Certificate, an SORN, and extensive service history, most recently with marque specialists, Louigi Moto. The original silencers and panniers are included in the sale.

**£2,000 - 2,200**

**€2,300 - 2,500**



436

**1956 NEW HUDSON 98CC AUTOCYCLE**

Registration no. WSY 797

Frame no. N1130

Engine no. 176B39522

Having ceased motorcycle production in 1933, New Hudson returned briefly to the manufacture of two-wheelers in 1940 with the Autocycle. The engine was Villiers' JDL and the Autocycle featured pedal transmission and a rigid front fork. Production resumed in 1946, by which time New Hudson was owned by BSA. Post-war developments included the adoption of pressed-steel, blade-type girder forks in 1948 and the Villiers 2F engine the following year. Deletion of the 2F power unit brought an end to Autocycle production in 1958. Unusual in retaining a full complement of 'tinware', this example is described as an older restoration that has since acquired a patina of age. The machine is offered with a V5C Registration Certificate and an SORN.

**£500 - 800**

**€560 - 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.

**MODERN SPORTING  
GUNS, RIFLES AND  
VINTAGE FAIREARMS**

Thursday 24 May 2018  
Knightsbridge

**A PAIR OF 12-BORE SELF-OPENING  
SIDELOCK EJECTOR GUNS BY  
J.PURDEY & SONS, NO. 27271/2  
£30,000 - 40,000 \***

**ENQUIRIES**  
+44 (0) 20 7393 3815  
patrick.hawes@bonhams.com



# Bonhams

MONTPELIER STREET • KNIGHTSBRIDGE

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

\* Plus buyer's premium and other fees. For details of the charges payable in addition to the final hammer price, please visit [bonhams.com](http://bonhams.com)

# GOODWOOD FESTIVAL OF SPEED SALE

Important Collectors'  
Motor Cars and Automobilia  
13 July 2018  
Chichester, Sussex

FURTHER ENTRIES INVITED

*Acquired new by John Surtees OBE and offered direct from the family, the property of the seven-times motorcycle World Champion and 1964 Formula 1 World Champion*  
**1957 BMW 507 ROADSTER**

John Surtees taking delivery of his new 1957 BMW 507 Roadster at the factory, having just won the 500CC Motorcycle World Championship with MV Agusta the previous year.



## BROUGH SUPERIOR MOTOR CARS

Already consigned is a significant collection of Brough Superior motor cars, including George Brough's personal example. The Collection will be on display at The International Classic MotorCycle Show, Stafford, 21 & 22 April.

## ENQUIRIES

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



*The ex-George Brough and in current ownership since 1972*  
**1935 BROUGH SUPERIOR EIGHT-CYLINDER  
OPEN TOURER**



*One of three surviving examples*  
**1937 BROUGH SUPERIOR SIX-CYLINDER SALOON**



*The only known surviving example*  
**1938 BROUGH SUPERIOR 12-CYLINDER SALOON**

# Bonhams

# GOODWOOD FESTIVAL OF SPEED SALE

Important Collectors'  
Motor Cars and Automobilia  
13 July 2018  
Chichester, Sussex

FURTHER ENTRIES INVITED

'2 VEV' - the Essex Racing Stable ex-Le Mans, Goodwood TT,  
Jim Clark, present family ownership since 1971

**1961 ASTON MARTIN DB4GT ZAGATO**

Chassis no. DB4GT/0183/R



The ex-Richard Shuttleworth, Henry Wessells, Donington Grand Prix-winning

**1934 ALFA ROMEO TIPO B MONOPOSTO**

Chassis no. 5007

Bonhams is delighted to announce the 25th annual auction at the world-renowned Goodwood Festival of Speed.

Some of the world's finest motor cars have been sold at the Bonhams Goodwood Festival of Speed Sale and this year will continue that tradition with this magnificent Aston Martin DB4GT Zagato and 1934 Alfa Romeo Tipo B.

Further entries are now invited. To consign your motor car, please contact the department.

**ENQUIRIES**

+44 (0) 20 7468 5801  
james.knight@bonhams.com



# Bonhams

## THE VINTAGE MOTORCYCLE AUCTION

### Important Collectors' Motorcycles

The Barber Motorsport Museum  
Birmingham, Alabama  
Saturday October 6, 2018

Bonhams is delighted to announce a new addition to its global calendar at The Barber Vintage Museum, which will be held in conjunction with the famous Barber Vintage Festival, consignments are now invited for this inaugural event.

CONSIGNMENTS NOW INVITED

#### INQUIRIES

##### West Coast

Craig Mallery  
+1 (323) 436 5470  
craig.mallery@bonhams.com

Andrew Barrett  
+1 (323) 436 5450  
andrew.barrett@bonhams.com

#### COMPLIMENTARY AUCTION APPRAISAL

Visit [bonhams.com/motorcycles](http://bonhams.com/motorcycles)  
to submit a complimentary auction  
appraisal request.

#### CATALOG

+44 (0) 1666 502 200  
[subscriptions@bonhams.com](mailto:subscriptions@bonhams.com)



*The ex-Tony McAlpine, Jack Ehret,  
Australian Land Speed Record Breaking*  
**1951 VINCENT 998CC BLACK LIGHTNING**  
Sold for a world record \$929,000  
at The Las Vegas Motorcycle Auction 2018

# Bonhams

## THE AUTUMN STAFFORD SALE

The 25th Carole Nash  
Classic Motorcycle Mechanics Show

Saturday 13 & Sunday 14 October 2018

ENTRIES INVITED

### COMPLIMENTARY AUCTION APPRAISAL

To discuss any aspect of selling or buying collectors motorcycles at auction, please contact the London office or visit [bonhams.com/motorcycles](http://bonhams.com/motorcycles) to submit a complimentary auction appraisal request.

**1911 PIERCE 688CC FOUR**  
Sold October 2017, £107,900

### ENQUIRIES

**Motorcycles (London)**  
+44 (0) 20 8963 2817  
[ukmotorcycles@bonhams.com](mailto:ukmotorcycles@bonhams.com)

### Catalogue

+44 (0) 1666 502 200  
[subscriptions@bonhams.com](mailto:subscriptions@bonhams.com)



# Bonhams

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

Prices shown include buyer's premium. Details can be found at [bonhams.com](http://bonhams.com)

# 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](mailto:polygon@polygon-transport.com)  
Web [www.polygon-transport.com](http://www.polygon-transport.com)

Valued Polygon clients



# VMCC FESTIVAL OF 1000 BIKES 2018

Mallory Park Race Circuit  
Saturday 7th, Sunday 8th July 2018

Entry Forms are available now at [www.festivalof1000bikes.co.uk](http://www.festivalof1000bikes.co.uk)



Incorporating the Mallory Bonanza



Insurance specialists. At your service



Bonhams

## THE ULTIMATE CLASSIC TRACK WEEKEND



Back by popular demand. The same format as previous Festival years.  
**YOU AND YOUR ROAD OR RACE MACHINE ON TRACK**



## The Vintage Motor Cycle Club

For more information contact VMCC HQ using the details below:

Allen House, Wetmore Road, Burton on Trent, Staffordshire, DE14 1TR

Tel: 01283 540557 Fax: 01283 510547 [www.vmcc.net](http://www.vmcc.net)

[www.vmccshop.net](http://www.vmccshop.net) [www.festivalof1000bikes.co.uk](http://www.festivalof1000bikes.co.uk)



Vintage Motor Cycle Club (VMCC)



@VMCCUK

**“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

default	default	default
2016	2016	2017
★★★★★	★★★★★	★★★★★
MOTORCYCLE INSURANCE	MOTORCYCLE INSURANCE	MOTORCYCLE 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 Mortons Archive.

# INDEX

## Day 1 - The Tan House Collection

Lot No	Year	Model	Lot No	Year	Model
114	1923	AJS 2¾hp	109	c.1913	Matchless 8hp
119	1925	AJS 2¾hp	140	c.1935	Motoconfort-JAP
113	1928	AJS 248cc Model K12	153	1953	Matchless 348cc G3LS
137	1939	AJS 245cc Model 22	155	1961	Matchless 348cc G3
139	c.1942	Ariel 346cc W/NG Project	152	1961	Matchless 350cc Model G5
154	1955	AJS 348cc Model 16MS	168	1975	Motobécane 49cc Moby X1 Moped
160	c.1960	Ariel 247cc Leader Project	146		Motobécane Mobyette Moped
164	1975	AMF Harley-Davidson Z90	110	1926	Norton 490cc Model 16H
118	c.1924	BSA 349cc Model L	123	1932	New Imperial 247cc Model 30
117	1927	BSA 493cc Model S27	141	c.1934	New-Map 100cc BMA Autocycle
116	c.1928	BSA 249cc Model B28 De Luxe	134	c.1937	Norton 490cc Model 18
115	c.1929	BSA 250cc Model B29 De Luxe	143	c.1947	Norman 98cc Motobyk Autocycle
132	c.1934	BSA 249cc B34-1	150	1961	Panther 645cc Model 120
135	1938	BSA 496cc M20	126	1923	Raleigh 2¾hp
156	c.1960	BMW 247cc R26	121	c.1929	Raleigh 350cc Sports
120	c.1921/1924	Douglas 2¾hp	122	1932	Raleigh 298cc MO32 Sloper
149		Douglas 348cc Dragonfly	136	1938	Rudge 245cc Rapid
157	c.1961	Excelsior 98cc Consort	124	c.1939	Royal Enfield 346cc Model C
128	1926	Francis-Barnett 147cc Model 4	133	1933	Sunbeam 489cc Model 6 Lion
138	1939	Francis-Barnett 249cc Cruiser	130	1935	Scott 498cc Flying Squirrel
142	c.1946	Francis-Barnett 98cc Powerbike Autocycle	151	c.1950	Sunbeam 489cc S7
158	1955	Francis-Barnett 197cc Falcon Model 70	125	c.1915	Triumph 225cc Junior
166	c.1974	Honda PC50 Moped	127	c.1922	Terrot Lightweight
162	1974	Honda SS50Z	112	1927	Triumph 277cc Model W Deluxe
167	c.1980	Honda CD200 Benly Project	111	1927	Triumph 494cc Model P
165	1984	Honda 50cc Express Deluxe	131	1936	Velocette 249cc GTP
108	c.1913	Indian 7hp Big Twin Motorcycle Combination	147		VéloSolex 49cc MBK 3800 Moped
144	1948	James 98cc Superlux Autocycle	148		VéloSolex 49cc Moped
145	1950	James 98cc Superlux Autocycle	161	1964	Yamaha 50cc YF1
159	1956	James 98cc Comet	163	1983	Yamaha RX-S100
129	c.1924	Le Grimpeur Moto Légère			



# INDEX

## Day 2 - Collectors' Motorcycles

Lot No	Year	Model	Lot No	Year	Model
228	c. 1920	ABC 349cc	385	1994	Ducati 750SS
229	c. 1920	ABC 398cc	383	1994	Ducati 916 Monoposto
224	c. 1925	AJS 2¾hp	381	1998	Ducati 916 Senna III
223	1926	AJS 350cc 'Big Port'	382	1998	Ducati 996cc 916 SPS
291	c. 1927	AJS 799cc Model H2	376	1998	Ducati 996cc 916SPS
304	1933	AJS 982cc Model 33/2	384	1999	Ducati 996 SPS2
425	1948	AJS 348cc Model 16 Trials	435	2002	Ducati 916cc ST4S
356	1950	AJS 7R 350cc Racing Motorcycle	379	2007	Ducati 992cc Sport Classic1000
320	1955	Ariel 649cc FH Huntmaster	203	1962	Excelsior 150cc Universal
307	1955	Ariel 998cc Square Four 4G Mk2	294	1926	Excelsior 246cc
241	1957	Ariel 995cc Square Four Mark II	353	1957	F.B. Mondial 250cc DOHC GP Racing Motorcycle
266	c. 1958	AJS 497cc Model 18S	300	1929	Grindlay-Peerless 498cc Brooklands 'Hundred Model'
348	1960	Aermacchi Harley-Davidson 250cc	433	1974	Gilera 150cc Arcore
365	c. 1974	AMF Harley-Davidson 250cc GP Racing Motorcycle	274	c. 1928	Harley-Davidson 350cc 'Peashooter' Replica
225	c. 1913	BSA 3½hp	305	1943	Harley-Davidson WLC45 Flathead
290	1922	Bradbury 554cc 3½HP	325	1957	Harley-Davidson 883cc XL Sportster
296	1931	Brough Superior 981cc SS100	244	1968	Honda CB450 K0 'Black Bomber'
299	c. 1932	Bianchi 498cc W500 Motorcycle Combination	245	1971	Honda CB500 K0
232	1954	BSA 348cc B31	378	1972	Honda CB750 K2
207	1957	BSA 172cc Bantam Major	243	1972	Honda CB750 K2 Frame no. CB750 2000811
336	c. 1957	BSA 348cc B31	246	1973	Honda CB350 F0
349	1957	BSA 350cc B32 Trials	406	1976	Honda 999cc GL1000 K1
309	1960	BMW 494cc R50	326	1977	Harley-Davidson 998cc XLCR Café Racer
308	1960	BSA 646cc Golden Flash	416	c. 1977	Harley-Davidson 998cc XLCR Café Racer
238	1965	BMW 594cc R69S	248	1977	Honda GL1000 Gold Wing
208	1968	BSA 172cc D14 Bantam	409	1978	Honda CB400A Hondamatic
239	1969	BSA 740cc Rocket III	249	1978	Honda CX500E
240	1971	BSA 650cc Lightning	247	1979	Honda CBX1000Z
418	1972	BMW 745cc R75/5	410	1980	Honda CB750K-Z
339	1972	BSA 740cc Rocket III Mk2	327	1984	Harley-Davidson 1,340cc FXST Softail
350	1973	BSA 499cc Victor B50MX	411	1984	Honda GL1200 Gold Wing
237	1977	Benelli 750cc Sei	400	1985	Honda VF1000F-II Bol d'Or
419	1978	BMW 980cc R100RS 'Krauser'	218	1986	Honda CBX750F
388	1980	Benelli 350 RS	401	1988	Honda VFR400R Type NC21
282	1914	Calcott 2½hp	358	1989	Honda VFR750R Type RC30 Racing Motorcycle
283	c. 1914	Calcott Project	328	1991	Harley-Davidson 1,340cc FXDB Sturgis
226	c. 1915	Connaught 293cc	220	1991	Honda CBR600F Super Sport
285	1920	Clyno 2½hp Lightweight	219	1991	Honda VFR750F
227	c. 1922	Connaught 3½hp	329	1992	Harley-Davidson 1,340cc FXDB Daytona
297	1926	Coventry-Eagle 981cc Flying-8	323	1992	Harley-Davidson 1,340cc FXDC
302	1930	Coventry-Eagle 996cc Flying-8 Model F150 Police	324	1992	Harley-Davidson FLSTC Heritage Softail Classic
261	1970	Clymer Münch 1,177cc TTS 'Mammoth'	399	1992	Honda GB500 Tourist Trophy
212	1912	Douglas 348cc	330	1993	Harley-Davidson 1,340cc FLSTN Softail Nostalgia
275	c. 1928	Douglas 498cc DT5 Speedway Racing Motorcycle	242	1996	Harley-Davidson 1,340cc FLSTN Heritage
264	1957	Douglas 348cc Dragonfly	398	1997	Honda CB50V Dream
432	1974	Ducati 250cc '24 Horas'	402	1998	Honda CBR600F
373	1974	Ducati 250cc Mark 3 Desmo	359		Honda 250cc RC-163 Grand Prix Replica
236	1974	Ducati 750 GT	272	1940	Indian 78ci Four
371	1974	Ducati 750SS Project	204	1955	James 225cc Colonel
391	1975	Dresda-Honda 900cc	251	1971	Kawasaki 498cc Mach III/H1A
341	1975	Ducati 250cc Mark 3	408	1974	Kawasaki 903cc Z1A
372	1976	Ducati 864cc 900SS	429	1975	Kawasaki 903cc Z1B
235	1978	DKW W2000 Rotary	407	1976	Kawasaki Z900 A4
431	1979	Ducati 864cc SD900 Darmah	250	1976	Kawasaki Z900 A4
389	1980	Ducati 497cc 500SL Pantah	252	1982	Kawasaki Z1300
387	c. 1986	Ducati 400 F3	394	1986	Kawasaki GPZ750R
374	1987	Ducati 851 'Superbike Edizione 11/1987'	395	1989	Kawasaki GPX600R
375	1990	Ducati 851 SP2 by NCR	396	1993	Kawasaki ZZ-R600
386	1993	Ducati 750SS	403	1996	Kawasaki GPZ1100

Lot No	Year	Model	Lot No	Year	Model
413	c. 1956	Lambretta Model D	292	1927	Scott 596cc Flying Squirrel
259	1980	Laverda 981cc 3CL	213	1929	Scott 498cc 'TT Replica'
417	c. 1990	Laverda OR 600 Atlas	288	1929	Sunbeam 350cc Model 8
366		Lawton' Aermacchi 249cc Racing Motorcycle	293	1930	Scott 298cc Lightweight Squirrel
286	1927	Monet-Goyon 172cc 175 'Supersport T'	306	1947	Scott Flying Squirrel 596cc
222	c. 1930	Matchless 394cc Silver Arrow	265	1957	Sunbeam 489cc S8
295	c. 1934	Monet-Goyon 350cc KLS	253	1972	Suzuki GT750J
392	1955	Motobi B200 Spring Lasting	380	1975	Suzuki GT750M
347	1957	Mondial 175cc 'High Cam'	255	1979	Suzuki GS1000
257	1958	Moto Guzzi 499cc Falcone	254	1983	Suzuki GSX1100 Katana
344	1958	Moto Parilla 99cc Slughi	397	1990	Suzuki GSX-R750L 'Slingshot'
351	c. 1959	Matchless 498cc G80 in Trials trim	430	2003	Suzuki GSX-R1000 K3 Superstock
343	1959	Moto Parilla 125cc Sprint	362	1967/1971	Seeley-Tait 492cc Three-cylinder
345	1960	Moto Parilla 125cc Olimpia	424		Steib S501 Sidecar
342	1961	Moto Parilla 125cc Sprint	284	1912	Triumph 3½hp
354	1962	Matchless 498cc G50 Racing Motorcycle	231	c. 1921	Triumph 225cc Junior
346	1964	Moto Parilla 175cc Moto-Cross	230	c. 1924	Triumph 550cc SD
340	1967	MV Agusta 150 GT	303	1938	Triumph 498cc Tiger 100
377	1971	Moto Guzzi 748cc V7 Sport 'Telaio Rosso'	269	c. 1959	Triumph 490cc Tiger T100A/T100SS
262	1973	MV Agusta 750S	337	1965	Triumph 6T Thunderbird
260	1974	Moto Morini 344cc 3½ Strada	367	1967	Triumph 199cc Comerfords Tiger Cub Trials
258	1975	Moto Guzzi 850-T	267	1970	Triumph 649cc T120R Bonneville
393	c. 1975	MV Agusta 125 Sport	268	1972	Triumph 'X75 Hurricane' Replica
370	c. 1980	Maico MD250WK Cup Racing Motorcycle	352	1973	Triumph X75 Hurricane
434	1981	Moto Morini 239cc	420	1975	Triumph 740cc T160 Trident
390	2000	MV Agusta 750cc F4 S '1+1' Biposto	421	1983	Triumph 744cc TSX
281	c. 1904-1905	Minerva 2¼hp Frame no. 1724 Engine no. 15474	277	1999	Triumph 750cc TR7 Tiger '23'
287	1917	New Imperial 8hp Model 11 Combination	278	1999	Triumph 750cc TR7 Tiger '25'
221	c. 1922	Nimbus 746cc Four	279	1999	Triumph 750cc TR7 Tiger '27'
428	1933	New Imperial 348cc Model 2 Light Tourist	280	1999	Triumph 750cc TR7 Tiger '28'
298	1933	Norton 490cc Model 30 International	276	1999	Triumph 750cc TR7 Tiger '8'
427	1946	Norton 490cc Model 16H Project	335	1953/1938	Triumph 498cc Speed Twin
414	1951	Norton 490cc Model 30 International	210	1937	Velocette 348cc KSS
233	1955	Nimbus 750cc Model C Four	312	1937	Vincent-HRD 498cc Meteor Series-A
214	1955	Norton 497cc Dominator 88	363	1939	Velocette 348cc KTT MkVIII Racing Motorcycle
357	1955	NSU 247cc Sportmax Racing Motorcycle	209	1947	Velocette 500cc MSS
436	1956	New Hudson 98cc Autocycle	316	1948	Vincent-HRD 998cc Rapide Series-B
310	1956	Norton 596cc Dominator 99	271	1950	Vincent 998cc 'Chinese Red' Touring Rapide
423	1956	Norton 596cc Model 19S	318	1950	Vincent-HRD 630cc Comet Series-C
355	1957	Norton 350cc Manx Model 40 Racing Motorcycle	321	1950	Vincent-HRD 998cc Rapide Series-C Project
360	c. 1957	NSU Quickly 49cc Racing Motorcycle Replica	319	c. 1951	Vincent 498cc Shadow/Comet Project
205	1958	Norman 197cc B2S Roaster	317	1951	Vincent 998cc Black Shadow Series-C
201	1959	Norman 249cc B3 Twin	313	1951	Vincent-HRD 998cc Black Shadow Series-C
215	c. 1959	Norton ES2/Velocette KSS Mark II 350cc Special	415	1953	Velocette 499cc 'Venom' Special
361	c. 1959	NSU Sportmax 250cc LCH Racing Motorcycle	332	c. 1955	Velocette 349cc MAC
206	1960	Norman 197cc B2S Sports	314	1955	Vincent 998cc Black Knight & Steib 501 Sidecar
202	1962	Norman 197cc B2S Roadster Deluxe	333	c. 1958	Velocette 499cc Venom
334	1963	Norton 499cc ES2	216	1960	Velocette 499cc Venom
311	1966	Norton 650cc 650SS	331	1960	Velocette 499cc Venom
422	c. 1968	Norton 646cc Mercury	368	1966	Velocette 500cc Venom Scrambler Mk II
338	1989	Norton 588cc Commander	364	1968	Velocette 499cc Venom Thruxton
270	2014	Norvil Commando 850 Interstate ES	273	2016	Vanquish 7,000cc Pro-Street 300
301	1939	OK-Supreme 344cc Road Racing Special	322		Vincent-HRD 998cc Rapide Series-B Project
263	1962	Panther 650cc Model 120	369	c. 1977	Yamaha TZ350 Racing Motorcycle
412	1966	Piaggio-Vespa 181cc 180SS	217	c. 1977	Yamaha DT250
234	1968	Pannónia 246cc T5	256	1978	Yamaha XS1100E
426	1926	Raleigh 248cc	404	1986	Yamaha 650cc XJ650 Turbo
211	1925	Scott 596cc Super Squirrel	405	1987	Yamaha SRX250F
289	1926	Sunbeam 347cc Model 1			

## 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 £175,000 of the *Hammer Price*  
20% from £175,001 to £3,000,000 of the *Hammer Price*  
12.5% from £3,000,001 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.

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*. Payments made by anyone other than the registered *Buyer* will not be accepted. *Bonhams* reserves the right to vary the terms of payment at any time.

## Bonhams' preferred payment method is by 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.

Payment may also be made by one of the following methods:

**Sterling personal cheque drawn on a UK branch of a bank or building society:** all cheques must be cleared before you can collect your purchases and should be made payable to Bonhams 1793 Limited.

**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; this limit applies to both payment at our premises and direct deposit into our bank account.

Debit cards (including China Union Pay (CUP) cards and debit cards issued by Visa and MasterCard only). There is no limit on payment value if payment is made in person using Chip & Pin verification.

Payment by telephone may also be accepted up to £5,000, subject to appropriate verification procedures, although this facility is not available for first time buyers. If the amount payable by you for Lots exceeds that sum, the balance must be paid by other means.

Credit cards (including China Union Pay (CUP) cards and credit cards issued by Visa and MasterCard only). There is a £5,000 limit on payment value if payment is made in person using Chip & Pin verification.

It may be advisable to notify your debit or credit card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay.

Note: only one debit or credit card may be used for payment of an account balance. If you have any questions with regards to card payments, please contact our Customer Services Department.

## 10. COLLECTION AND STORAGE

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

## 11. SHIPPING

For information and estimates on domestic and international shipping as well as export licenses please contact Alban Shipping on +44 (0) 1582 493 099 enquiries@albanshipping.co.uk

## 12. EXPORT/TRADE RESTRICTIONS

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

## 13. CITES REGULATIONS

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

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

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

Other than any liability of the Seller to the Buyer of a Lot under the Contract for Sale, neither we nor the Seller are liable (whether in negligence or otherwise) for any error or misdescription or omission in any Description of a Lot or any

Estimate in respect of it, whether contained in the Catalogue or otherwise, whether given orally or in writing and whether given before or during the Sale. Neither we nor the Seller will be liable for any loss of Business, profits, revenue or income, or for loss of reputation, or for disruption to Business or wasted time on the part of management or staff, or for indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract (if any) or statutory duty, restitutionary claim or otherwise. In any circumstances where we and/or the Seller are liable in relation to any Lot or any Description or Estimate made of any Lot, or the conduct of any Sale in relation to any Lot, whether in damages, for an indemnity or contribution, or for a restitutionary remedy or otherwise, our and/or the Seller's liability (combined, if both we and the Seller are liable) will be limited to payment of a sum which will not exceed by way of maximum the amount of the Purchase Price of the Lot irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract (if any) or statutory duty or otherwise. Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) our liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or by the negligence of any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law or (v) our undertakings under paragraphs 9 (in relation to specialist Stamp or Book Sales only) and 10 of the Buyer's Agreement. The same applies in respect of the Seller, as if references to us in this paragraph were substituted with references to the Seller.

## 15. BOOKS

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

## 16. CLOCKS AND WATCHES

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

## 17. FIREARMS – PROOF, CONDITION AND CERTIFICATION

### Proof of Firearms

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

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

## Guns Sold as Parts

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

## Condition of Firearms

Comment in this Catalogue is restricted, in general, to exceptional condition and to those defects that might affect the immediate safety of a firearm in normal use. An intending Bidder unable to make technical examinations and assessments is recommended to seek advice from a gunmaker or from a modern firearms specialist. All prospective Bidders are advised to consult the ° of bore and wall-thickness measurements posted in the saleroom and available from the department. Bidders should note that guns are stripped only where there is a strong indication of a mechanical malfunction. Stripping is not, otherwise, undertaken. Guns intended for use should be stripped and cleaned beforehand. Hammer guns should have their rebound mechanisms checked before use. The safety mechanisms of all guns must be tested before use. All measurements are approximate.

## Original Gun Specifications Derived from Gunmakers

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

## Licensing Requirements Firearms Act 1968 as amended

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

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

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

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

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

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

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

Unmarked Lots require no licence.

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

## Taxidermy and Related Items

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

## 18. FURNITURE

### Upholstered Furniture

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

## 19. JEWELLERY

### Gemstones

Historically many gemstones have been subjected to a variety of treatments to enhance their appearance. Sapphires and rubies are routinely heat treated to improve their colour and clarity, similarly emeralds are frequently treated with oils or resin for the same purpose. Other treatments such as staining, irradiation or coating may have been used on other gemstones. These treatments may be permanent, whilst others may need special care or re-treatment over the years to retain their appearance. *Bidders* should be aware that *Estimates* assume that gemstones may have been subjected to such treatments. A number of laboratories issue certificates that give more detailed *Descriptions* of gemstones. However there may not be consensus between different laboratories on the degrees, or types of treatment for any particular gemstone. In the event that *Bonhams* has been given or has obtained certificates for any *Lot* in the *Sale* these certificates will be disclosed in the *Catalogue*. Although, as a matter of policy, *Bonhams* endeavours to provide certificates from recognised laboratories for certain gemstones, it is not feasible to obtain certificates for each *Lot*. In the event that no certificate is published in the *Catalogue*, *Bidders* should assume that the gemstones may have been treated. Neither *Bonhams* nor the *Seller* accepts any liability for contradictions or differing certificates obtained by *Buyers* on any *Lots* subsequent to the *Sale*.

### Estimated Weights

If a stone(s) weight appears within the body of the *Description* in capital letters, the stone(s) has been unmounted and weighed by *Bonhams*. If the weight of the stone(s) is stated to be approximate and does not appear in capital letters, the stone(s) has been assessed by us within its/their settings, and the stated weight is a statement of our opinion only. This information is given as a guide and *Bidders* should satisfy themselves with regard to this information as to its accuracy.

### Signatures

#### 1. A diamond brooch, by Kutchinsky

When the maker's name appears in the title, in *Bonhams'* opinion the piece is by that maker.

#### 2. A diamond brooch, signed Kutchinsky

Has a signature that, in *Bonhams'* opinion, is authentic but may contain gemstones that are not original, or the piece may have been altered.

#### 3. A diamond brooch, mounted by Kutchinsky

Has been created by the jeweller, in *Bonhams'* opinion, but using stones or designs supplied by the client.

## 20. PHOTOGRAPHS

### Explanation of Catalogue Terms

- "Bill Brandt": in our opinion a work by the artist.
- "Attributed to Bill Brandt": in our opinion probably a work by the artist, but less certainty to authorship is expressed than in the preceding category.
- "Signed and/or titled and/or dated and/or inscribed": in our opinion the signature and/or title and/or date and/or inscription are in the artist's hand.
- "Signed and/or titled and/or dated and/or inscribed in another hand": in our opinion the signature and/or title and/or date and/or inscription have been added by another hand.
- The date given is that of the image (negative). Where no further date is given, this indicates that the photographic print is vintage (the term "vintage" may also be included in the *Lot Description*). A vintage photograph is one which was made within approximately 5-10 years of the negative. Where a second, later date appears, this refers to the date of printing. Where the exact printing date is not known, but understood to be later, "printed later" will appear in the *Lot Description*.

- Unless otherwise specified, dimensions given are those of the piece of paper on which the image is printed, including any margins. Some photographs may appear in the *Catalogue* without margins illustrated.
- All photographs are sold unframed unless stated in the *Lot Description*.

## 21. PICTURES

### Explanation of Catalogue Terms

The following terms used in the *Catalogue* have the following meanings but are subject to the general provisions relating to *Descriptions* contained in the *Contract for Sale*:

- "Jacopo Bassano": in our opinion a work by the artist. When the artist's forename(s) is not known, a series of asterisks, followed by the surname of the artist, whether preceded by an initial or not, indicates that in our opinion the work is by the artist named;
- "Attributed to Jacopo Bassano": in our opinion probably a work by the artist but less certainty as to authorship is expressed than in the preceding category;
- "Studio/Workshop of Jacopo Bassano": in our opinion a work by an unknown hand in a studio of the artist which may or may not have been executed under the artist's direction;
- "Circle of Jacopo Bassano": in our opinion a work by a hand closely associated with a named artist but not necessarily his pupil;
- "Follower of Jacopo Bassano": in our opinion a work by a painter working in the artist's style, contemporary or nearly contemporary, but not necessarily his pupil;
- "Manner of Jacopo Bassano": in our opinion a work in the style of the artist and of a later date;
- "After Jacopo Bassano": in our opinion, a copy of a known work of the artist;
- "Signed and/or dated and/or inscribed": in our opinion the signature and/or date and/or inscription are from the hand of the artist;
- "Bears a signature and/or date and/or inscription": in our opinion the signature and/or date and/or inscription have been added by another hand.

## 22. PORCELAIN AND GLASS

### Damage and Restoration

For your guidance, in our *Catalogues* we detail, as far as practicable, recorded all significant defects, cracks and restoration. Such practicable *Descriptions* of damage cannot be definitive, and in providing *Condition Reports*, we cannot *Guarantee* that there are no other defects present which have not been mentioned. *Bidders* should satisfy themselves by inspection, as to the condition of each *Lot*. Please see the *Contract for Sale* printed in this *Catalogue*. Because of the difficulty in determining whether an item of glass has been repolished, in our *Catalogues* reference is only made to visible chips and cracks. No mention is made of repolishing, severe or otherwise.

## 23. VEHICLES

### The Veteran Car Club of Great Britain

#### Dating Plates and Certificates

When mention is made of a Veteran Car Club Dating Plate or Dating Certificate in this *Catalogue*, it should be borne in mind that the Veteran Car Club of Great Britain using the services of Veteran Car Company Ltd, does from time to time, review cars already dated and, in some instances, where fresh evidence becomes available, the review can result in an alteration of date. Whilst the Club and Veteran Car Company Ltd make every effort to ensure accuracy, the date shown on the Dating Plate or Dating Certificate cannot be guaranteed as correct and intending purchasers should make their own enquiries as to the date of the car.

## 24. WINE

*Lots* which are lying under Bond and those liable to VAT may not be available for immediate collection.

### Examining the wines

It is occasionally possible to provide a pre-Sale tasting for larger parcels (as defined below). This is generally limited to more recent and everyday drinking wines. Please contact the department for details.

It is not our policy to inspect every unopened case. In the case of wines older than 20 years the boxes will usually have been opened and levels and appearance noted in the *Catalogue* where necessary. You should make proper allowance for variations in ullage levels and conditions of corks, capsules and labels.

### Corks and Ullages

Ullage refers to the space between the base of the cork and the wine. Ullage levels for Bordeaux shaped bottles are only normally noted when below the neck and for Burgundy, Alsace, German and Cognac shaped bottles when greater than 4 centimetres (cm). Acceptable ullage levels increase with age; generally acceptable levels are as follows:

Under 15 years old – into neck or less than 4cm  
15 to 30 years old – top shoulder (ts) or up to 5cm  
Over 30 years old – high shoulder (hs) or up to 6cm

It should be noted that ullages may change between publication of the *Catalogue* and the *Sale* and that corks may fail as a result of transporting the wine. We will only accept responsibility for *Descriptions* of condition at the time of publication of the *Catalogue* and cannot accept responsibility for any loss resulting from failure of corks either before or after this point.

### Options to buy parcels

A parcel is a number of *Lots* of identical size of the same wine, bottle size and *Description*. The *Buyer* of any of these *Lots* has the option to accept some or all of the remaining *Lots* in the parcel at the same price, although such options will be at the *Auctioneer's* sole discretion. Absentee *Bidders* are, therefore, advised to bid on the first *Lot* in a parcel.

### Wines in Bond

Wines lying in Bond are marked Δ. All *Lots* sold under Bond, and which the *Buyer* wishes to remain under Bond, will be invoiced without VAT or Duty on the *Hammer Price*. If the *Buyer* wishes to take the *Lot* as Duty paid, UK Excise Duty and VAT will be added to the *Hammer Price* on the invoice.

*Buyers* must notify *Bonhams* at the time of the *sale* whether they wish to take their wines under Bond or Duty paid. If a *Lot* is taken under Bond, the *Buyer* will be responsible for all VAT, Duty, clearance and other charges that may be payable thereon.

*Buyers* outside the UK must be aware that any forwarding agent appointed to export their purchases must have a movement certificate for *Lots* to be released under Bond.

### Bottling Details and Case Terms

The following terms used in the *Catalogue* have the following meanings:

CB – Château bottled  
DB – Domaine bottled  
EstB – Estate bottled  
BB – Bordeaux bottled  
BE – Belgian bottled  
FB – French bottled  
GB – German bottled  
OB – Oporto bottled  
UK – United Kingdom bottled  
owc – original wooden case  
iwc – individual wooden case  
oc – original carton

## SYMBOLS

### THE FOLLOWING SYMBOLS ARE USED TO DENOTE

- Y Subject to CITES regulations when exporting these items outside the EU, see clause 13.
- TP Objects displayed with a TP will be located at the Cadogan Tate warehouse and will only be available for collection from this location.
- W Objects displayed with a w will be located in the Bonhams Warehouse and will only be available for collection from this location.
- Δ Wines lying in Bond.
- AR An *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to payment of royalties under the Artists Resale Right Regulations 2006. See clause 7 for details.
- The *Seller* has been guaranteed a minimum price for the *Lot*, either by *Bonhams* or a third party. This may take the form of an irrevocable bid by a third party, who may make a financial gain on a successful *Sale* or a financial loss if unsuccessful.
- ▲ *Bonhams* owns the *Lot* either wholly or partially or may otherwise have an economic interest.
- Ⓞ This *Lot* contains or is made of ivory. The United States Government has banned the import of ivory into the USA.

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

## DATA PROTECTION – USE OF YOUR INFORMATION

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

## APPENDIX 1

### CONTRACT FOR SALE

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

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

### 1 THE CONTRACT

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

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

### 2 SELLER'S UNDERTAKINGS

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

### 3 DESCRIPTIONS OF THE LOT

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

### 4 FITNESS FOR PURPOSE AND SATISFACTORY QUALITY

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

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

### 5 RISK, PROPERTY AND TITLE

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

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

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

<b>6</b>	<b>RESPONSIBILITY FOR THE LOT</b>	7.2	You agree to indemnify us against all legal and other costs, all losses and all other <i>Expenses</i> (whether or not court proceedings will have been issued) incurred by us as a result of our taking steps under this paragraph 7 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 7.1.5 from the date upon which we become liable to pay the same until payment by you.	9.2.2	you notify us in writing as soon as reasonably practicable after you have become aware that the <i>Lot</i> is or may be a <i>Forgery</i> , and in any event within one year after the <i>Sale</i> , that the <i>Lot</i> is a <i>Forgery</i> ; and
6.1	Only on the payment of the <i>Purchase Price</i> to us will title in the <i>Lot</i> pass to you. However under the <i>Contract for Sale</i> , the risk in the <i>Lot</i> passed to you when it was knocked down to you.			9.2.3	within one month after such notification has been given, you return the <i>Lot</i> to us in the same condition as it was at the time of the <i>Sale</i> , accompanied by written evidence that the <i>Lot</i> is a <i>Forgery</i> and details of the <i>Sale</i> and <i>Lot</i> number sufficient to identify the <i>Lot</i> .
6.2	You are advised to obtain insurance in respect of the <i>Lot</i> as soon as possible after the <i>Sale</i> .			9.3	Paragraph 9 will not apply in respect of a <i>Forgery</i> if:
<b>7</b>	<b>FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS</b>	7.3	If you pay us only part of the sums due to us such payment shall be applied firstly to the <i>Purchase Price</i> of the <i>Lot</i> (or where you have purchased more than one <i>Lot</i> pro-rata towards the <i>Purchase Price</i> of each <i>Lot</i> ) and secondly to the <i>Buyer's Premium</i> (or where you have purchased more than one <i>Lot</i> pro-rata to the <i>Buyer's Premium</i> on each <i>Lot</i> ) and thirdly to any other sums due to us.	9.3.1	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;			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> ;	<b>8</b>	<b>CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT</b>	9.5	If we are satisfied that a <i>Lot</i> is a <i>Forgery</i> we will (as principal) purchase the <i>Lot</i> from you and you will transfer the title to the <i>Lot</i> in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims, in accordance with the provisions of Sections 12(1) and 12(2) of the Sale of Goods Act 1979 and we will pay to you an amount equal to the sum of the <i>Purchase Price</i> , <i>Buyer's Premium</i> , <i>VAT</i> and <i>Expenses</i> paid by you in respect of the <i>Lot</i> .
7.1.3	to remove, and/or store the <i>Lot</i> at your expense;	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:	9.6	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;	8.1.1	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	9.7	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;	8.1.2	deliver the <i>Lot</i> to a person other than you; 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;	8.1.3	commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or	<b>10</b>	<b>OUR LIABILITY</b>
7.1.7	to sell the <i>Lot Without Reserve</i> by auction, private treaty or any other means on giving you three months' written notice of our intention to do so;	8.1.4	require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.	10.1	We will not be liable whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967 or in any other way for lack of conformity with or any inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in respect of it, made by us or on our behalf or by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Bonhams' Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> .
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	The discretion referred to in paragraph 8.1:	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;	8.2.1	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	10.2.1	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;	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.		
<b>7.1.11</b>	<b>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>.</b>	<b>9</b>	<b>FORGERIES</b>		
		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](http://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](mailto:info@bonhams.com).

## APPENDIX 3

### DEFINITIONS AND GLOSSARY

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

### LIST OF DEFINITIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**“New Bond Street”** means *Bonhams’* saleroom at 101 New Bond Street, London W1S 1SR.

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

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

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

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

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

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

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

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

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

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

**“Stamp”** means a postage *Stamp* offered for *Sale* at a *Specialist Stamp Sale*.

**“Standard Examination”** a visual examination of a *Lot* by a non-specialist member of *Bonhams’* staff.

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

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

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

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

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

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

**“Withdrawal Notice”** the *Seller’s* written notice to *Bonhams* revoking *Bonhams’* instructions to sell a *Lot*.

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

## GLOSSARY

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

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

**“bailee”**: a person to whom goods are entrusted.

**“indemnity”**: an obligation to put the person who has the benefit of the indemnity in the same position in which he would have been, had the circumstances giving rise to the indemnity not arisen and the expression “indemnity” is construed accordingly.

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

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

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

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

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

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

## SALE OF GOODS ACT 1979

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

“Section 12 Implied terms about title, etc

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

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

# Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

--	--	--	--

**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](http://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](mailto:info@bonhams.com).

### 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)

# Bonhams

Sale title: The Spring Stafford Sale		Sale date: 21 & 22 April 2018													
Sale no. 24494		Sale venue: Stafford													
<p>If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids.</p> <p><b>General Bid Increments:</b></p> <table border="0"> <tr> <td>£10 - 200 .....by 10s</td> <td>£10,000 - 20,000 .....by 1,000s</td> </tr> <tr> <td>£200 - 500 .....by 20 / 50 / 80s</td> <td>£20,000 - 50,000 .....by 2,000 / 5,000 / 8,000s</td> </tr> <tr> <td>£500 - 1,000 .....by 50s</td> <td>£50,000 - 100,000 .....by 5,000s</td> </tr> <tr> <td>£1,000 - 2,000 .....by 100s</td> <td>£100,000 - 200,000 .....by 10,000s</td> </tr> <tr> <td>£2,000 - 5,000 .....by 200 / 500 / 800s</td> <td>above £200,000 .....at the auctioneer's discretion</td> </tr> <tr> <td>£5,000 - 10,000 .....by 500s</td> <td></td> </tr> </table> <p><b>The auctioneer has discretion to split any bid at any time.</b></p>				£10 - 200 .....by 10s	£10,000 - 20,000 .....by 1,000s	£200 - 500 .....by 20 / 50 / 80s	£20,000 - 50,000 .....by 2,000 / 5,000 / 8,000s	£500 - 1,000 .....by 50s	£50,000 - 100,000 .....by 5,000s	£1,000 - 2,000 .....by 100s	£100,000 - 200,000 .....by 10,000s	£2,000 - 5,000 .....by 200 / 500 / 800s	above £200,000 .....at the auctioneer's discretion	£5,000 - 10,000 .....by 500s	
£10 - 200 .....by 10s	£10,000 - 20,000 .....by 1,000s														
£200 - 500 .....by 20 / 50 / 80s	£20,000 - 50,000 .....by 2,000 / 5,000 / 8,000s														
£500 - 1,000 .....by 50s	£50,000 - 100,000 .....by 5,000s														
£1,000 - 2,000 .....by 100s	£100,000 - 200,000 .....by 10,000s														
£2,000 - 5,000 .....by 200 / 500 / 800s	above £200,000 .....at the auctioneer's discretion														
£5,000 - 10,000 .....by 500s															
Customer Number		Title													
First Name		Last Name													
Company name (to be invoiced if applicable)															
Address															
City		County / State													
Post / Zip code		Country													
Telephone mobile		Telephone daytime													
Telephone evening		Fax													
Preferred number(s) in order for Telephone Bidding (inc. country code)															
E-mail (in capitals)															
By providing your email address above, you authorise Bonhams to send to this address information relating to Sales, marketing material and news concerning Bonhams. Bonhams does not sell or trade email addresses.															
I am registering to bid as a private buyer <input type="checkbox"/>		I am registering to bid as a trade buyer <input type="checkbox"/>													
If registered for VAT in the EU please enter your registration here: □□ / □□□ - □□□□ - □□		Please tick if you have registered with us before <input type="checkbox"/>													

**Please note that all telephone calls are recorded.**

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

### FOR WINE SALES ONLY

Please leave lots "available under bond" in bond

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](mailto:bids@bonhams.com)

Bonhams 1793 Limited. Montpelier Street, London SW7 1HH. Incorporated in England. Company Number 4326560.

UK/01/18

# 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

**Wiltshire, Hants, Glos, Berks & Somerset**  
Greg Pullen  
Lower heath Ground  
Easterton  
Devizes  
Wiltshire  
SN10 4PX  
Tel: (01380) 816 493  
greg.pullen@  
bonhams.com

**Lincs & 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

**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

**Home Counties**  
David Hancock  
5 Roscommon,  
34 Brackendale Road,  
Camberley,  
Surrey,  
GU15 2JR  
(01276) 294 13  
david.hancock@  
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**  
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  
Childe Road  
Cleobury Mortimer  
Kidderminster  
Shropshire  
DY14 8PA  
Tel: (01299) 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

**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  
Tel: +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

**Southeast**  
Greg Porter  
Tel: +1 336 406 6636  
Greg.Porter@  
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

To e-mail any of the below use the first name dot second name @bonhams.com eg. charles.obrien@bonhams.com

## 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

Liz Goodridge  
+1 917 206 1621

## 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.  
Benjamin Walker  
+1 212 710 1306  
Dan Tolson  
+1 917 206 1611

## 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

Scott 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 8356

## 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.  
Nathania Nisonson  
+1 917 206 1617

## 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.  
Caroline Morrissey  
+1 212 644 9046  
HONG KONG  
Graeme Thompson  
+852 3607 0006

## Marine Art

UK  
Veronique Scorer  
+44 20 7393 3962

## Mechanical Music

Jon Baddeley  
+44 20 7393 3872

## 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.  
Laura Paterson  
+1 917 206 1653

## Prints and Multiples

UK  
Lucia Tro Santafe  
+44 20 7468 8262  
U.S.A.  
Morisa Rosenberg  
+1 323 447 9374

## 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

### 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 Mearns  
Glasgow  
G77 5LL  
+44 141 223 8866  
+44 141 223 8868 fax

Representatives:  
**Wine & Spirits**  
Tom Gilbey  
+44 1382 330 256

### Wales

Representatives:  
**Cardiff**  
Jeff Muse  
+44 2920 727 980

## EUROPE

**Belgium**  
Boulevard  
Saint-Michel 101  
1040 Brussels  
+32 (0) 2 736 5076  
belgium@bonhams.com

**France**  
4 rue de la Paix  
75002 Paris  
+33 (0) 1 42 61 10 10  
paris@bonhams.com

**Germany - Hamburg**  
Annabelle Hosie  
+49 (0)157 596 17473  
hamburg@bonhams.com

**Germany - Munich**  
Maximilianstrasse 52  
80538 Munich  
+49 (0) 89 2420 5812  
munich@bonhams.com

**Germany - Stuttgart**  
New Bridge Offices  
Neue Brücke 2  
70173 Stuttgart  
+49 (0)711 219 52640  
stuttgart@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 4-1C  
28001 Madrid  
+34 915 78 17 27  
madrid@bonhams.com

**Sweden**  
Ingrid Bjäringer  
+46 (0)709 79 90 07  
sweden@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**  
Joslyne Halibard  
+972 (0)54 553 5337  
joslyne.halibard@  
bonhams.com

## NORTH AMERICA

### USA

**San Francisco ●**  
220 San Bruno Avenue  
San Francisco  
CA 94103  
+1 (415) 861 7500  
+1 (415) 861 8951 fax

**Los Angeles ●**  
7601 W. Sunset Boulevard  
Los Angeles  
CA 90046  
+1 (323) 850 7500  
+1 (323) 850 6090 fax

**New York ●**  
580 Madison Avenue  
New York, NY  
10022  
+1 (212) 644 9001  
+1 (212) 644 9007 fax

Representatives:  
**Arizona**  
Terri Adrian-Hardy  
+1 (602) 859 1843  
arizona@bonhams.com

**California**  
**Central Valley**  
David Daniel  
+1 (916) 364 1645  
sacramento@bonhams.com

**California**  
**Palm Springs**  
Brooke Sivo  
+1 (760) 350 4255  
palm Springs@bonhams.com

**California**  
**San Diego**  
Brooke Sivo  
+1 (323) 436 5420  
sandiego@bonhams.com

**Colorado**  
Lance Vigel  
+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 (470) 393 7322  
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

### Oregon

Sheryl Acheson  
+1 (971) 727 7797  
oregon@bonhams.com

### Texas

Amy Lawch  
+1 (713) 621 5988  
texas@bonhams.com

### Virginia

Gertraud Hechl  
+1 (202) 422 2733  
virginia@bonhams.com

### Washington

Heather O'Mahony  
+1 (206) 566 3913  
seattle@bonhams.com

### Washington DC

Gertraud Hechl  
+1 (202) 422 2733  
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**  
Jessica Zhang  
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





To Edith & Jim  
with best wishes  
Fred  
S.

**B** 1793

**Bonhams**

101 New Bond Street  
London  
W1S 1SR

+44 (0) 20 7447 7447  
+44 (0) 20 7447 7400 fax

