

# Bonhams



## The Alexandra Palace Sale

An Important Single Owner Collection of Collectors' Motorcycles

Alexandra Palace, London | 23 September 2018



RECORD MADE IN ITALY



Norton

14





AGUSTA MV

TT

For CLASSICS  
RELIVE  
your Memories  
GP1

200 MIGLIA  
200 MIGLIA  
PARADE GP

GP1 PARADE GP1

65  
Classic Race

# The Alexandra Palace Sale

## An Important Single Owner Collection of Collectors' Motorcycles

Alexandra Palace, London | Sunday 23 September 2018 at 14:00



### VIEWING

Saturday 22 September  
09.00 to 17.00

Sunday 23 September  
from 09.00

### SALE TIMES

Sunday 23 September  
14.00

### SALE NUMBER

25250

### CATALOGUE £25.00 + P&P

(admits two)

### ADMISSION TO THE MCN ALLY PALLY SHOW & SUPERSPRINT

Two admission tickets to the show (each valid on any one day) is included for advance orders of the catalogue. For catalogues purchased on the view and sale days admission to the event is not included.

### REGISTRATION IMPORTANT NOTICE

Please note that all customers, irrespective of any previous activity with Bonhams, are required to complete the Bidder Registration Form in advance of the sale. The form can be found at the back of every catalogue and on our website at [www.bonhams.com](http://www.bonhams.com) and should be returned by email or post to the specialist department or to the bids department at [bids@bonhams.com](mailto:bids@bonhams.com)

### 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)

### 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.

To bid live online and / or leave internet bids please go to [www.bonhams.com/auctions/25250](http://www.bonhams.com/auctions/25250) and click on the Register to bid link at the top left of the page.

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

Andy Barrett  
+44 (0) 20 8963 2817  
+44 (0) 8700 273 625 fax  
[andrew.barrett@bonhams.com](mailto:andrew.barrett@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 **Φ** printed beside the lot number in this catalogue.

### Bonhams 1793 Limited

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

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

### Bonhams International Board

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

### Bonhams UK Ltd Directors

Colin Sheaf Chairman,  
Harvey Cammell Deputy Chairman,  
Emily Barber, Antony Bennett,  
Matthew Bradbury, Lucinda Bredin,  
Simon Cottle, Andrew Currie,  
Charles Graham-Campbell, Matthew Haley,  
Richard Harvey, Robin Hereford,  
Charles Lanning, Grant MacDougall,

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

# General Information

## Admission

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

## Absentee Bids

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

## References

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

## Bidder Registration

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

## Premium

Like the vast majority of auctioneers Bonhams charge what is known as a Buyer's Premium on the Hammer Price of each Lot purchased and is subject to VAT. Some lots may also be subject to VAT on the Hammer Price and these lots will be clearly marked with a symbol ( †, Ω, + ) printed beside the lot number in the catalogue.

For Automobilia the Buyer's Premium is 25% on the first £175,000 of the Hammer Price, 20% from £175,001 to £3,000,000 of the Hammer Price, and 12.5% on the balance thereafter.

## PLEASE NOTE FROM THE 1 SEPTEMBER 2018:

**For Motorcycles the Buyer's Premium will be 15% on the first £500,000 of the Hammer Price of each Lot, and 12% on the balance thereafter.**

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.

## 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 Mark Gold 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.

## Methods of Payment

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

The name and address in which you register will be the name and address on your invoice, if successful. We cannot amend the details on your invoice, once issued. Furthermore, when making payment, the account from which the payment is sent must match the buyer's details as per on the bidder registration form and the issued invoice.

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

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

## Bonhams' preferred payment method is by bank transfer.

- **Bank Transfer:** You may electronically transfer funds to our Trust Account. Please quote your paddle number and Invoice number as the reference. Our Trust Account details are as follows. Bank: National Westminster Bank Plc Address: PO Box 4RY 250 Regent Street London W1A 4RY Sort Code: 56-00-27 Account Name: Bonhams 1793 Limited Client Bank Account Account Number: 25563009 IBAN Number: GB 33 NWBK 560027 25563009

If paying by bank transfer, the amount received after 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:

- **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.

- **Card:** Debit issued by Visa and MasterCard only. There is no limit on payment value if payment is made in person using Chip & Pin verification.

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.

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.

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.

- **Cheque:** You may pay by sterling cheque drawn on a UK bank or building society 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.

## 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.

## Vehicle Insurance

Carole Nash insurance will be happy to assist with any insurance requirements for agreed value road risk, storage and transportation cover.

Carole Nash  
+44 (0) 333 254 8604  
[bikes@carolenash.com](mailto:bikes@carolenash.com)

## VMCC Statement of Search/Dating Certificates

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

## 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.



# 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.

We accept the following methods of payment.

## Bonhams' preferred payment method is by bank transfer.

### 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

Debit issued by Visa and MasterCard only. There is no limit on payment value if payment is made in person using Chip & Pin verification.

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.

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.

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.

### 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.

### Payment by cash

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.

## Are there any other charges?

Like the vast majority of auctioneers Bonhams charge what is known as a Buyer's Premium on the Hammer Price of each Lot purchased and is subject to VAT. Some lots may also be subject to VAT on the Hammer Price and these lots will be clearly marked with a symbol (†, ‡, \*) printed beside the lot number in the catalogue.

For Automobilia the Buyer's Premium is 25% on the first £175,000 of the Hammer Price, 20% from £175,001 to £3,000,000 of the Hammer Price, and 12.5% on the balance thereafter. Storage and handling charges may also be payable by the Buyer as detailed on the specific "Collections" page.

### PLEASE NOTE FROM THE 1 SEPTEMBER 2018:

**For Motorcycles the Buyer's Premium will be 15% on the first £500,000 of the Hammer Price of each Lot, and 12% on the balance thereafter.**

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.

## 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 10am on Monday 24 September 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.**

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

# Your contacts for this sale

## Motorcycle Specialists

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

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

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

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

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

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

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

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

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

## 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

# Collections

## Motorcycles

Vehicles must be collected from the sale venue by 10am Monday 24 September. 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 Fairoaks, Chobham, 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 Fairoaks, Chobham. 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 Fairoaks, Chobham from 12pm Tuesday 25 September, by appointment with Polygon Transport.

## Vehicle Removal charges to store in Southampton

£120 + VAT per motorcycle

## Storage charges

£10.00 + VAT per day per motorcycle

## 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).



# Directions to Alexandra Palace

## ADDRESS

Alexandra Palace Way  
London  
N22 7AY

## BY CAR

Car park spaces are free and offered on a first come, first served basis.

- Major roads have signposts 'to Alexandra Palace'
- 1 mile from the North Circular Road (A406)
- 5 miles from the M1 (Junction 2)
- 8 miles from the M25 (Junction 25)

## BY LONDON UNDERGROUND

The nearest underground stations are Wood Green on the Piccadilly line and Finsbury Park on the Victoria line.

The W3 bus runs from both of these tube stations and will take you to the Alexandra Palace Ice Rink stop or Palm Court entrance.

## BY RAIL

Alexandra Palace has its own British Rail Station (Alexandra Palace Station). A regular train service runs direct from Moorgate or from Kings Cross, changing at Finsbury Park.

Once at Alexandra Palace station you can take the W3 bus or walk (15-20 mins.) directly to the venue.

## BY BUS

In addition to the W3 from Finsbury Park and Wood Green underground stations, if you are travelling from North London the 184 towards Turnpike Lane Station stops at Alexandra Palace Station.

## Where to find us at the Ally Pally Show & Supersprint



# Motorcycles

Sunday 23 September 2018 at 14:00  
Lots 1 - 69

Further images of each lot can be found at:  
[www.bonhams.com/25250](http://www.bonhams.com/25250)









1

**1977 YAMAHA RD400**

Registration no. PJG 661S

Frame no. 1A3-107723

Engine no. 1A3-10173

'The RD400 is in fact the current optimal development of the air-cooled two-stroke. It will pull 18mph in sixth gear... and then, at the drop of a cog or four, zip up to a genuine 96mph... Its acceleration curve from 5,000rpm is little short of frightening...' – Bike magazine. Yamaha updated its long-running RD350 twin in 1976, lengthening the stroke to create the RD400. The new model had completely revised styling (shared with the equivalent RD250) featuring a coffin-shaped fuel tank, 'speed block' graphics (in Europe) and, for the first time on a production roadster, cast alloy wheels. To accommodate the 400's extra grunt, the crankcase assembly was beefed up and the engine unit mounted on rubber bushes to isolate the rider from high-frequency vibration. Although there was no vast increase in peak power over the RD350, the larger engine had a much better spread of torque and, just like its predecessor, proved highly amenable to tuning. Tweaked RD400s were soon boss of their class in production machine racing the world over. A desirable early RD400 with opposed-piston front brake (the sliding-calliper brake on later models is poor by comparison), this example was last taxed to 31st October 2013. The machine is offered with a V5C Registration Certificate, copies of previous V5Cs, and a quantity of MoTs (most recent expired August 2015).

**£3,800 - 4,800**

**€4,200 - 5,300**



2

**1976 YAMAHA 49CC FS1-E**

Registration no. OBA 206P

Frame no. 468-030854

Engine no. \*468-030854\*

Now elevated to cult status, Yamaha's FS1-E 'Sixteener Special' first appeared in 1973. Dropped from the range in 1979, the model was later revived by Yamaha - an almost unprecedented occurrence - with production recommencing in 1987. Originally the 'FS1', the model later gained a set of bicycle pedals to meet UK moped legislation, becoming the 'FS1-E'. In its pre-August 1977, unrestricted form, the 'Fizzie' produced 4.9bhp and was good for around 45mph flat out. When the model was revived, without pedals but now equipped with Autolube, it was available in restricted form only, though the missing horses were relatively easily restored. The passage of time and attendant nostalgia effect has seen the humble FS1-E elevated to the status of one of the most collectible of 'modern' Japanese motorcycles, perhaps only second to the Yamaha RD350LC, with a whole generation of 50-something motorcyclists eagerly buying and restoring the humble 'Fizzie' in an effort to recapture the spirit of their youth. This beautifully restored FS-1E comes with a thick file of bills made out to the previous owner, most of which date from 2011. One of the bills is for a big-bore (44mm) piston kit. Registered to the current vendor in April 2104, this highly collectible Japanese classic also comes with a V5C registration document and an expired MoT (October 2014).

**£4,000 - 5,000**

**€4,500 - 5,600**



3

### 1974 YAMAHA 49CC FS1-E

Registration no. SMK 27M

Frame no. \*394-014110\*

Engine no. \*394-014110\*

Now elevated to cult status, Yamaha's FS1-E 'Sixteener Special' first appeared in 1973. Dropped from the range in 1979, the model was later revived by Yamaha - an almost unprecedented occurrence - with production recommencing in 1987. Originally the 'FS1', the model later gained a set of bicycle pedals to meet UK moped legislation, becoming the 'FS1-E'. In its pre-August 1977, unrestricted form, the 'Fizzie' produced 4.9bhp and was good for around 45mph flat out. When the model was revived, without pedals but now equipped with Autolube, it was available in restricted form only, though the missing horses were relatively easily restored. The passage of time and attendant nostalgia effect has seen the humble FS1-E elevated to the status of one of the most collectible of 'modern' Japanese motorcycles, perhaps only second to the Yamaha RD350LC, with a whole generation of 50-something motorcyclists eagerly buying and restoring the humble 'Fizzie' in an effort to recapture the spirit of their youth. This beautifully restored FS-1E has covered a mere 95 miles since restoration and was last on the road in 2007. Acquired by the current vendor in September 2006, the machine will require re-commissioning before further use. Accompanying documentation consists of old/current V5C Registration Certificates and an expired MoT (April 2007). A Haynes workshop manual is included in the sale.

**£3,000 - 4,000**

**€3,300 - 4,500**



4

### 1967 HONDA CB125SS

Registration no. GEY 421E

Frame no. CB125-2011294

Engine no. CB125E-2011409

Having started motorcycle production with a simple single-cylinder two-stroke, Honda soon switched to the four-stroke engine and in 1957 introduced its first twin-cylinder model of that type: the 247cc C70. With its slightly inclined cylinders, single overhead camshaft, gear primary drive and integral gearbox, it set the pattern for generations of twin-cylinder Hondas to come. This state-of-the-art engine went into a pressed-steel chassis, the frame, front fork and swinging arm being fabricated of this material, while there were full-width aluminium alloy hubs at both ends. There were soon twins in all sizes from 125cc upwards. In 1966, three new 125s replaced the existing models: CB125 sports, CD125 tourer, and CL125 street scrambler while the following year the 125 range expanded to no fewer than eight models. At the top of the range sat the CB125SS, which replaced the CB92 while retaining a broadly similar engine with left-side cam drive. This CB125SS was restored for previous owner James Morgan by Steve and Phil Denton, and in 2009 won the 'Best in Show' trophy at the Vintage Japanese Motorcycle Club's annual rally at Uttoxeter. The winner's rosette is on file and the machine also comes with a copy of the VJMC's December 2009 magazine depicting the Dentons and this Honda on the inside front cover. The current vendor acquired the machine in February 2010. Additional documentation consists of an expired MoT (September 2010) and old/current V5C Registration Certificates.

**£5,500 - 7,500**

**€6,100 - 8,300**



5

## 1969 HONDA CB750 'SAND-CAST'

Registration no. MFX 639G  
Frame no. CB750-1002196  
Engine no. CB750E-1002249

- *Very early sand-cast model*
- *Imported from the USA*
- *First registered in the UK on 1st September 2015*



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

The Honda CB750 made its United States debut at Las Vegas in January 1969 and was first shown to the UK public at the Brighton Show in April '69, having been sampled by the motorcycling press at Brands Hatch a few days previously. Deliveries were slow to arrive, but Motorcycle Sport was fortunate enough to ride a CB750 around the Isle of Man TT course during the summer, as reported in its August 1969 edition. By the time the first batches began to arrive in the UK over the winter of 1969/1970, a revised version had been introduced, known retrospectively as the 'K0'. The latter differed mainly by virtue of its die-cast crankcases, this casting method being better suited to mass production than the sand-casting process used for the earlier machines completed prior to September 1969.

A rare 'sand cast' model, this early CB750 still has the ultra-rare two-hole air-box, bootless master cylinder, early 'wrinkle' tank, rolled rear rim, left-hand horn fitting, sunken seat with tail fin, sunken key and ignition switch, fin-less oil filter housing, '28' carburettor tops, and 5mm diameter cables. Many of these parts go missing from these early CB750s over the years, but fortunately this one has retained them.

This beautiful machine has undergone a total restoration to show condition using new-old-stock parts where necessary, and is fitted with a brand new set of period-correct unstamped Japanese exhaust pipes. It was imported by Geomede (Motorcycles Unlimited) of Perivale and first registered in the UK on 1st September 2015. The current (second) UK owner acquired the machine in October 2015 (purchase receipt on file). Accompanying documentation consists of a State of Indiana Certificate of Title (copy); DVLA and HMR&C correspondence; expired MoT (August 2016); and a V5C Registration Certificate. An exceptional rare and correct example in beautiful condition, the machine also comes with an original owner's manual.

**£20,000 - 30,000**

**£22,000 - 33,000**



6

# **1969 HONDA CB750 K0**

Registration no. MFX 637G

Frame no. CB750-1014444

Engine no. CB750E-1013713

'Seldom has a road-test model attracted such a wide interest and appreciative comments from bystanders. That it justified the praise goes without saying. No manufacturer has come nearer than Honda to producing an ideal roadster.' - Motor Cycle reviewing the CB750. Fifty years on, it is hard to imagine the impact the Honda CB750 had on the motorcycling world when it was unveiled to a stunned public at the Tokyo Show in October 1968. True, there had been plenty of four-cylinder motorcycles before, but these had been built in relatively small numbers and aimed at the wealthy few. Here for the first time was a mass-produced four within the financial reach of the average enthusiast, and one whose specification - overhead camshaft, disc front brake, five-speed gearbox, electric starter, etc - made the opposition look obsolete overnight. A trend-setting design of immense significance and one of the truly great classic motorcycles, the CB750 is highly sought after today by collectors. Presented in apparently good original condition, this CB750 was imported from the USA by Direct Classic Imports Ltd and first registered in the UK on 1st September 2015. The current vendor is its sole UK owner. Accompanying documentation consists of DVLA and HMR&C correspondence, an expired MoT (August 2016), and a V5C Registration Certificate.

**£16,000 - 20,000**

**€18,000 - 22,000**



7

# **1970 HONDA CB750 K0**

Registration no. VDA 146H

Frame no. CB750-1016970

Engine no. CB750E-1017038

'Like BSA/Triumph's parallel twin and Ducati's desmodromic single, the Honda inline four is one of those engines which created a standard out of an ideal. The list of Honda's technical achievements is impressive but the appearance of a production four-barrel roadster at a Mr Everyman price was probably their greatest coup.' - Bike magazine. Fifty years on, it is hard to imagine the impact the Honda CB750 had on the motorcycling world when it was unveiled to a stunned public at the Tokyo Show in October 1968. True, there had been plenty of four-cylinder motorcycles before, but these had been built in relatively small numbers and aimed at the wealthy few. Here for the first time was a mass-produced four within the financial reach of the average enthusiast, and one whose specification - overhead camshaft, disc front brake, five-speed gearbox, electric starter, etc - made the opposition look obsolete overnight. A trend-setting design of immense significance and one of the truly great classic motorcycles, the CB750 is highly sought after today by collectors. Presented in generally excellent original condition, this CB750 was imported circa 2014 and first registered in the UK on 1st November of that year. The current vendor is its sole UK owner. Accompanying documentation consists of DVLA and HMR&C correspondence, an expired MoT (November 2015), and a V5C Registration Certificate.

**£12,000 - 18,000**

**€13,000 - 20,000**





8

**1971 HONDA CB750 K1**

Registration no. MWV 545J  
Frame no. CB750-1045990  
Engine no. CB750E-1046479

Fifty years on, it is hard to imagine the impact the Honda CB750 had on the motorcycling world when it was unveiled to a stunned public at the Tokyo Show in October 1968. True, there had been plenty of four-cylinder motorcycles before, but these had been built in relatively small numbers and aimed at the wealthy few. Here for the first time was a mass-produced four within the financial reach of the average enthusiast, and one whose specification - overhead camshaft, disc front brake, five-speed gearbox, electric starter, etc - made the opposition look obsolete overnight. A trend-setting design of immense significance and one of the truly great classic motorcycles, the CB750 is highly sought after today by collectors. Presented in generally excellent original condition, this CB750 was imported from California, USA circa 2013 and first registered in the UK on 1st August 2016. The current vendor is its sole UK owner. Accompanying documentation consists of DVLA and HMR&C correspondence, (copy) State of California Certificate of Title, SORN paperwork, two MoTs (most recent expired April 2017), and a V5C Registration Certificate. A Clymer service and repair manual is included in the sale.

**£6,000 - 8,000**

**€6,700 - 8,900**



9

**1969 HONDA CL350**

Registration no. not UK registered  
Frame no. CL350-1057193  
Engine no. CL35E-1035357

Scrambler-style motorcycles with their high-mounted exhaust systems have always been a favourite of American riders. In 1968, Honda followed up their popular CL77 Street Scrambler with the CL350, powered by a new 325cc twin-cylinder engine also used for the CB350 sports roadster. With the later addition of an SL variant, the Honda 350s soon became the best-selling bikes in the USA, with the total produced numbering some 625,000. Despite its distinctive crossover exhaust system and 'boom box' silencer, the CL was much more a street scrambler than a true off-roader, as pointed out by Road Test Quarterly in 1969. 'Bold, beautiful and boss. The best part about the Scrambler is tooling it down the road. With the double leading shoe brake at the front and a single leading unit at the rear, stopping is assured. Handling is more along the lines of a road racer.' Because these popular machines were used for everything from commuting to off-roading to long-distance touring, complete low-mileage examples are now rare. The current vendor purchased this example at Bonhams Las Vegas sale in January 2015 (Lot 306). At that time it was said to have covered a mere 2,800 miles and was described as 'mechanically sound', a cosmetic restoration having been carried out on the original chrome pieces and bodywork, 'the latter finished in the correct, eye-catching Candy Blue over white'. There are no documents with this Lot.

**£4,000 - 6,000**

**€4,500 - 6,700**



10

**1972 KAWASAKI 903CC Z1**

Registration no. RBY 880K

Frame no. Z1F 00212

Engine no. Z1E 00176

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. Charismatic in the extreme, these early 'Big Zeds' are served by an enthusiastic owners club and are increasingly sought after today. Few bikes from Japan have had as big an impact on the motorcycling world. An imported model, this very early Z1 was first registered in the UK on 6th June 2013. The machine is offered with a V5C Registration Certificate. Incidentally, its frame number is only one digit away from that of Lot 11.

**£12,000 - 18,000**

**€13,000 - 20,000**



11

**1972 KAWASAKI 903CC Z1**

Registration no. RBY 881K

Frame no. Z1F 00213

Engine no. Z1E 00244

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. Charismatic in the extreme, these early 'Big Zeds' are served by an enthusiastic owners club and are increasingly sought after today. Few bikes from Japan have had as big an impact on the motorcycling world. An imported model, this very early Z1 was first registered in the UK on 6th June 2013. The machine is offered with a V5C Registration Certificate. Incidentally, its frame number is only one digit away from that of Lot 10.

**£12,000 - 18,000**

**€13,000 - 20,000**





12

## 2015 KAWASAKI 998CC H2R

Registration no. not applicable  
Frame no. JKA2XTOPPA0001827  
Engine no. ZXT00NE002431

- *The world's fastest production motorcycle*
- *One of only 27 2015 UK examples*
- *One owner*
- *Never used*



'Know this: the new H2R isn't a game-changer. It's way more than that. This is a life-changer. There isn't another production vehicle on the planet that gets anywhere near the relentless power, head-splitting noise, and bloody-hell-fire-sweet-lord-help-me-now performance of Kawasaki's utterly mental H2R' – Bike magazine.

If 'too much is never enough' is not Kawasaki's motto then it should be, for the company's history is punctuated by a series of outrageous machines that have captured the motorcycling public's imagination like few others. From the Mach III, to the Z1, to the ZX-10R, and on to today's H2 and H2R, the focus has always been on offering uncompromising high performance, even if the limitations of available technology meant that utilising all their straight-line speed was frequently perilous.

What sets the H2 and H2R apart from their contemporaries is their supercharged engine. Adopting forced induction and smaller engines is seen as the emissions-friendly way forward for the internal combustion engine, but for Kawasaki the H2's blower is simply there to maximise power output. Within the last few years, an almost-200bhp maximum output for a 1,000cc superbike has become the norm, but the track-only H2R delivers a mighty 310bhp, rising to 326 horsepower with ram-air effect at speed. In comparison, the road-going H2 has 'only' 200bhp on tap.

Only 27 H2Rs were allocated to the UK in the first (2015) year of production with an asking price of £41,000, so apart from a select band of journalists few have experienced one. Bike's Mike Armitage: 'Nothing gathers revs and scorches for the horizon with even half the gusto of the H2R. The acceleration is utterly relentless, entirely overwhelming and more than a little bit scary...traction control making the pipe warble like a MotoGP bike as you dare to try and explore 300 horses while leant over.'

The redoubtable Mr Armitage saw 314km/h (195mph) on the clock at the Losail circuit in Qatar, and there was talk that 384km/h (239mph) had been seen in testing...yes, those fairing wings are there for good reason. Seemingly the only downside is finding the opportunity to use your H2R: 'It comes with slick tyres, no warranty, is too loud for any trackday and needs a service every 15 hours'. Despite these apparent drawbacks, the UK allocation sold our pretty quickly, one of them going to the owner of the example offered here, which was purchased from Seastar Superbikes in August 2015. Presented in unused, effectively brand new condition, this awesome machine comes with supplying-dealer's and manufacturer's correspondence relating to its purchase.

**£16,000 - 20,000**

**£18,000 - 22,000**

13

## 2000 MV AGUSTA 750CC F4 'SERIE ORO'

Registration no. not UK registered

Frame no. ZCGF400AAXV000050

Engine no. not visible

- Number '50' of only 300 made
- Landmark modern MV model
- Imported from Italy



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

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

Designed by Massimo Tamburini, creator of the Ducati 916, the F4 employed a tubular-steel trellis frame, broadly similar to the Ducati's, beneath which the water-cooled double-overhead-camshaft 16-valve engine was suspended. The latter was designed by Ferrari and is unique among modern multi-cylinder motorcycle engines in so far as each cylinder's four valves are disposed radially, rather than as opposed pairs.

Equipped with a state-of-the-art Weber-Marelli engine management system, this lightweight and compact power unit produced a class-leading 126bhp. A cassette-type six-speed gearbox enabled ratio changes to be made without splitting the engine.

The Serie Oro's UK price was set at approximately £26,500, more than double that of the standard F4 Strada, yet every single one had been sold prior to delivery, such was the demand. So just what is it that differentiates a Serie Oro from a Strada and justified that stratospheric price tag? Exotic materials employed in further reducing weight, that's what. For example: the Strada's gorgeously curvaceous fairing is made of plastic, whereas the Oro's is carbon-fibre; the five-spoke wheels and single-sided swinging arm - both aluminium on the Strada - are magnesium on the Oro; and the latter's rear shock is an Ohlins, replacing the Strada's Sachs unit. Plus, of course, the Oro's wealth of top-notch, gold-anodised componentry.

Representing possibly a rare opportunity to acquire one of these exotic hand-built superbikes in pristine condition, this Serie Oro - number '50' - is offered with an Italian registration document and an ACI Certificato di Proprieta dated 19th March 2015. The machine also comes with an original operation/maintenance manual and tool kit (incomplete).

**£18,000 - 24,000**

**€20,000 - 27,000**

14

## 1971 MV AGUSTA 750S

Registration no. not registered

Frame no. MV4C75\*214054\*

Engine no. 214-047

- *MV's first 750 sports roadster*
- *One of only 402 made*
- *Present ownership since January 2016*



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

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

Although no lightweight - it weighed nearly as much as a Kawasaki Z1 - the 750S gave little away in outright performance terms to such larger machinery, thanks, no doubt, to its engine's Grand Prix heritage.

Production of the 'first series' MV 750S continued through 1973 with the 'second series' starting in 1974, though with numerous technical and aesthetic changes made batch by batch. In total, only 402 MV Agusta 750S models were produced up to the end of production in 1975.

Built in late 1972 to 1973 specification, this 750S displays a believed-genuine total of only 7,892 miles on the odometer and is presented in beautiful condition. The current vendor purchased the MV at Bonhams' Las Vegas auction in January 2016 (Lot 161) since when it has been kept on display and not used.

**£70,000 - 100,000**

**€78,000 - 110,000**



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.

15

*Only 41 miles from new*

## **1978 MV AGUSTA 750S AMERICA**

Registration no. not UK registered

Frame no. 2210124

Engine no. 2210124

- *Imported from the USA*
- *Present ownership since January 2016*
- *Exceptional condition*



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

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

Although no lightweight - it weighed nearly as much as a Kawasaki Z1 - the 750S gave little away in outright performance terms to such larger machinery, thanks, no doubt, to its engine's Grand Prix heritage.

In 1976 the 750S was replaced by the 750S America. Bored out to 789cc, the America produced a claimed 75bhp, an output sufficient to propel the Italian sports roadster to 100mph in around 13 seconds and on to a top speed of 135mph. Production of the 750S America ceased in February 1979. Bike rated the 750S as, 'one of the most dramatic-looking bikes made, the real stuff of legend.' Few would disagree.

The original owner purchased this 750S America from Cosmopolitan Motors in Hatsboro, Pennsylvania in the summer of 1978, shipped it still in the crate to his home in Southern California, took it out of the crate, and rode it for 41 miles (the current odometer reading, believed genuine). He then placed it in museum-quality storage, from which it was removed by the immediately preceding owner in the autumn of 2015. The current vendor purchased the machine at Bonhams' Las Vegas sale in January 2016 (Lot 101). Still in 'showroom' condition, this exceptional 750S America is worthy of the closest inspection. Offered with State of California Certificate of Title.

**£70,000 - 100,000**

**€78,000 - 110,000**

16

## 1978 MV AGUSTA 861 MAGNI

Registration no. not UK registered

Frame no. 2210815

Engine no. 221-0350

- *Rare Magni-modified MV Agusta*
- *Chain drive conversion*
- *Previously registered in Germany*



Motorcycle race engineers are rarely household names but one exception to this general rule is the legendary Arturo Magni. Born in Usmate Velate, Milan in 1925, Magni started his motorcycle career in 1947 in Gilera's racing department. The Arcore factory had decided to return to Grand Prix racing, and Arturo Magni was employed assembling the new four-cylinder engine designed by Piero Remor, co-creator of the pre-war OPRA and CNA Rondine fours. Gilera would go on to win six 500cc World Championships with this engine, courtesy of Messrs Duke, Masetti and Liberati.

In 1949 Count Domenico Agusta tempted Remor away from Gilera to design MV Agusta's first four-cylinder race engine. Magni followed him in 1950 as chief mechanic and later managed the racing department during MV's Grand Prix 'golden age'. At the height of its powers the Italian team could command the services of the world's finest riders, among them Sandford, Ubbiali, Surtees, Provini, Hailwood, Read and Agostini, and under Magni's direction MV won no fewer than 75 World Championships. When MV retired from Grand Prix racing in 1976, Magni and his two sons set up their own company in Samarate, producing performance parts for the MV Agusta 750 street bikes, including big-bore kits, special frames and chain-drive conversions.

Magni commenced production of motorcycles under his own name in 1980, initially using the Honda CB900 engine, with BMW, Moto Guzzi and Suzuki-engined models following. In the mid-1980s Magni commenced what would turn out to be an immensely fruitful association with Moto Guzzi, using the latter's well established transverse v-twin engines.

Yet despite all his latter day successes with Moto Guzzi, Arturo Magni's name will forever be linked with that of MV Agusta, whose reputation this great engineer did so much to forge. The first MV model officially to bear his name was the 'Monza Arturo Magni', a stretched (to 832cc) version of the 750S America. Official production of the Magni, together with that of all MV Agusta's other models, ended in February 1979, although Arturo and his sons Carlo and Giovanni continued to create bespoke MVs to special order.

First registered on 21st January 1978, this Magni-modified MV Agusta is offered with German registration papers and TÜV (dated 4th July 2012).

**£60,000 - 80,000**

**€67,000 - 89,000**

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.

17

## 1978 MV AGUSTA 832CC MONZA

Registration no. VDT 178S

Frame no. 2210550

Engine no. 212-0446

- *Exclusive, last-of-the-line, limited edition model*
- *First owned by Dave Kay*
- *Magni exhausts and Eiger footrests*



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

Also in the line-up was the more sporting 750S. Its replacement - the 750S America - was introduced for 1976. Bored out to 789cc, the America produced a claimed 75bhp, an output sufficient to propel the Italian sports roadster to 100mph in around 13 seconds and on to a top speed of 135mph. The next stage of development was the Monza. A stretched (to 832cc) version of the 750S America, the Monza had started life as the 'Boxer' until complaints from Ferrari (whose sports car had prior claim to the name) forced a change. Cast-alloy wheels, triple Brembo disc brakes, and a fairing - all optional on the 750S America - usually came as standard on the Monza.

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

One of the last MVs to leave the Gallarate factory, 'VDT 178S' was first registered on 1st July 1978 and 13 days later was registered to its first private owner, well-known MV specialist, Dave Kay. Two further owners are known: Anthony Poulter, who followed Dave Kay, and Andrew Vaughan, who acquired the MV from Mr Poulter in July 2011. Photographs on file show the MV in its original 'Monza' livery, with former World Champion Giacomo Agostini sitting on it in one of the shots. Additional documentation consists of the original purchase agreement, Kay correspondence, three MoTs (most recent expired July 2010), copy old V5C and part latest V5C Registration Certificates. A rare opportunity.

**£55,000 - 75,000**

**€61,000 - 83,000**



18

## 1973 MV AGUSTA 497.9CC GRAND PRIX RACING MOTORCYCLE

Frame no. 21601003

Engine no. 121

- Last of MV's three-cylinder 500cc racers
- Known ownership history
- Formerly part of the Roberto Anelli Collection
- Paraded by World Champions Giacomo Agostini and Angel Nieto



Arguably the greatest team in Grand Prix racing history, MV Agusta won everything that was worth winning at world level from the early 1950s to the late 1960s and beyond. Machines raced by the legendary Italian works team are among the rarest and most desirable racing motorcycles ever made. All surviving examples are held either in museums or private collections and only extremely rarely is one ever offered for public sale.

The MV (Meccanica Verghera) story began in 1945 when Count Domenico Agusta was forced to seek an alternative means of utilising his family's aero engine factory at Gallarate. Forbidden to manufacture aircraft engines following Italy's defeat in WW2, the Count turned to motorcycle production, commencing with a 98cc two-stroke lightweight, exactly the kind of utilitarian transport that Italy needed to re-mobilise in the aftermath of war. Within a few years a 125cc model had been added to the range, the racing version of which would bring MV its first major competition success when Franco Bertoni won the 1948 Italian Grand Prix. It was the birth of a legend; MV went on to win no fewer than 37 World Championships between 1952 and 1974, more than twice as many as closest rival Honda achieved in the same period.

The racing 125cc two-strokes were a major success, winning the arduous Milan-Taranto road race in 1950, '51, and '52, but at World Championship level the MVs were outclassed by the four-stroke FB-Mondial with its twin-overhead-cam engine. Count Agusta's response was to hire Gilera's chief designer Piero Remor together with its chief mechanic, Arturo Magni. However, the new Remor-designed 125cc four-stroke was not an immediate success, and it was only following Mondial's withdrawal from racing that MV bagged its first 125cc World Championship, in 1952.

MV first fielded a 500cc four at the Belgian Grand Prix in 1950, Arcisio Artesiani finishing fifth. A development of Remor's Gilera design, it followed the same basic layout but in some respects took a step backwards, most notably in the use of only two carburettors and the adoption of shaft drive. The frame and suspension likewise departed from orthodox practice, the former consisting of a mixture of tubes and pressings while the latter featured blade-type girder forks at the front and a friction-damped 'parallelogram' arrangement at the rear. Step by step these eccentricities would be removed, often at the instigation of the team's No. 1 rider, Les Graham, whose 1951 season was disappointing to say the least.

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.



1. Angel Nieto on the MV, right, with Giacomo Agostini

2 & 3. Nieto on the MV, number 3, leading Agostini at Jarama, 2011. Images courtesy of Arnaldo Witterberg







Misfortune dogged the team for the first part of the following season, before Graham scored a breakthrough victory aboard the MV 500 four in the Grand Prix des Nations at Monza, which he followed up by winning the Spanish Grand Prix. Despite his earlier setbacks, Graham finished second to Gilera's Umberto Masetti in the 1952 World Championship. Graham's death at the Isle of Man TT the following year dealt MV's hopes in the 500cc class a devastating blow. The next few seasons would be relatively lean ones for the team, only Carlo Ubbiali's victory in the 125cc World Championship in 1955 providing a glimmer of satisfaction.

It all changed for the better in 1956. By this time Remor had departed, leaving Magni in charge of the race team. A 350cc four had been introduced (in 1953) but by far the most significant development was Count Agusta's signing of John Surtees, who rewarded the Count's faith in his abilities by taking his first 500cc World Championship that same year. At the end of the 1957 season MV was the sole Italian manufacturer left in Grand Prix racing following the withdrawal of Gilera, Morini and Moto Guzzi. It was the dawn of a 'golden age' for the Gallarate firm, which took the 125cc, 250cc, 350cc and 500cc World Championships for the next three years.

Following Surtees' departure, Rhodesian Gary Hocking continued MV's domination of GP racing's premier class, taking the World Championship for them again in 1961, while the arrival of Mike Hailwood in 1962 only consolidated MV's grip. The Englishman left MV at the end of 1965 having brought them four consecutive 500cc World Championships, his place as No. 1 rider being taken by erstwhile team-mate Giacomo Agostini.

Increasing competition from Honda had prompted MV to withdraw its un-competitive 350 four at the end of 1962, and the Italian manufacturer ignored the Junior category for the next two years, returning to the class in 1965 with a lighter and more compact three-cylinder machine. Following Honda's withdrawal from Grand Prix racing at the end of 1967, the 350 triple proved good enough to secure the World Championship for Ago and MV the following year. Increasing competition from Yamaha's two-stroke twins eventually forced MV to introduce a four-cylinder successor, which made its debut at the Italian Grand Prix in 1971, by which time the 350 triple had secured two more World Championships for Agostini.

It had also spawned an almost identical 500 version, which had progressed from 377cc to 433cc and finally to 497.6cc. The combination of Agostini and MV's 500 triple proved good enough to take every Senior-class World Championship from 1966 to 1972





inclusive, an unprecedented achievement. In 1973, Ago had to give best to his new team-mate, Phil Read, though he still managed to secure another World Championship in the 350 class. By this time, MV also had a four-cylinder 500 available, its design again following that of the 350 version. Riding the four-cylinder 500, Read took the World Championship again in 1974, Ago having moved on to Yamaha. It would be the Italian company's final Grand Prix title, the Japanese two-strokes having by now gained the upper hand.

Dating from 1973, the machine offered here represents MV's three-cylinder 500 in its final incarnation, featuring the so-called *testalarga* cylinder head with steeper inlet ports and relocated camshafts. Unfortunately, no records exist relating to MV's Grand Prix machines, so it is not known what races this particular motorcycle contested, though as the more competitive four-cylinder 500 was already in existence they were probably confined to the early part of the 1973 season. The engine is numbered '121' while the frame has been stamped with the serial number of a 350 roadster, this being a not uncommon practice intended to smooth a racing motorcycle's progress through customs checkpoints. We are advised that, apart from the front fork and front brake, which are relatively new replacements, the machine remains largely original.

According to a letter of authentication on file, Count Corrado Agusta personally donated this motorcycle, together with a 1971 500 triple and a six-cylinder prototype, to former MV race-team mechanic Lucio Castelli, who had become a close friend of the Agusta family. The letter goes on to state that Mr Castelli paraded this MV at events throughout Europe for several years before selling the machine to prominent Italian collector Roberto Anelli, who continued to parade the machine until it was sold to the current vendor. Events and venues attended include the Isle of Man TT, Spa Francorchamps, Assen, ASI Motor Show, Jarama, Goodwood, etc. Riders have included World Champions Giacomo Agostini and Angel Nieto. Throughout this time, essential maintenance was carried out by Lucio Castelli and another well-known Italian mechanic, Mr Domenico Pettinari. This MV 500 triple was also displayed at the world-famous MAD (Moto, Art, Design) exhibition in Italy in 2007, and is featured in the associated MAD book. Offered with the aforementioned letter of authentication, this ultra-rare and historic MV represents an all too rare opportunity to acquire one of these legendary Grand Prix racers.

**£120,000 – 160,000**

**€133,000 – 178,000**

19

## 2000 MV AGUSTA 750CC F4 'SERIE ORO'

Registration no. not UK registered  
Frame no. ZCGF400AAYV000410  
Engine no. not visible

- Number '150' of only 300 made
- Landmark modern MV model
- Imported from Italy



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

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

Designed by Massimo Tamburini, creator of the Ducati 916, the F4 employed a tubular-steel trellis frame, broadly similar to the Ducati's, beneath which the water-cooled double-overhead-camshaft 16-valve engine was suspended. The latter was designed by Ferrari and is unique among modern multi-cylinder motorcycle engines in so far as each cylinder's four valves are disposed radially, rather than as opposed pairs.

Equipped with a state-of-the-art Weber-Marelli engine management system, this lightweight and compact power unit produced a class-leading 126bhp. A cassette-type six-speed gearbox enabled ratio changes to be made without splitting the engine.

The Serie Oro's UK price was set at approximately £26,500, more than double that of the standard F4 Strada, yet every single one had been sold prior to delivery, such was the demand. So just what is it that differentiates a Serie Oro from a Strada and justified that stratospheric price tag? Exotic materials employed in further reducing weight, that's what. For example: the Strada's gorgeously curvaceous fairing is made of plastic, whereas the Oro's is carbon-fibre; the five-spoke wheels and single-sided swinging arm - both aluminium on the Strada - are magnesium on the Oro; and the latter's rear shock is an Ohlins, replacing the Strada's Sachs unit. Plus, of course, the Oro's wealth of top-notch, gold-anodised componentry.

Representing possibly a rare opportunity to acquire one of these exotic hand-built superbikes in pristine condition, this Serie Oro - number '150' - comes with an Italian registration document issued on 14th April 2000 and an ACI Certificato di Proprieta dated 29th May 2015.

**£18,000 - 24,000**

**€20,000 - 27,000**

20

## 1976 DUCATI 864CC 900SS

Frame no. DM860SS\*086792\*

Engine no. 087102 DM860

- *c.2,485kms recorded*
- *Classic 'bevel-drive' Ducati*
- *First registered in Italy*
- *Improved 'square case' model*



Ducati's second-generation v-twin engine - the 900cc 'square case' (actual capacity 864cc) - debuted in the 860GT of 1974 and the following year was used to power the new 900SS superbike. The latter was styled like the original 750SS that had been developed from Paul Smart's 1972 Imola winner. (The 750SS continued in this new 'square case' guise, though almost all of these smaller, second-generation models were destined for the Italian market). More than just a simple over-bore, the 'square case' engine incorporated a new camshaft drive arrangement, improved oil pump, cartridge-type oil filter and electronic ignition. In addition, the 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. 'Like the tamer valve spring version of the engine in the 900GTS it is uncannily smooth, while possessing a much more dramatically punchy power output than the soft touring motor,' reported Bike magazine in October 1977.

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

Engine design improvements pioneered on the Darmah model were incorporated for 1978 together with a left-side gearchange, while Speedline alloy wheels were adopted part way through the year. For 1981 the 900SS underwent more extensive updating, gaining improved cylinder heads, Bosch ignition and - later on - a revised gearbox. Production ceased during 1982 after a little over 6,000 had been produced and today this classic Ducati bevel-drive twin is highly sought after.

This particular 900SS was first registered on 9th March 1977 in Brescia, Italy and comes with its original Italian registration document. Additional documentation includes an ASI identity certificate, MoT to April 2017, and a service invoice dated October 2012.

**£25,000 - 35,000**

**£28,000 - 39,000**



21

## 1976 DUCATI 750SS

Registration no. PBJ 76P  
Frame no. DM750SS\*076121\*  
Engine no. 750534 DM750

- *The most iconic bevel-drive Ducati*
- *First UK registered in 2012*
- *Present ownership since 2012*



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 un-fancied 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 AMA 'Battle of the Twins' (BOTT) and club Super Street racing in the 1980s.

Smart's bike was based on the 750 Sport 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 faring rather than the racer's fuller streamlining.

The 750SS received rave reviews in the motorcycling press, being hailed by Cycle magazine as 'a bike that stands at the farthest reaches of the sporting world - the definitive factory-built café racer.' Today the 750SS is regarded as a true landmark model and is one of the most sought-after of all Ducatis.

First registered in the UK in May 2012, this example was purchased from Made In Italy Motorcycles by the current vendor in July of that year. Accompanying documentation consists of copy/current V5C Registration Certificates and an expired MoT (May 2013). A rare opportunity to acquire an example of this most iconic 'bevel drive' Ducati, which can only become increasingly collectible. An owner's manual (in Italian) is included in the sale.

**£16,000 - 20,000**

**€18,000 - 22,000**

22

## 1975 LAVERDA 750SFC ELETTRONICA

Registration no. SFJ 162N  
Frame no. LAV.750C1\*18320\*  
Engine no. 750\*18320\*

- *Ultra-rare production racer*
- *Imported from Italy in 2016*
- *One UK private owner*



'Thus impetuously and unquestionably, the 750 Laverda took its rightful place among the élite of the world's motor cycles. Designed as a highway express, and proven in the most punishing of long-distance races, it was fast, tireless and very well behaved, a machine of connoisseur quality.' - L J K Setright, On Two Wheels.

Founded in 1873, Laverda started out making farm machinery, only turning to motorcycle manufacture in the immediate aftermath of WW2. Its first product, the 75cc Motoleggera (lightweight motorcycle) helped meet the unprecedented upsurge in demand for basic motorised transport, and modified versions were soon winning their class in the long-distance road races popular at the time.

Lightweights, scooters and mopeds continued to form the mainstay of Laverda production up to the late 1960s when the small Italian concern, hitherto little known outside its home country, astonished the motorcycling world by introducing a 650cc parallel twin. Launched in 1968, the latter was a controversial design, appearing to have been closely based on the Honda CB72 and CB77 twins.

After fewer than 100 had been made the engine was taken out to 750cc and a team of 650 and 750 Laverdas duly walked away with the 1968 Giro d'Italia. That first 750GT touring model spawned the 750SF sports roadster in 1971. 'SF' stood for Super Freni (super brakes) and marked a switch from Grimeca stoppers to Laverda's own superior drum brakes. Introduced at the same time was the 750SFC - Super Freni Competizione - a thinly disguised racer that soon came to dominate the endurance races of the day. Built in strictly limited numbers - only 549 were produced in five batches between 1971 and 1976 - the 750SFC production racer is today one of the most collectible of Laverda's early twins and thus highly sought after.

The matching-numbers 750SFC we offer was imported by Made in Italy Motorcycles and first registered in the UK on 1st February 2016, passing into the current vendor's ownership the following day. The machine is offered with an ASI identity certificate, SORN paperwork, a V5C document, and an instruction manual (in Italian).

**£24,000 - 28,000**

**€27,000 - 31,000**



23

**1973 LAVERDA 750 SF1**

Registration no. CCJ 33L

Frame no. LAV.750SF\*13622\*

Engine no. 750\*13622\*

Founded in 1873, Laverda started out making farm machinery, only turning to motorcycle manufacture in the immediate aftermath of WW2. Lightweights, scooters and mopeds continued to form the mainstay of Laverda production up to the late 1960s when the small Italian concern, hitherto little known outside its home country, astonished the motorcycling world by introducing a 650cc parallel twin. After fewer than 100 had been made, the engine was taken out to 750cc and a team of 650 and 750 Laverdas duly walked away with the 1968 Moto Giro d'Italia. The first 750 GT (touring) and 750 S (sports) models spawned the 750 SF late in 1970. 'SF' stood for Super Freni (super brakes) and marked a switch from Grimeca stoppers to Laverda's own superior drum brakes. With the arrival of the SF1 version (as seen here) in 1972, the model benefited from an extensively revised engine; larger carburettors; Conti silencers (replacing Lafranconi); and Lucas switch gear, while the Nippon Denso instruments had been introduced the previous year. Offered with an old-style V5C and expired MoT (August 2011), this beautifully restored example represents an exciting opportunity to acquire a rarely seen Italian classic that can only become increasingly collectible. A copy of 'Laverda Twin and Triple Repair and Tune-up Guide' is included in the sale.

**£8,000 - 12,000**

**£8,900 - 13,000**



24

**1960 LAMBRETTA LI150 RALLYMASTER REPLICA**

Registration no. 924 XUE

Frame no. 150LI \*001450\*

Engine no. 150LI \*901928\*

Based on the Li Series 2, the Rallymaster was built at the behest of the British importer, Lambretta Concessionaires, and is a model unique to the UK. As its name suggests, the Rallymaster was intended for scooterists with a yen for competition. Indeed, Lambretta's advertising featured a photograph of Alan Kimber splashing through the mud in the 1961 Welsh Three-Day Trial on what was described as the Rallymaster prototype. Compared with stock Li150, the Rallymaster came with a larger-bore carburettor, performance exhaust, wider rear tyre, swinging-type front mudguard, Perspex fly screen, ball-ended control levers, additional instrumentation, black stripes to the side panels, optional spotlight, and a lot more besides. This beautiful re-creation of the rare Rallymaster is the work of Terry Crook, who owned one new back in the early 1960s. Based, appropriately, on an Li Series 2 that he found in Cambridge in 2005, Terry's Rallymaster appeared on the front cover of 'Scootering' magazine (April 2008 edition) and featured in a four-page article telling the story of the model and describing the restoration process, which involved sourcing many hard-to-find parts. '924 XUE also featured on the front cover of the Lambretta Club of GB's magazine (July/August 2007 edition). Copies of both these magazines are on file and the machine also comes with a V5C document.

**£4,000 - 8,000**

**£4,500 - 8,900**





25

**1964 LAMBRETTA 225CC TURISMO VELOCE SERIES III VERSION TWO, BUILT TO ARTHUR FRANCIS S-TYPE SPECIFICATION**

Registration no. CBU 527B

Frame no. TV3 53/765

Engine no. TV/2 533970

Watford-based scooter dealer Arthur Francis. Francis's S-Type project started when one of his employees, Nev Frost, and brothers John and Norman Ronald entered three tuned 125cc Lambrettas in the 1968 Isle of Man scooter rally, which finished 1st, 2nd, and 3rd overall to take the coveted Premier Team award. This success resulted in a healthy demand for similar machines, and Arthur Francis was soon busy turning out S-Types based on a wide variety of Lambretta models ranging from the 125 Special up to the GP200. Engines were available with varying stages of tune and, this being the scooter market, there was a vast range of accessories on offer. There was a 'base' colour scheme but customers were free to choose their own variations, while the 'S' badges were sourced from the contemporary Mini Cooper. This matching-numbers Lambretta was found in Portland, Oregon. It was decided to restore the machine as closely as possible to full Arthur Francis 225cc S-Type specification, the rebuild being entrusted to renowned Lambretta specialists, P-Town Scooters of Portland. The finished article features all the goodies one might expect, including an Ancillotti megaphone exhaust, tuned 225cc motor, Nannucci race seat, Lucas lamps, and Cuppini rack. The machine had been unused since completion when it was purchased by the vendor at Bonhams' Quail Lodge auction in August 2014 (Lot 197). The machine is offered with shipping/registration paperwork, an expired MoT (October 2015), and a V5C document.

**£4,000 - 8,000**

**£4,500 - 8,900**



26

**1959 LAMBRETTA TV 175 SERIES 1**

Registration no. 257 UYT

Frame no. 08541

Engine no. 175 TV 6081

By the late 1950s, the scooter had begun to evolve into a larger and faster machine capable of two-up touring. Piaggio led the way with its 150GS, to which Innocenti responded with the Lambretta TV 175. The latter was all new and incorporated innovations (for Lambretta) of enclosed chain drive and a four-speed gearbox. While the styling was an undisputed success, the engine proved troublesome and the first TV was, by Lambretta standards, a failure. Innocenti addressed this problem with the TV 175 Series 2, using a bored-to-175cc version of the proven Li engine and moving the headlamp from the front apron to the handlebar fairing, thus creating what for many enthusiasts is the definitive Lambretta look. This rare TV 175 Series 1 has been the subject of a meticulous restoration carried out over a number of years in the USA. Marque expert Patrick Fitzgibbons of P Town Scooters orchestrated the work, employing some of the best craftsman in the Portland, Oregon area. The current vendor purchased the Lambretta at Bonhams' Scottsdale auction in January 2015 (Lot 100). The catalogue description stated: 'The paint was mapped from the original colour (Lechler Ivory - 8028) and looks resplendent. The engine has only running in miles. No replacement of the original panel work was necessary - it's a remarkably original machine'. The machine is offered with a (copy) V5C document and paperwork relating to its purchased in the USA and registration in the UK.

**£5,000 - 8,000**

**£5,600 - 8,900**





27

**C.1965 LAMBRETTA SX150**

Registration no. not UK registered

Frame no. SX150 x756034\*

Engine no. SX150 \* 755560\*

By the late 1950s, the scooter had begun to evolve into a larger and faster machine capable of two-up touring. Piaggio led the way with its 150 GS, to which Innocenti responded with the Lambretta TV 175. The latter was all new and incorporated innovations (for Lambretta) of enclosed chain drive and a four-speed gearbox. While the styling was an undisputed success, the engine proved troublesome and the first TV was a failure. Following the unreliable TV 175 Series 1, Lambretta went back to the drawing board to create one of its all-time greats: the 'Li'. Built as a 125 or 150, the classic Li used the bore/stroke dimensions of the preceding 'D' Series but housed its entirely new engine in modern bodywork similar to that of the TV. The Li twins subsequently underwent a series of styling alterations, ending up with the handlebar-mounted headlight and 'slimline' styling that is for many enthusiasts the definitive Lambretta look. By the early 1960s the TV has been revamped as the Series 2, using a bored-to-175cc version of the proven Li engine, while the 'high performance' concept pioneered by the TV was duly extended to Lambretta's smaller models in the form of 'Special' and 'SX' versions. The example offered here appears to be in original and un-restored condition. There are no documents with this Lot.

**£3,000 - 4,000**

**€3,300 - 4,500**



28

**1954 LAMBRETTA LD125 MOTOR SCOOTER**

Registration no. not UK registered

Frame no. LD125 12142

Engine no. to be advised

Although best remembered these days as a 1960s style icon favoured by the fashion conscious 'Mods', the Lambretta motor scooter - together with Piaggio's rival Vespa - had been intended as basic transport for the non-enthusiast masses. Manufactured by the Italian industrial giant Innocenti, the Lambretta gained instant acceptance in the immediate post-war years, its cleanliness and convenience in particular appealing to those who regarded the true motorcycle with suspicion. Introduced in 1947, the first Lambretta 'A' employed an open frame with pressed-steel front section and tubular rear, in which sat a 125cc two-stroke engine, setting the pattern for all Lambrettas to follow. While the 'A' was relatively crude, the 'B' model (1948-1950) boasted rear suspension, a twist-grip gear change, and larger (8") wheels. The A's small wheels had not been liked but in its new form the Lambretta gained mass acceptance; by the end of 1950 Innocenti was producing up to 100 per day. Predecessor of the Li and TV series, the LD arrived in 125cc form in 1951 and became available with a 150cc engine three years later. The LD 125's engine produced 4.8bhp, giving the model a top speed of around 45mph. LD production continued until the end of the 1950s. Previously registered in France, this LD125 comes with a cancelled French Carte Grise and 'certificate of ownership transfer' recording its sale to one Paul Broadbent of Lichfield on 2nd November 2006.

**£3,000 - 4,000**

**€3,300 - 4,500**



29

# **1971 LAMBRETTA VEGA MOTOR SCOOTER**

Registration no. JLX 413K

Frame no. 655642

Engine no. 75S \*651955\* (see text)

Although best remembered these days as a 1960s style icon favoured by the fashion conscious 'Mods', the Lambretta motor scooter - together with Piaggio's rival Vespa - had been intended as basic transport for the non-enthusiast masses. Manufactured by the Italian industrial giant Innocenti, the Lambretta gained instant acceptance in the immediate post-war years, its cleanliness and convenience in particular appealing to those who regarded the true motorcycle with suspicion. Introduced in 1947, the first Lambretta 'A' employed an open frame with pressed-steel front section and tubular rear, in which sat a 125cc two-stroke engine, setting the pattern for all Lambrettas to follow. Introduced in 1968, the Luna Series was styled by Carrozzeria Bertone and in appearance represented a considerable departure from what had gone before. Models available were the 50cc Lui and the 75cc Vega and Cometa. Sold new in the UK and acquired by the vendor in 2009, this rare Lambretta Vega comes with an online auction description listing its enhanced specification, which is said to include a 135cc engine conversion. However, it has not been possible to verify the claims made in this document and thus this machine is sold strictly as viewed. It should also be noted that its engine is not the original unit. The history folder also contains the 2009 purchase receipt, numerous invoices for parts, some old MoTs (most recent expired September 2010), and a V5C Registration Certificate.

**£4,000 - 6,000**

**€4,500 - 6,700**



30

# **1972 HONDA SL125S TRAIL**

Registration no. PHJ 378K

Frame no. SL125S-1111338

Engine no. SL125SE-1111115

For 1970 Honda introduced a new design of single-cylinder engine for models from 90cc upwards. This new engine incorporated a chain-driven overhead camshaft like its predecessor while the cylinder was inclined forwards also a few degrees from the vertical. As had become the norm, there was a range of different models within each capacity class, the styling, running gear, exhaust system, and number of gearbox speeds being varied to suit the particular application. Within the 125cc class there were three offerings: the CB125S sports roadster, CD125S tourer/commuter and the SL125S trail bike. Manufactured from 1971 through 1974, the enduro-styled SL125S featured mudguards, an upswept exhaust system, 21" front wheel, 18" rear wheel, and dual-purpose tyres. In actual fact, the SL125S was more about style than substance, as its weight would have proved a serious handicap on all but the least demanding terrain. This example of the SL125S was sold to the current vendor on 8th December 2010 by Classic Bikes Sussex and comes with the sales receipt. Additional paperwork consists of a VJMC dating letter, some MoT certificates (most recent expired June 2011), and a V5C registration document.

**£2,600 - 3,500**

**€2,900 - 3,900**







31

**C.1972 HONDA CR125M ELSINORE MOTO-CROSSER**

Registration no. not registered

Frame no. CR125M-3109121

Engine no. None visible

Taking its name from the AMA's famous moto-cross track at Lake Elsinore, California (like its 250cc sibling), Honda's CR125 two-stroke moto-crosser was first introduced in 1973 and would remain at the top of the class until the sport's switch to four-strokes a few years ago. What set the little Honda apart from the opposition was that it was light, powerful, well built and – above all – reliable, virtues that were lacking in much of the opposition. In 1974, a CR125M ridden by Marty Smith won the AMA National Motocross championship, echoing the success of Gary Jones on a factory CR250M in 1973 and adding to the Elsinore's popularity. The CR125 debuted in steel-framed form with air-cooled engine, twin-shock rear suspension, 'right-way-up' forks and drum brakes, ending its days in 2008 with a liquid-cooled motor, mono-shock rear suspension, an alloy beam fame, 'upside-downers', and disc stoppers at both ends. The Elsinore name was dropped after 1982. The example offered here appears to have been well restored to substantially original condition. There are no documents with this Lot.

**£2,500 - 4,500**

**€2,800 - 5,000**



32

**1974 HUSQVARNA CR400 MOTO-CROSS**

Registration no. not registered

Frame no. to be advised

Engine no. 2030 2084

Like BSA in Britain, Husqvarna started out manufacturing armaments before turning to bicycles and, in the Swedish company's case, the production of chainsaws, sewing machines and 'white goods'. Post-WW2, Husqvarna continued with an expanded range of two-stroke models, which were soon making their mark in off-road competitions, starting with the ISDT and then international moto-cross. Husqvarna secured its first European 250cc Moto-Cross Championship in 1959 courtesy of Rolf Tibblin, effectively establishing its reputation as a top-ranking manufacturer of dirt racers. By the end of the 1970s, the Swedish firm's stokers had secured nine World Moto-Cross Championships and won the Baja 1,000 enduro on nine occasions. It's easily understandable why Steve McQueen, supreme icon of coolness, chose to ride a Husky. The Husqvarna CR400 offered here was purchased from an online auction site in 2012 (details on file). At that time described as a 'Mikkola Replica', the machine had taken two-and-a-half years to fully restore and received a 3rd prize concours award at the Telford show where the fuel tank was signed by none other than four-time World Champion Heikki Mikkola himself (see photographs on file). The Husky was said to have been started once but never ridden.

**£5,000 - 8,000**

**€5,600 - 8,900**



33

# **1972 BULTACO 250CC MATADOR MKIV TRAIL BIKE**

Registration no. not registered

Frame no. B-7500763

Engine no. M-7500763

One of motorcycling's many legends, the foundation of Bultaco was occasioned by the resignation of Francisco Xavier Bulto from Montesa, a company he had co-founded with Pedro Permanyer in 1945. The Montesa board wanted to withdraw from racing; Bulto disagreed and left in 1958, taking most of the racing department with him to set up a new company – Bultaco. By the spring of 1959 the fledgling concern's first machine - the Tralla 101, a 125cc two-stroke - was ready for production. Given the circumstances of Bultaco's birth, it should have surprised no one that the company began racing soon afterwards, successfully entering a team in the roadster class at the 1959 Spanish Grand Prix. Sherpa trials, Pursang moto-cross and Matador trail/enduro models followed in the 1960s. The machine offered here is a Matador MkIV, a model designed by Luis Carreras, a gifted engineer who had left the Italian automobile industry to join Bultaco in 1969 and would be responsible for most of its subsequent motorcycles. Previous owner Michael Dawson purchased this Matador from Romero Motors in Sant Adria, Spain in January 2014. The current vendor purchased the machine at a UK auction in July 2014. Only some eight miles have been covered since its restoration. The machine is offered with paperwork relating to its purchase.

**£4,000 - 6,000**

**€4,500 - 6,700**



34

# **1973 BULTACO 250CC SHERPA TRIALS MOTORCYCLE**

Registration no. not registered

Frame no. B-1000928

Engine no. M-1000928

There had been outright victories by lightweights in major events before, but it was the arrival of the Bultaco Sherpa in the mid-1960s that drove the final nail into the coffin of the heavyweight four-strokes in national and international trials. Bultaco's meteoric rise to supremacy would surely have taken much longer had the Spanish manufacturer not had the foresight to recruit the world's greatest trials rider, Sammy Miller, to spearhead development. Bultaco already possessed enormous experience of building competition two-strokes for road racing and moto-cross, and a 250cc single-cylinder 'stroker' was the natural choice for the new Sherpa trials model that made its debut at Earls Court in the autumn of 1964. By Christmas Miller had chalked up his first victory; the rest is history. This apparently original and well restored Bultaco Sherpa comes with a substantial amount of photocopied service, maintenance, and repair literature so the fortunate next owner need have no fears about being unable to keep it in fine fettle. There is no registration document with this Lot.

**£2,500 - 3,500**

**€2,800 - 3,900**





35

**C.1975 BULTACO 250CC PURSANG MK 8 MOTO-CROSSER**

Registration no. not registered

Frame no. PB-13502206

Engine no. HM-16800870

'In all, the 250 Pursang Bultaco is remarkably well built but expensive. However, one will have a machine capable of winning the toughest of motocross events in standard trim.' – On Two Wheels. One of motorcycling's many legends, the foundation of Bultaco was occasioned by the resignation of Francisco Xavier Bulto from Montesa, a company he had co-founded with Pedro Permanyer in 1945. The Montesa board wanted to withdraw from racing; Bulto disagreed and left in 1958, taking most of the racing department with him to set up a new company – Bultaco. By the spring of 1959 the fledgling concern's first machine - the Tralla 101, a 125cc two-stroke - was ready for production. Given the circumstances of Bultaco's birth, it should have surprised no one that the company began racing soon afterwards, successfully entering a team in the roadster class at the 1959 Spanish Grand Prix. Trials and moto-cross models followed in the mid-1960s, the first Pursang scrambler appearing at the start of the 1965 season. Early examples sold in the UK came with Rickman-built frames and four-speed gearboxes, but from 1967 the Pursangs were entirely Spanish-built and had a five-speed transmission. The Mk 8 Pursang offered here appears to have been restored to substantially original condition. There are no documents with this Lot.

**£1,500 - 2,000**

**€1,700 - 2,200**



36

**1974 MAICO 450CC MOTO-CROSS**

Registration no. not registered

Frame no. 392293

Engine no. K440829

Founded by the Maisch brothers, Wilhelm and Otto, in the mid-1930s, Maisch & Co (Maico) built two-stroke lightweights at first but soon was forced to change direction to support Germany's war effort. Having supplied aircraft components to the Luftwaffe during WW2, Maico turned to the manufacture of children's toys after the conflict ended and did not resume motorcycle production until 1947. But whereas before the war proprietary engines had been used, Maico now built complete machines using its own power units. Although its roadsters made little impact in markets beyond central Europe, Maico became one of the major players on the international moto-cross scene in both Europe and North America. Maico was one of the first manufacturers to adopt inclined shock absorbers on its moto-crossers, a move that greatly increased suspension travel at the rear. While nowhere near as well financed as the Japanese factories, Maico mounted a serious challenge to them thanks to stellar performances by the likes of Adolf Weil, Åke Jonsson, and Willy Bauer. The German firm won the Manufacturers' World Championship in the 500cc class but was never able to claim the individual title. Today Maico's class-leading machines of this era are among the most sought after of post-war moto-cross machines. This twin-shock Maico was purchased from a US auction in 2014. The machine is offered with shipping paperwork, NOVA declaration, and State of California Certificate of Title.

**£4,000 - 5,000**

**€4,500 - 5,600**





37

# **1974 YAMAHA SC 500 MOTO-CROSSER**

Registration no. not registered

Frame no. 868-024144

Engine no. 868-024144

Launched in 1973, the SC 500 was Yamaha's first attempted at an 'Open Class' 500cc moto-crosser. A very powerful machine, deemed unwieldy at the time, it was tough to tame. The SC 500 weighed over 240lb, which, coupled with an unbalanced chassis, meant that it was constantly in wheelie mode. Control was made all the more challenging by the 498cc air cooled, reed-valve, two-stroke single, which had 40 horsepower on tap, all of which was delivered in the middle of the rev range as an 'explosion' of seismic proportions. Out of the box, the motor was notoriously hard to start and jet, and one wag suggested that Yamaha offer replacement pistons in packs of six! After two seasons, Yamaha changed the moto-cross world forever with the brilliant YZ 360 with its revolutionary mono-shock rear suspension – all lessons duly learned. Such was their reputation, SC 500s were soon discarded by racers mindful of their own mortality, and few are left today. Even fewer have been restored, and even fewer still to the as-new condition of this superb example. Despite its shortcomings, the handsome SC 500 represented an important stage in the development of Yamaha's moto-cross family and deserves a place in any collection of historic off-road competition motorcycles. This example was purchased at Bonhams' Las Vegas auction in January 2015 (Lot 221). Offered with sundry restoration invoices.

**£5,000 - 7,000**

**€5,600 - 7,800**



38

# **1976 KAWASAKI KT250 TRIALS**

Registration no. MVO 662P

Frame no. KT2-06251

Engine no. KT2E 006295

'Don Smith's many years experience in European trials competition and Kawasaki's engineering capability assure you the KT250 represents the highest standard of trials machine development.' – Kawasaki Heavy Industries. Development of the trials motorcycle has been marked by a series of high-profile collaborations between star riders and the sport's major manufacturers, most notably Sammy Miller's association with Bultaco (and later Honda). Miller's successful transformation of the Sherpa into a world-beater prompted rivals Montesa to recruit Don Smith and later Malcolm Rathmell to develop the Cota, while Mick Andrews was signed up by Ossa, giving his name to the 'Mick Andrews Replica'. Andrews would move on to Yamaha while Smith too was wooed successfully by a Japanese firm, transferring his allegiance to Kawasaki in 1972. Formerly with Greeves, Smith certainly had the CV to justify his appointment, having won the European Trials Championship on three occasions (1964, 1967, and 1969). Don built a prototype using a Kawasaki 450cc moto-cross engine, which led in 1975 to the launch of the production KT250, undeniably one of the best-looking trials bikes ever to come out of Japan. This beautiful KT250 was purchased by the vendor in 2010, having been with its previous owner since 2004. The machine is offered with a V5C document.

**£3,500 - 4,500**

**€3,900 - 5,000**





39

**C.1965 GREEVES 250CC CHALLENGER 24MX2**

Registration no. not registered

Frame no. 1965

Engine no. 107

As an established engine builder, Greeves was able to survive while many rivals disappeared, along with the supply of Villiers engines, in the late 1960s. From then on the Thundersley-based company concentrated on its successful off-road competition models. The first (virtually) all-Greeves model was the Challenger scrambler, introduced in 1964. Built in 246cc and (later) 362cc capacities, the Challenger engine incorporated an Alpha crankshaft assembly within Greeves' own crankcases, which were complemented by a new, generously finned alloy top end. Mated to an Albion gearbox, this new power unit was carried in typically-Greeves cycle parts consisting of a cast alloy beam frame and leading-link forks, the latter of the 'banana' type from late 1965 with Cerianis optional. By that time the Challenger was being built in improved MX2 form, with duplex primary chain and stronger, kidney-shaped gearbox, while a 362cc version had been added to the range. After two seasons of testing in competition, the production Challenger appeared for the 1967 season mounted in a lengthened frame (for improved stability) while also featuring new conical alloy hubs. The 24MX2 Challenger offered here appears to have been restored to a high standard. There are no documents with this Lot.

£4,000 - 5,000

€4,500 - 5,600



40

*The ex-works, Joe Johnson*

**1963 GREEVES 246CC 24MDS SCRAMBLER**

Registration no. not registered

Frame no. 24MDS813

Engine no. none visible

As an established engine builder, Greeves was able to survive while many rivals disappeared, along with the supply of Villiers engines, in the late 1960s. From then on the Thundersley-based company concentrated on its successful off-road competition models. First introduced for the 1958 season, the 'Hawkstone' scrambler and 'Scottish' trials iron used the 197cc Villiers 9E engine to begin with. Versions powered by the new 246cc 31A engine joined the range for 1959, the scrambler being distinguished by radially finned 'paddle' hubs as standard. The Hawkstone was updated with the 34A engine for 1960, at the same time gaining a beefier cast-alloy frame fitted with taper-roller head bearings, and boasting a stiffer and wider rear sub-frame. The following year Greeves' own alloy cylinder barrel and 'head debuted on the 24MCS 'Moto-Cross Special', the 24SCS Hawkstone continuing to use the Villiers cast-iron barrel. In 1962, the MCS gained a modified frame, full-width alloy hubs, and a slightly more powerful engine, becoming the 24MDS. This 24MDS comes with a copy of the factory dispatch schedule showing that it was allocated to works rider Joe Johnson (the machine immediately above it was earmarked for Bryan 'Badger' Goss). This Greeves also comes with a photocopied page from Off-Road Review (July/August 1993 edition) reproducing a photograph of Johnson (with this machine) and Goss at a Weymouth scramble in 1963.

£2,500 - 3,000

€2,800 - 3,300



41

# **C.1959 GREEVES 197CC 20TA SCOTTISH TRIALS**

Registration no. not registered

Frame no. 9165/TA

Engine no. 625B46111

Greeves' unorthodox trademarks of a cast beam 'downtube' and rubber-in-torsion leading-link fork proved adaptable to almost all forms of motorcycle from humble commuter to clubman's road-racer, but it was the firm's off-road products that really put it on the map. The off-road range was extensively revised for 1958, gaining new frames with increased ground clearance together with a narrower rear sub-frame and swinging arm. Villiers' 197cc 9E sports engine was used for both the Scottish trials and Hawkstone scrambler, suitably modified to suit the particular application. The name 'Scottish' had been adopted following Jack Simpson's victory in the Scottish Six Days Trial's 200cc category in 1957, the first year Greeves had fielded a factory team in this prestigious event, but it would be 1969 before the Essex firm took the premier award, courtesy of Billy Wilkinson. The Greeves Scottish offered here appears to be in generally good and substantially original condition, unlike many of its fellows that have been extensively modified, frequently crashed, and unsympathetically maintained over the years. There are no documents with this Lot.

**£2,000 - 3,000**

**€2,200 - 3,300**



42

# **1971 GREEVES 169CC PATHFINDER**

Registration no. BJU 523K

Frame no. 59C388

Engine no. 2690445

'Greeves also have a sturdy little machine capable of putting on a good show, as works riders Scott Ellis and Derek Adsett have demonstrated.' – Bike magazine, autumn 1971 edition. Norton-Villiers' 1966 decision to supply Villiers engines exclusively to its AJS subsidiary dealt a severe blow to the host of small independent manufacturers hitherto reliant on the Wolverhampton-produced two-strokes. Those that survived turned to Continental suppliers: Cotton and Dot to the Italian Minarelli concern, Greeves to Puch of Austria. Powered by a 169cc Puch two-stroke single, Greeves' Pathfinder trials bike was produced during the early and mid 1970s. Despite excellent handling courtesy of a duplex-loop frame, long-travel Metal Profiles forks, and three-way adjustable Girling dampers, the Pathfinder failed to make its mark in trials. Never intended for such use, the Puch engine lacked the necessary low-down grunt and flexibility; it did however have ample power and a six-speed gearbox, features that made the Pathfinder a far better enduro machine than trials iron. Acquired by the current vendor on 14th October 2009, this example is offered with old/current V5C documents, an expired MoT (June 2010), spare parts list, and a Dalesman owner's manual.

**£1,200 - 1,600**

**€1,300 - 1,800**





43

## 1967 CHENEY BSA VICTOR 500CC SCRAMBLER

Registration no. not registered

Frame no. BSA MK5 NU170

Engine no. B40GB 1164 MPB 500-073

- *One of the most effective British moto-crossers of its day*
- *Engine believed to incorporate numerous NEB components*
- *Believed ex-Vic Allan*



The machine offered here was built by one of the greatest names in the world of off-road competition - Eric Cheney - the former moto-cross and ISDT star who had turned to frame-making in the mid-1960s after illness terminated his career as a rider. It features a BSA Victor engine installed in Cheney's trademark lightweight moto-cross frame, which carried the engine oil in its nickel-plated tubes. By the time this machine was built, the BSA Victor engine, now taken out to a full 500cc, represented the zenith of development for a four-stroke moto-cross power unit. BSA-mounted Jeff Smith had been World Moto-cross Champion in 1964 and 1965, but from now on the two-strokes would rule the roost despite the best efforts of Cheney and others.

The current vendor purchased this machine from an online auction site. The reprinted advertisement states that this machine is ex-Vic Allan, and that it incorporates several NEB components (crankshaft, cylinder barrel, clutch, gearbox, etc) as well as Interspan twin-plug ignition, Marzocchi front forks, Falcon shock absorbers magnesium hubs, titanium wheel spindles, etc. However, it should be noted that it has not been possible to verify any of the claims made with regard to this motorcycle's history or specification.

**£7,000 - 10,000**

**€7,800 - 11,000**

44

## C.1960 TRIUMPH TIGER CUB 199CC TRIALS MOTORCYCLE

Frame no. T65749  
Engine no. T20S 57408

- *Built for pre-'65 trials*
- *No registration document*



'This four-stroke lightweight is game for a genuine 64-65mph; it will cruise energetically all day in the mid-fifties; and it will return fuel consumption figures little short of remarkable, whatever the throttle openings used.' - Motor Cycling.

With the introduction of the 149cc Terrier in 1952, Triumph re-entered the market for lightweight commuter machines. A simple, compact, unitary construction four-stroke with four-speed gearbox, the Terrier was joined in 1954 by an enlarged version, the 200cc Tiger Cub, that offered 60mph-plus performance and 100mpg. A huge success, particularly with learners and younger riders, the Cub underwent continuous development for the next 16 years, gaining 16" wheels for 1956, a swinging-arm frame and hydraulically-damped forks for 1957, energy transfer ignition and 17" wheels for 1960 and points in the timing cover for 1963. Changes to the engine were countless. The Cub finally ended up with BSA Bantam cycle parts before being dropped in 1970. The model remains a favourite with today's collectors, many of whom would have commenced their riding career on a Cub, and is well served by an extensive network of parts suppliers and other specialists.

Trials and scrambles versions had been early additions to the range, and in 1959 Cub-mounted works rider Roy Peplow's landmark victory in the Scottish Six Days Trial emphatically 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, becoming the TR20 in 1962, until the Cub range was dropped by BSA-Triumph. The model's competitiveness in Pre-'65 events and the relative scarcity of genuine Trials Cubs has seen a number of road bikes converted for trials use in recent years, the very tidy example offered here being one such.

The engine number's 'T20S' stamping is that of a genuine trials unit, but the frame is non-matching. There is no registration document with this Lot. Accordingly, prospective purchasers must satisfy themselves with regard to this machine's registration status prior to bidding.

**£3,800 - 4,500**

**£4,200 - 5,000**

45

*Rare, one-year-only model with factory Racing Kit installed*

## 1953 TRIUMPH 498CC T100C

Registration no. not registered

Frame no. 39846

Engine no. T100C 39846

- One of fewer than 600 T100Cs built
- Recently restored in the USA
- Present ownership since January 2016



'In 1953 and for one year only, Triumph produced a factory hot-rod, the 500cc T100C Tiger. This was street-legal but with the previous year's optional Racing Kit now factory fitted... In all, the mods brought output to 42bhp, a useful 10bhp increase over the standard T100' – Ian Falloon.

The Tiger 100 sports version of Edward Turner's trend-setting Speed Twin was launched in 1938, reappearing in 1946 with telescopic forks in place of the original girders, and separate dynamo and magneto instead of the pre-war version's magdyno. Produced almost unchanged for the next three years, the Tiger gained Triumph's distinctive headlamp nacelle in 1949 when the range was restyled. A die cast alloy cylinder head and barrel were adopted for 1951, these and other engine improvements boosting power to 32bhp. For Tiger owners who wished to go racing, Triumph offered a kit of performance parts that included high-compression pistons, 'hot' cams, up-rated valve springs, twin carburettors, megaphone exhausts, etc. For 1953 the racing kit was dropped but most of the parts found their way onto a new competition-orientated production model: the T100C. Produced for that year only, the T100C is one of the rarest and most collectible of post-war Triumphs.

Works records show this particular matching-numbers T100C, one of fewer than 600 built, was dispatched on 28th April 1953 to the Sculthorpe Air Base in Norfolk, home to the US Air Force during the Cold War. It was later brought to the USA by some lucky American airman. The current vendor purchased the Triumph at Bonhams' Las Vegas auction in January 2016. At that time it had recently undergone a complete restoration by BFC Cycle (British Cycle Factory) in Kirtland, Ohio to factory-correct concours condition using new-old-stock parts and fasteners throughout. This ultra-rare machine is offered with State of California Certificate of Title, purchase paperwork, and a beautifully illustrated report by motorcycling authority, Ian Falloon.

**£20,000 - 30,000**

**€22,000 - 33,000**



46

*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'.

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.

**£25,000 - 35,000**  
**£28,000 - 39,000**

47

## 1949 AJS 7R 350CC RACING MOTORCYCLE

Registration no. not registered

Frame no. none visible

Engine no. 49/7R645

- *Rare early model*
- *Formerly part of the Herb Harris Collection*
- *Restored by Team Obsolete*
- *Highly original*



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.

Nothing is known about this early 7R's competition history in the UK, but we do know that in the mid-1970s it was shipped to the USA where it found itself stripped down to parts in preparation for restoration. Several owners and more than a few years later, the AJS was still in pieces but had come into the possession of Rob Iannucci, founder of the Team Obsolete historic racing team and restoration workshop.

Former owner Herb Harris commissioned Team Obsolete to carry out the 7R's restoration. TO's racer/mechanic Dave Roper carefully assembled the engine after discerning that the bottom end was sound and cylinder was still on its standard bore with no wear or taper, indicating that it had seen very little use. The cases were very good, with no damage showing. The gearbox, a roller-bearing Burman racing unit, is date-coded to 1949. Many new-old-stock components, such as flywheels, cams, cam chain, tensioner, piston, valves, etc, were used for the rebuild. The genuine Lucas racing magneto was restored by expert Dave Lindsley.

Upon delivery to Texas, the 7R received further fettling by Harris' own restoration team until it met his high standards. The current vendor purchased the AJS when a selection of machines from the Herb Harris collection was sold at Bonhams' Las Vegas sale in January 2015 (Lot 238). At a time when these classic 350cc overhead-cam racers can virtually be built from reproduction parts, here is a genuine early 7R retaining its original engine, gearbox, frame, and cycle parts.

**£20,000 - 30,000**

**€22,000 - 33,000**

48

## 1956 AJS 7R 350CC RACING MOTORCYCLE

Registration no. not registered

Frame no. 1700

Engine no. 55/7R1100

- *Iconic over-the-counter racer*
- *In the preceding ownership for 30 years*
- *Not run since 1985*



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.

Since the AMC factory records have been lost, little is known of the history of the motorcycle on offer other than it is understood to date from circa 1955. This machine had been in the immediately preceding owner's possession since 1985, and had not been run during that time, when it was offered for sale at Bonhams' Las Vegas auction in January 2015 (Lot 156) and purchased there by the current vendor. Re-commissioning will be required before returning it to the track.

**£20,000 - 30,000**

**€22,000 - 33,000**



*The ex-Harry Lamacraft*

## 1939 VELOCETTE 348CC KTT MARK VIII RACING MOTORCYCLE

Registration no. not registered

Frame no. SF19

Engine no. KTT 818

- *One of only 49 made pre-WW2*
- *Raced in the 1939 Isle of Man TT races*
- *Matching frame and engine*



Harry Lamacraft pictured with the Velocette at the 1939 Isle of Man TT.



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 Mark VIII KTT, a direct descendent of the 1929 Mark I, 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 Mark VIII version was first seen, the major advance on the preceding Mark VII being a new frame with swinging-arm rear suspension, an innovation enjoyed by the factory riders since 1936. In almost all other respects the Mark VIII was as the Mark VII, 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) Mark VIII 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 Mark VIII, the latter nevertheless provided the privateer with a competitive mount at the highest level, as evidenced by Les Graham's victory aboard a 'customer' example at the 1951 Swiss Grand Prix.

Factory records show that this matching-numbers Mark VIII was invoiced to Stevens (Velocette agent L Stevens) in London on 24th April 1939 for 'Mr Lamacraft'. The latter was Harry Lamacraft, who is pictured with this KTT in 'The Keig Collection Volume 2'.

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 caption is as follows: 'Whether it was in September – his first race was in the 1931 MGP – or in June's Junior or Senior, it was never anything else but Velocette for Harry Lamacraft... Principally a BMCRC Brooklands boy, he usually earned replicas in the Island.' Taken in 1939, Keig's photograph might well be the last of Harry Lamacraft in leathers, for he was one of the RAF's wartime casualties. In the 1939 TT races he finished in 19th in the Junior, 16th in the Senior, and 12th in the Lightweight TT, riding an Excelsior in the latter event.

The machine also comes with a quantity of period photographs and a letter of authentication from marque authority Ivan Rhodes, which reveals that it was owned subsequently in Belgium by Noel La Haye.

Only 49 Mark VIIIs were constructed prior to WW2 and a further 189 up to the end of production in 1950. Today the incomparably handsome Mark VIII KTT is one of the most sought after of all British racing motorcycles.

**£40,000 - 50,000**

**€45,000 - 56,000**



Noel La Haye pictured with the Velocette, date and place unknown.

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 ex-works, J H Welsby, Isle of Man TT*

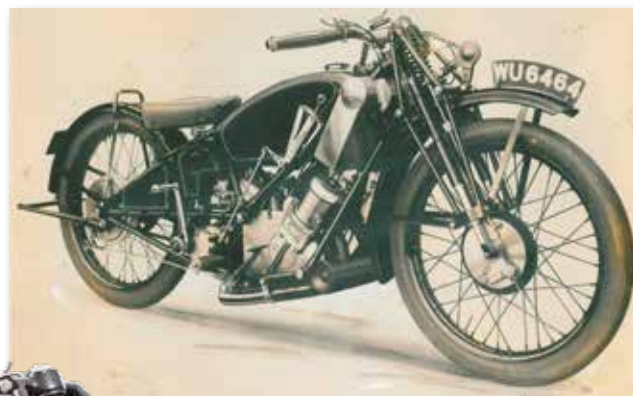
## 1926 SCOTT 498CC TT RACING MOTORCYCLE

Registration no. WU 6464

Frame no. 3

Engine no. TT3 (see text)

- Works entry in the 1926 Isle of Man Senior TT
- Finished in 18th place
- Long-term previous ownership (1963-2015)
- Present ownership since 2015
- Well documented



The MotorCycle TT practice report 10 June 1926. © Mortons Archive



Bradford-born inventor Alfred Angas Scott's experiments with two-stroke motorcycle engines began in the closing years of the 19th Century, leading to the grant of a patent in 1904. Scott's original design for a vertical twin two-stroke engine incorporated the central flywheel with 180-degree overhung cranks and slim connecting rods that would characterise his products from then onwards. One of its chief advantages was close spacing to the cylinder axes and main bearings, thus virtually eliminating the vibratory rocking couple hitherto associated with vertical twins. The first complete Scott motorcycle prototype followed in 1908, its twin-cylinder engine, two-speed foot-change gear and all-chain drive marking it out as an exceptionally advanced design for its day.

Like most of their rivals, Scott recognised the value of publicity gained from success on the racetrack - and particularly at the Isle of Man TT - and first entered the latter event in 1909, becoming the first two-stroke to start in a Tourist Trophy race. Back-to-back victories in the 1912 and 1913 Senior events would turn out to be the highlights of the firm's TT record, though Harry Langman came close again in 1922 and 1924, finishing 3rd and 2nd respectively. The 1924 works bikes had featured 'square' engines of 68.25mm bore and stroke, and this new 498cc unit became available in the Super Squirrel introduced later in the year.

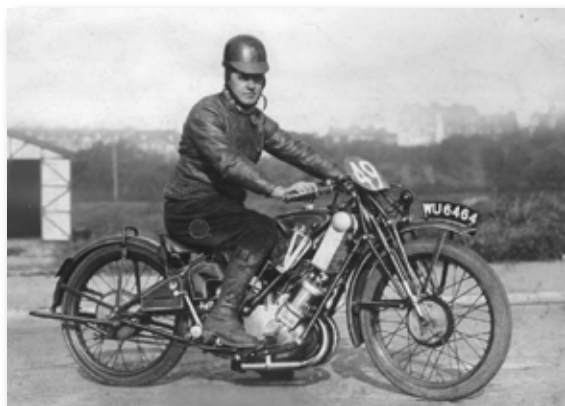
However, the three works Scotts that arrived on the Island for the 1926 race were unlike anything that had gone before. So groundbreaking were they that in its practice report of June 10th 1926, 'The MotorCycle' devoted considerable space to the new Scotts, including a photograph on this very machine, 'WU 6464'. 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 minor changes, stayed in production at Shipley until the factory closed in 1951.

Scott's 1926 TT riders were Harry Langman, Ernie Mainwaring, and Jack Welsby. By the end of the first lap, Langman and Mainwaring were both out, but Jack Welsby rode 'WU 6464' to 18th place in the seven-lap race. Many years later he wrote to Bob Currie who published the following account of Jack's race in 'The MotorCycle' of 18th April 1957: 'On the third lap, he recalls, he took the jump at Ballig Bridge at too high a speed, and the resulting jolt on landing stripped every tooth from the second-gear pinion. From then on the Scott was ridden in top gear only, a feat which placed quite a handicap on braking and cornering.





The MotorCycle 28 February 1957. © Mortons Archive



Jack Welsby, Senior TT, 1926.



Ramsey had to be negotiated in short, sharp skids, while Welsby was able to make the Mountain climb only by playing tunes with the clutch, which he fully expected to burn out at any moment. However, it was strongly constructed and stood the racket with only minor protest.' The same article tells us that in practice 'Welsby was timed at 92.2 mph on the Sulby Straight, and the drop to Hillberry was made at 107 mph'.

Jack Welsby had written to Bob Currie after reading an article published on 28th February 1957 entitled 'The Squirrel Flies Again'. Mr Leslie Deacon of Margate had written seeking more information about an old Scott which he had bought for £12. Bob Currie was able to identify the machine as Jack Welsby's race bike from 31 years earlier, and the story took up a complete page of the magazine.

The late previous owner, Alan Cooper, acquired this historic Scott in 1963 and would own it for the next 50 years. In April 2015, the machine was offered for sale by Alan's widow at Bonhams' Stafford auction (Lot 250) where it was purchased by the current vendor. Last run in 2010, it will require the usual re-commissioning before being used. It is believed that the crankcase was changed at some time prior to 1957.

The machine is offered with a V5C document; a buff continuation logbook dating from 1948; copies of the 1926 TT practice report and the two 1957 articles mentioned above; two original letters to Mr Deacon from 'The MotorCycle'; an MoT certificate from 2010; and copies of photographs from the Isle of Man in 1926 and one of the machine in 1957, which was published with Bob Currie's article at that time.

**£30,000 - 40,000**

**£33,000 - 45,000**

51

*The ex-Phil Heath Brooklands Special*

## 1930 AJS 495CC R10 RACING MOTORCYCLE

Frame no. none visible

Engine no. none visible

- *Rare pre-war overhead-camshaft racer*
- *Extensively campaigned in VMCC events*
- *Restored by the Sammy Miller Museum*
- *Formerly part of the Autokraft Collection*



In 1927 AJS's works 350cc racers appeared with a new overhead-camshaft engine. The camshaft was chain driven, its distinctive cast alloy case extending forwards to the front-mounted magneto. A catalogued model from 1928, the 'cammy' AJS was built in 350 and 500cc capacities initially, dry-sump lubrication being an unusual feature of the engines, which were carried in open diamond frames. Along with the rest of the range the camshaft models received saddle tanks with purple side panels for 1929. A 250cc version followed, Jimmy Guthrie winning the Lightweight TT on one in 1930. Production ceased with the Matchless takeover in 1931.

This example of the rare AJS R10 overhead-cam 500 was purchased by well-known ex-racer and journalist Phil Heath in 1956 and used by him for VMCC races, hill climbs, and sprints until 1969. A certificate from the 1962 Ramsey Sprint is on file, recording Phil's 14.78 seconds run along 440 yards of Ramsey Promenade, together with a Bemsee journal of 1959 depicting Phil and the AJS competing at Shelsley Walsh on the front cover.

In 1988, 'FPH' – to use his journalistic by-line - recalled that the machine was found to have a 'non-standard' engine incorporating a lengthened con-rod, cylinder barrel, and camshaft drive case. Enquiries to ex-AJS works rider George Rowley and Dr Joe Bayley revealed that the engine was one built for the Nigel Spring/Bert Denly entrant/

rider partnership for racing and record-breaking at Brooklands, Denly regaining the hour record in 1930 on an AJS fitted with one of these engines. On dismantling, this engine was found to have a Martlet piston, an indication of its Brooklands ancestry. However, it should be noted that work by Spring and Denly resulted in the production overhead-cam models adopting long-stroke dimensions for 1930, the R10 changing to 79x101mm from the preceding M10's 84x90mm, and it is perhaps this difference which led to the conclusion that the engine was 'non-standard'.

The machine proved to be highly competitive in Heath's hands, setting fastest time of the day in Vintage hill climbs more than once and recording a best standing-quarter-mile time of 14.67 seconds. Subsequent to its sale by Heath, the bike was restored by the Sammy Miller Museum in 1988. There are photographs on file of Phil, Sammy, and the AJS at Sammy's museum together with correspondence relating to the restoration. Subsequently acquired by the Autokraft Collection, the AJS was sold when Brooks' auctioned the collection at the RAF Museum, Hendon in March 1999 (Lot 70).

**£25,000 - 35,000**

**€28,000 - 39,000**

52

## 1950 AJS 7R 350CC RACING MOTORCYCLE

Registration no. not registered

Frame no. 1467

Engine no. 50/7R 867

- *Iconic over-the-counter racer*
- *Early model*
- *Previously owned in Denmark*



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.

Since the AMC factory records have been lost, little is known of the history of the motorcycle on offer other than it is understood to date from circa 1950 and that it was sold to TMR Ltd of Stowmarket in February 2016 by Malte Flagstad Johannsen from Denmark. In a contemporary document on file, Mr Johannsen describes the 7R as 'fully working, untouched preserved conditions, correct numbers'. The machine also comes with a spares list, photocopied instruction sheets, and spare piston rings.

**£20,000 - 30,000**

**£22,000 - 33,000**



53

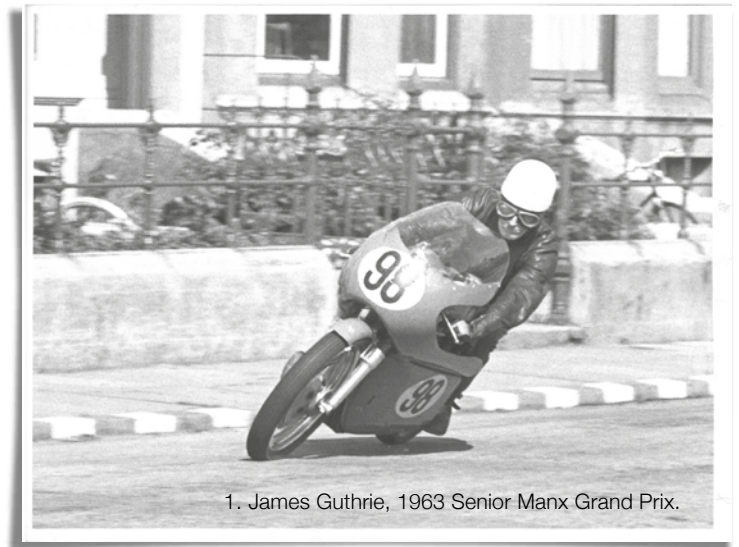
*The ex-James Guthrie, Joe Dunphy,  
Manx Grand Prix, Isle of Man TT*

**1961 BEART-NORTON MANX 350CC  
RACING MOTORCYCLE**

Frame no. SEP63

Engine no. 10M97314

- Built during the winter of 1962/63
- Also ridden by Joe Dunphy in the 1965 IoM Junior TT
- Formerly on display in the Stanford Hall Museum
- Not raced since 1984
- Present ownership since January 2015



1. James Guthrie, 1963 Senior Manx Grand Prix.





For 50-plus years Francis Beart, who died in 1983, was one of the great men of British motorcycle racing. Though a noted Brooklands tuner, his reputation was founded post-WW2 with Manx Nortons, latterly instantly identifiable in Ford's Ludlow Green livery. Arguably the most celebrated of all Norton tuners, Beart collected an unsurpassed total of 11 Manx GP wins plus ten 2nd and three 3rd places; he preferred longer, public roads events like Isle of Man, where reliability counted for as much as speed.

Genuine Beart Nortons are very rare. Francis looked after many engines, but his attention to detail made his own bikes special. No customer could pay for the countless hours spent perfecting the cycle parts. Bolts were hollowed, steel was replaced with aluminium and drilled like Swiss cheese. Un-sprung weight reduction was his passion – and no plump riders!

Beart's engines were built with infinite precision, each setting being logged for posterity. Less friction, more speed was his mantra. Wheel bearing replacement every race and mounting shock absorbers upside down were but two tricks. He used the narrowest rims and tyres to save weight and reduce the contact patch.

The finest monument to his work is this machine. Beart made his last 350cc Manx race-ready in 1974 for the Stanford Hall museum's founder, the late John Griffith; knowing it would be the last, he gave away his tools once finished. In 1982, the collection was sold and this machine was acquired by journalist Alan Cathcart for its previous owner.

It was one of the last Manx Nortons built, a 1961 model, supplied new to a Beart customer, Mr Craze of Bournemouth, who sold the bike to Beart during the winter of 1962/63. Francis then rebuilt it for the Junior Manx GP, fitting a Jakeman two-piece fairing with the rev-counter mounted in the nose. Ernie Wakefield produced custom, thin-gauge aluminium oil and fuel tanks, the latter with a chin recess permitting the rider to tuck under the screen and thus the bike was nicknamed 'Sabrina' after a curvaceous blonde British film starlet. An ex-Bob McIntyre Gilera twin-leading-shoe front brake was fitted. The 350 debuted in the 1963 Manx GP ridden by Jimmy Guthrie, who finished 20th after the specially made front-brake adjusters kept slackening.





2 & 3. Joe Dunphy, 1965 Isle of Man Junior TT.



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.



'Sabrina' was out again for the 1964 Manx, crashing at Rhencullen. The bike was rebuilt that winter, Beart logging a new frame, swinging-arm, rear wheel, oil and fuel tanks, one front fork slider, and a fairing. Guthrie made amends in the 1965 Manx with 6th at 89.11mph after Joe Dunphy had made 9th in the Junior TT at 91.69mph. A comprehensive rebuild for the 1966 season was undertaken, re-numbering the Manx 'FB 66/1' in the process.

Over the next winter it was again rebuilt, now with a Bosch magneto and a single coil. Welshman Malcolm Uphill lapped the Mountain in under 24 minutes (94.32mph) but retired on lap three with a broken ignition wire while lying 11th. Uphill told Beart that it had been impossible to stay with a gaggle of Aermacchis, so Francis bought one from his friend Syd Lawton, the UK importer. When it arrived a month later Beart realised 'I'd been wasting my time trying to keep the Norton competitive for so long', and the 350 was sold to North of England dealer Harry Dugdale, and eventually to John Griffith.

Having acquired the Beart 350, Alan Cathcart entrusted ace race engineer Ron Lewis to re-commission the machine before the Snetterton meeting in 1984. As a result, Cathcart enjoyed two 2nd places and two 3rd places in four races. After Snetterton, the 350 left for the USA where it remained exactly as last ridden in 1984, as the last Beart-built motorcycle to have been raced. The machine shows flecks of blue paint on many nuts, bolts, and other components identifying it as a 350 (a 500 had yellow daubs). Add to that the dull nickel finish; each clutch spring and its cup painted a different colour for exact re-assembly; the engine-turned alloy engine plates - all echoing another Beart maxim, 'If it looks right, chances are it'll go right'.

The current vendor purchased the ex-Beart Manx at Bonhams' Las Vegas sale in January 2015 (Lot 155). Though fate conspired against it ever winning a deserved Manx GP, its history proved that this Beart Manx Norton certainly went as well as it looked.

**£50,000 - 70,000**

**€56,000 - 78,000**

54

## 1955 VINCENT 998CC BLACK KNIGHT

Registration no. EEJ 501  
Frame no. RD12910F  
Engine no. F10AB/2/11010  
RFM - RD12910F  
Crankcase mating no - 186V

- One of the rarest of post-war Vincents
- Matching frame and engine numbers
- Present ownership since 2015



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 glassfibre 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.

This enclosed Vincent Black Knight was acquired by the current vendor in February 2015. Accompanying documentation consists of an old-style continuation logbook (issued 1962), current V5C Registration Certificate, some previous-owner correspondence, and sundry bills (many from the VOC Spares Company), one of which (dated January 2010) is for overhauling two Vincent cylinder heads and supplying two new VOC barrel and piston assemblies. The machine also comes with parts lists, Alton alternator instructions, and a genuine Vincent Rider's Handbook.

**£40,000 - 50,000**

**€45,000 - 56,000**

55

## 1949 VINCENT-HRD 499CC METEOR SERIES B

Registration no. KFJ 349

Frame no. R/1/4591

Engine no. F5AB/2/2691

RFM - R/1/4591

Gearbox - G97C50

- *Rare post-war single-cylinder model*
- *Matching frame and engine numbers*
- *VOC Certificate of Authenticity*



The Vincent-HRD marque originated in 1928 when Philip C Vincent acquired the name, jigs, tools and patterns of the recently liquidated HRD Company. ('HRD' stood for Howard Raymond Davies, the Isle of Man TT winner who had founded the firm in 1924). Vincent moved production from Wolverhampton to Stevenage and set about putting his motorcycle design ideas into practice, commencing with an innovative sprung frame that would remain a feature of Vincent motorcycles until production ceased in 1955.

Like Davies before him, Vincent relied on proprietary engines until increasing dissatisfaction with suppliers led to the creation of Vincent's own 500cc single in 1934, which was later doubled up to create the legendary Series-A Rapide v-twin. Post-war this situation was reversed, with an all-new v-twin appearing first, in May 1946, followed by the single-cylinder version in 1949.

The latter was offered in two forms initially – Series-B Meteor and Series-C Comet – the main differences between the two being the new Girdraulic front fork fitted to the latter, while the former retained the old Brampton girders, and the Meteor's slightly smaller carburettor. When production of Series-B models was phased out during 1950 the Meteor disappeared from the range, making it one of the rarer of post-war Vincent-HRDs.

This rare Vincent-HRD Meteor comes with a copy of its Works Order Form showing that it was despatched from the factory on 25th August 1949 to 'Green', Newton Abbott, while the accompanying VOC Certificate of Authenticity confirms that the frame and engine numbers match. The history folder also contains an old-style continuation logbook (issued 1970), sundry bills, copies of old registration documents, SORN paperwork, an expired MoT (November 2001), and the most recent V5C.

**£16,000 - 20,000**

**€18,000 - 22,000**



56

## 1961 BSA 499CC GOLD STAR SCRAMBLER

Registration no. 746 XUE  
Frame no. CB32.10519  
Engine no. DBD.34.GS.6128.

- Sold new via Fred Rist's shop
- Rebuilt during 2006/2007
- Not ridden on the road since completion
- Present ownership since 2013



This BSA Gold Star scrambler was dispatched from the BSA factory on 17th February 1961 and sold new by BSA works rider Fred Rist through his shop in Neath, Glamorgan. Fred Rist was an eminent scrambler both before and after WW2. By 1939 he was a sergeant in the British Army and rode for the Army team in that year's ISDT in Germany, getting home with the rest of the team just in time to avoid spending the war in an internment camp. Post-war he continued to be picked for the ISDT Trophy team and was captain on a factory Gold Star in 1950. He was also a member of BSA's Maudes Trophy team in 1952. Almost certainly he had retired from competition to concentrate on his motorcycle business by the time this Goldie scrambler was delivered.

No expense has been spared in restoring this machine, which was purchased in 2006, rebuilt during 2006/2007 and then registered for the road. Works carried out include rebuilds of the engine and original scrambles gearbox; blast-cleaning and power-coating the frame and cycle parts; and reconditioning the competition magneto. The fuel tank, mudguards, seat, oil tank, oil filter/housing, fork stanchions, wheel rims and many more minor components are new. A Newby belt primary drive and clutch is fitted in place of the original parts, while since completion the Amal GP carburettor has been replaced with a correct Monobloc.

Kept in a centrally heated environment since completion, the Goldie has been run to confirm all is well but has not been ridden on the road and so will require running in and further adjustments before returning to regular use. (It should be noted that the oil tap is linked to the ignition circuit and thus the engine will not start until it has been turned on). The current vendor purchased the Goldie at Bonhams' Stafford Sale in April 2013 (Lot 283).

This pristine Gold Star scrambler is offered with GSOC and VMCC dating letters, purchase receipt, an original maintenance manual, expired MoT (2008), V5C document, and sundry invoices from recognised marque specialists George Prew and Phil Pearson. Prospective purchasers must satisfy themselves with regard to the origin and correctness of this motorcycle's components prior to bidding.

**£12,000 - 15,000**

**£13,000 - 17,000**

57

## 1955 BSA 348CC GOLD STAR

Frame no. CB32C.5638 (see text)

Engine no. DB32.GS.1049.

- *The most collectible of all 'café racers'*
- *The 350 Gold Star in its final form*
- *'Certificate of Performance' available*



On Wednesday 30th June 1937, a specially prepared Empire Star 500 ridden by the great Wal Handley achieved a 100mph lap of the Brooklands circuit on its way to a debut race victory and award of the Gold Star that would give BSA's new super sports model its evocative name. The Gold Star did not return to BSA's post-WW2 range until 1949. First displayed at the Earls Court Show in 1948, the B32 Goldie boasted the telescopic front fork first introduced on BSAs larger models for 1946 and came equipped with a new alloy cylinder barrel and 'head'. For 1950 a 500cc version – the B34 – was added to the range and this larger Goldie was the first to switch to the new die-cast top-end, with separate rocker box, in 1951. The 350 followed suit in 1952 and the pair continued as the 'BB' Gold Stars after the new swinging arm frame was introduced in 1953, changing to 'CB' designation for 1954. This change marked the introduction of the classic 'big fin' engine top end but the designation lasted only until the arrival of the 'DB' series in the autumn of 1955. The 'DB' incorporated a much improved lubrication system and, in the case of the 350 only, a stronger cylinder assembly; as such it represented the 'Junior' Goldie in its final form, there being no 350 equivalent of the final 'DBD' version.

This 350 Goldie comes with its original logbook listing only one owner, who is shown as the previous keeper on the old V5 on file. The machine retains its original engine ('DB32GS 1049') and comes with the factory's 'Certificate of Performance' for that engine. Other documentation includes a VMCC Works Records Extract, expired MoT (May 2013), and assorted technical literature. It should be noted that the frame number is listed as 'CB32 5638' in the original logbook. Prospective purchasers must satisfy themselves with regard to the origin and correctness of this motorcycle's components prior to bidding.

**£7,000 - 9,000**

**€7,800 - 10,000**



58

**1963 BSA 646CC ROCKET GOLD STAR**

Registration no. DMT 581A

Frame no. GA10.1413

Engine no. DA10R 10012 (see text)

Widely recognised as one of the most desirable of all factory built 'café racers', the Rocket Gold Star arrived in 1962 along with the first of BSA's new unitary construction range. A combination of - mainly - Gold Star cycle parts and the A10 Super Rocket twin-cylinder engine, the newcomer represented the last of the old pre-unit line rather than a new departure, and thus was destined for a relatively short life. Motor Cycle tested a Rocket Gold Star in November 1962, summing up the new BSA as a 'scintillating high-performance road burner: good brakes, excellent rider comfort and docile traffic manners.' A top speed of 105mph was achieved. The model was offered in a number of different forms and with a host of options relating to controls and equipment. Around 1,800 Rocket Gold Stars were made over a two-year period. Today genuine examples are highly sought after, their relative scarcity leading to the construction of numerous replicas. The example offered here comes with an expired MoT (June 2013), and a V5C Registration Certificate. It should be noted that the engine number has been re-stamped. Prospective purchasers must satisfy themselves with regard to the origin and correctness of this motorcycle's components prior to bidding.

**£6,000 - 8,000**

**€6,700 - 8,900**



59

**1963 BSA 646CC ROCKET GOLD STAR**

Registration no. 861 PTT

Frame no. GA10 1728

Engine no. DA10R 10354 (see text)

Widely recognised as one of the most desirable of all factory built 'café racers', the Rocket Gold Star arrived in 1962 along with the first of BSA's new unitary construction range. A combination of - mainly - Gold Star cycle parts and the A10 Super Rocket twin-cylinder engine, the newcomer represented the last of the old pre-unit line rather than a new departure, and thus was destined for a relatively short life. The model was offered in a number of different forms and with a host of options relating to controls and equipment. Around 1,800 were made over a two-year period. Today genuine examples are highly sought after, their relative scarcity leading to the construction of numerous replicas. This example was supplied new to Edwards & Co in Devon and remained in that county until 1977. Previous-owner correspondence on file states that the machine was restored by John Gleed in 1989, seeing relatively little use thereafter. The machine is offered with two MoTs (most recent expired June 2013), and a V5C Registration Certificate. It should be noted that the engine number has been re-stamped. Prospective purchasers must satisfy themselves with regard to the origin and correctness of this motorcycle's components prior to bidding.

**£6,000 - 8,000**

**€6,700 - 8,900**





60

## 1961 TRIUMPH 649CC T120C BONNEVILLE

Registration no. not registered

Frame no. D10167

Engine no. T120C D10167

- *Delivered new to California, USA*
- *Restored by Jim Hiddleston*
- *Present ownership since January 2015*



Graced by one of the most evocative model designations in the history of motorcycling, the Triumph Bonneville owes its existence to record-breaking successes achieved on the eponymous Utah salt flats in 1958, when a Tiger 110 set a new 650cc production machine record of over 147mph. A new alloy cylinder head with inlet ports splayed wide to accommodate twin carburettors had become available as a tuning aid early in 1958 and it was, chiefly, this innovation that enabled the specially prepared T110 to so far eclipse the performance of the standard version. Triumph lost no time in capitalising on its technical breakthrough, announcing a new model equipped with the splayed 'head and twin Amal carburettors in September 1958: the Bonneville. Testing a T120 'Bonnie' in June 1961, Motor Cycling found that Triumph's range-topping sports roadster possessed abundant vitality. 'With exceptional top-end performance goes extraordinary vigour and tractability at low and medium speeds - a combination which makes it perhaps the fastest point-to-point roadster produced in Britain today.'

The USA had long been Triumph's most important export market and to cater for local tastes, T120R and T120C models were offered here, the former having a more raised handlebar when compared to its European counterpart, while the latter catered for the American rider's passion for off-road motorcycling. Also known as the 'Competition' or 'Scrambler' model, the T120C boasted a more purposeful, stripped-down look, being equipped with smaller fuel tank, 'dirt' tyres and high-level exhaust system.

Despatched to Johnson Motors in California in December 1960, this Bonneville 'Scrambler' was sourced in the USA and shipped back to Europe where it was restored to 'as new' condition by renowned marque specialist, Jim Hiddleston. Completed in 2007, this Bonnie returned to the USA where it was purchased by the current vendor from Bonhams' Las Vegas auction in January 2015 (Lot 311). The machine comes with paperwork relating to that sale and a previous sale.

**£15,000 - 22,000**

**€17,000 - 24,000**

61

## 1964 TRIUMPH 649CC BONNEVILLE T120C TT SPECIAL

Registration no. not UK registered

Frame no. T120CDU12638

Engine no. T120C DU12638

- *Rare West Coast, USA Bonneville variant*
- *Restored by John Otto of Louisville, Kentucky*
- *Unused since restoration*
- *Present ownership since 2014*



The USA had long been Triumph's most important export market, and to cater for local tastes a 'TT Special' (also known as the 'Competition Sports') Bonneville was introduced in 1964. The Triumph twin was already a formidable force in American flat-track racing, and the TT Special's stripped-down look, smaller fuel tank and short, open exhaust pipes echoed the style of the racers. By this time a maximum output of 52bhp was claimed for the Bonneville, while the TT Special engine produced 54bhp courtesy of 11.2:1 pistons (up from the T120 roadster's 9.0:1). A crankcase under-shield, tachometer-only instrumentation, larger-section front tyre, and an absence of lighting further distinguished the TT, which came with lowered overall gearing reflecting its intended role as primarily a dirt bike.

Sold originally by Triumph Corporation (TriCor) – Triumph's East Coast USA distributor - this beautiful, matching-numbers TT Special has been correctly restored to 'Eastern' specification, that is, without lights and silencers. However, the machine has 'West Coast' specification polished aluminium mudguards as sometimes installed on examples from the east. The pre-1965 models, of which as few as 300 or 400 were made in 1964, are instantly recognisable on account of their two high-level pipes, one each side.

'12638' was restored for its then owner by the highly reputable Triumph specialist, John Otto of Louisville, Kentucky. John Otto found the bike several years ago, disassembled and in several boxes, and with little evidence that it had ever been raced. He painstakingly refurbished it part by part over a period of 18 months, and then reassembled it using new bearings and bushings throughout, blueprinted motor and transmission, new chrome, new cadmium plating, new-old-stock energy transfer (ET) ignition, and a rebuilt Smiths tachometer (no speedometer was ever installed). The Triumph had been started and run once, with less than a half a mile under its wheels, when it was purchased by the current vendor at Bonhams' Las Vegas sale in January 2014 (Lot 325). The machine has been kept on display, unused, ever since. There are no documents with this Lot.

**£15,000 - 22,000**

**€17,000 - 24,000**

62

# **1965 TRIUMPH 649CC TT SPECIAL**

Registration no. YRL 148C

Frame no. T120C-DU27777

Engine no. T120C-DU27777

The USA had long been Triumph's most important export market, and to cater for local tastes a 'TT Special' (also known as the 'Competition Sports') Bonneville was introduced in 1964. The Triumph twin was already a formidable force in American flat-track racing, and the TT Special's stripped-down look, smaller fuel tank and short, open exhaust pipes echoed the style of the racers. By this time a maximum output of 52bhp was claimed for the Bonneville, while the TT Special engine produced 54bhp courtesy of 11.2:1 pistons (up from the T120 roadster's 9.0:1). A crankcase under-shield, tachometer-only instrumentation, larger-section front tyre, and an absence of lighting further distinguished the TT, which came with lowered overall gearing reflecting its intended role as primarily a dirt bike. This example comes with a TOMCC letter stating that it was despatched to Johnson Motors, California USA on 14th October 1965. Also on file is a document written by a previous owner stating that the Triumph had been discovered in Southern California's High Desert, having last been registered for street use in 1976. The owner goes on to say that they had restored the machine to original factory specifications, describing the restoration process and listing all the parts refurbished or renewed. Since its first registration in the UK on 7th January 2008, the Triumph has had only two owners. The machine is offered with a California Certificate of Ownership, expired MoT (November 2008), (copy) old V5C, and current V5C documents.

**£14,000 - 18,000**

**£16,000 - 20,000**



63

# **1966 TRIUMPH 649CC T120R BONNEVILLE**

Registration no. not UK registered

Frame no. T120R DU27485

Engine no. T120R DU27485

'The famous Triumph Bonneville Road Sports twin carburettor motorcycle is the acknowledged choice of American riders who demand the finest all-round performance and handling. For 1966 the Bonneville features a new sporting look, with small slim gas tank, modern compact tail light assembly and polished stainless-steel fenders. Performance has been further increased, yet it still retains the reliability required by road riders under all conditions.' - Triumph Motorcycle Company. The USA had long been Triumph's most important export market, and to cater for local tastes T120R and T120C versions of the Bonneville were offered there, the former having a more raised handlebar when compared to its European counterpart while the latter catered for the American rider's passion for off-road motorcycling. This un-restored 1966 T120R Bonneville, still with its original Alaskan White paint and Grenadier Red accent stripes, is in excellent original condition, having been owned by one family from new until January 2015 when it was purchased by the vendor at Bonhams' Las Vegas auction (Lot 135). While in the previous ownership, the Bonnie was fitted with new Amal Monobloc carburettors, new fuel lines, and new period-appropriate tyres, and been given a tune-up and general detailing. The machine is offered with paperwork relating to its purchase.

**£10,000 - 15,000**

**£11,000 - 17,000**







64

*Big D restoration using original and new-old-stock parts*

**1967 TRIUMPH 650CC T120R BONNEVILLE**

Registration no. TGU 443E

Frame no. T120R DU49007

Engine no. T120R DU49007

Located in Dallas, Texas, Big D is a 2008 restart of the famous Triumph dealership and speed shop run by the late Jack Wilson. Keith Martin, starting as a mechanic at Big D in 1986, had risen to become Wilson's right-hand man and a minority partner in the operation before striking out on his own. Following Jack Wilson's death, the Big D trade name became available and Martin resurrected the renowned shop, specialising in the restoration and repair of classic British motorcycles. Neglected when found, this now-pristine Bonneville, finished in the correct Aubergine Purple and Alaskan White, retains its original fuel tank and mudguards, repaired as needed and brought back to 'as-new' condition. The original wheel rims were re-chromed and re-laced, and new-old-stock components from Triumph, Lucas, and Amal were used as needed, all properly date-coded for the 1967 model year. Only the tyres, seat cover, handlebars, and exhaust system are top-quality reproductions. No detail was overlooked in making this as accurate a restoration as possible. The current vendor purchased the Bonnie at Bonhams' Las Vegas sale in January 2015 (Lot 118). At that time it was stated that approximately 100 test miles had been logged, and that the machine was well sorted and ready to ride or show. Accompanying documentation consists of (copy) Texas Certificate of Title, purchase paperwork, expired MoT (October 2017), DVLA correspondence, and a V5C Registration Certificate.

**£8,000 - 14,000**

**€8,900 - 16,000**



65

**1960 TRIUMPH 649CC TR6 TROPHY**

Registration no. 237 XUD

Frame no. D2648

Engine no. TR6 D2648

Success in the International Six Days' Trial (ISDT) in the late 1940s prompted Triumph to adopt the 'Trophy' name for their off-road-styled twins, at first for the 500cc TR5 and then for the 650cc TR6. Introduced for 1956, the 650cc Trophy featured the new aluminium-alloy cylinder head of the Tiger 110 sports roadster. Its off-road pretensions were more style than substance though, amounting to little more than the fitting of a smaller fuel tank, quickly detachable headlamp, and larger-section rear tyre. The Trophy retained its sporting character but became more of a roadster as time passed, ending up, in effect, as a single-carburettor T120 Bonneville when reintroduced, after a five-month absence from the range, in February 1961. More tractable than the Bonnie and more economical too, the Trophy gave little away in terms of outright performance, the bike's standing quarter-mile time and top speed being within a whisker of its twin-carb sibling's. Supplied new to Comerfords of Thames Ditton, this Trophy is one of the first to have the duplex frame, which was only manufactured for two years, and it also has more the reliable alternator electrics, replacing the preceding dynamo. The Triumph's current registration dates from 2007. Acquired by the current vendor in April 2011, the machine is offered with photocopies of expired MoTs and V5C documents.

**£8,000 - 14,000**

**€8,900 - 16,000**



66

**1966 TRIUMPH 649CC TR6C TROPHY**

Registration no. not UK registered

Frame no. TR6CDU41364

Engine no. TR6CDU41364

Triumph's immense success in two uniquely American forms of racing – TT Steeplechase and long-distance desert events – prompted Meriden to produce a pair of unique motorcycles, just for the American market, as requested by Johnson Motors of Pasadena, California: the Bonneville TT Special and TR6C Trophy Special. Approximately 18,285 TR6s of all types were built between August 1965 and July 1966; just how many were TR6Cs is not known. The 1966 bikes are instantly recognisable by their single Amal Monobloc carburettor with pancake filter, and 2.3-gallon fuel tank with new-for-'66 'eyebrow' chrome Triumph badges. 'DU41364' left the factory on 14th July 1966 bound for TriCor, the East Coast distributor in Maryland. Finished in correct Pacific Blue and White, this matching-numbers TR6C Trophy has been restored to original specification but with the addition of VDO enduro-type speedometer. It was restored by the highly qualified previous owner, being painstakingly refurbished over a period of 18 months: new bearings and bushings throughout, blueprinted motor and transmission, new chrome, new cadmium, and new paint. It had been started and run once, with less than a half a mile under its wheels, before being offered for sale at Bonhams' Las Vegas auction in January 2015 (Lot 130) where it was purchased by the current vendor. Offered with paperwork relating to its purchase, this TR6C Trophy is a work of art.

**£8,000 - 14,000**

**€8,900 - 16,000**



67

**1959 TRIUMPH 490CC 5TA SPEED TWIN**

Registration no. 217 JKX

Frame no. H10845

Engine no. 5TA H10845

Although Edward Turner's Triumph Speed Twin caused a sensation when it appeared at the 1937 Motorcycle Show, few of its admirers can have guessed how influential the design would prove to be. True, there had been vertical twins before; indeed, Turner's predecessor at Triumph - Val Page - had designed one a few years previously, but Triumph's newcomer established a formula that would be adopted by all of Britain's major motorcycle manufacturers in the succeeding decade. When Triumph adopted unitary construction for its vertical twins, the 5TA Speed Twin - introduced in September 1958 - would be the second model of this new family, joining the 350cc Twenty One/3TA launched the previous year. The 500 closely followed the lines of its 350 predecessor, there being little to distinguish it mechanically apart from a larger bore, raised gearing, and larger-section rear tyre. The controversial 'bathtub' rear enclosure introduced on the Twenty One was retained, and the Speed Twin came finished in the model's traditional Amaranth Red. This matching-numbers 5TA Speed Twin comes with photographs showing it in an un-restored state, though when it was restored to its present condition is not known. Paperwork on file shows that the Triumph was reregistered with its original number, '217 JKX', in 2014. The machine also comes with a dating letter, DVLA correspondence, a V5C Registration Certificate, and an expired MOT (April 2015).

**£4,000 - 6,000**

**€4,500 - 6,700**





68  
**1959 TRIUMPH 349CC 3TA**  
 Registration no. 4720 UA  
 Frame no. H9164  
 Engine no. 3TA H5708

Triumph re-entered the 350 class in 1957 with the introduction of the Twenty One. Its arrival ushered in Triumph's unitary construction era, which saw the engine and gearbox, previously separate components, combined within a single structure, albeit one that retained a vertically split crankcase assembly. Readily distinguishable by its Shell Blue metallic finish and 'bathtub' rear enclosure - a feature later applied to Triumph's larger models - the newcomer was renamed '3TA' in September 1958. With just 18.5bhp on tap, Triumph's smallest twin lacked the urgent acceleration of its larger brethren, but nevertheless was a capable tourer good for around 80mph while delivering excellent fuel economy. 'One of the swiftest standard British-made 350cc roadsters tested by Motor Cycling, the Triumph Twenty One combines an untiring zest for high-speed cruising with safe handling and a remarkably economical fuel consumption,' reported the 'Green 'Un'. The 3TA offered here has been fitted with a replacement engine, albeit one made in the same year, 1959, and is presented in 'oily rag' condition. The current vendor acquired the Triumph in August 2012. Accompanying documentation consists of an expired MoT (June 2013) and a V5C Registration Certificate.

**£4,000 - 6,000**  
**€4,500 - 6,700**



69  
**1955 VÉLOSOLEX 330 V3 49CC MOPED**  
 Registration no. not UK registered  
 Frame no. to be advised  
 Engine no. 582982

Developed in the late 1930s, the French VéloSolex first appeared in 1946, just in time to exploit the post-war boom in moped sales. In what many considered an act of Gallic eccentricity, the designers chose not to put the engine in the conventional position in the centre of the frame, but above the front wheel, which the single-cylinder two-stroke motor drove via a roller. The VéloSolex was also assembled in the UK using a combination of British and French components, but was nowhere near as successful over here where it was subject to the same licensing requirements as a motorcycle. Pressure from rival manufacturers eventually forced the introduction of more conventional models, but the original VéloSolex remained an immutable fixture of the range. Conforming to the layout of the original, this is a later 330 model dating from 1955. The machine is offered with a undated French Déclaration de Cession d'un Véhicule and receipt confirming its sale to Ed Hothersall of Warmbrook, Somerset.

**£600 - 1,000**  
**€670 - 1,100**





**COMPLIMENTARY  
AUCTION APPRAISAL**

To discuss any aspect of selling or buying collectors motorcycles at auction, please contact the LA or London office or visit [bonhams.com/motorcycles](http://bonhams.com/motorcycles) to submit a complimentary auction appraisal request.

**INQUIRIES**

Craig Mallery  
+1 (323) 436 5470  
[craig.mallery@bonhams.com](mailto:craig.mallery@bonhams.com)

**CATALOG**

+44 (0) 1666 502 200  
[subscriptions@bonhams.com](mailto:subscriptions@bonhams.com)

# COLLECTORS' MOTORCYCLES AT THE BARBER MUSEUM

Birmingham, Alabama  
Saturday October 6, 2018

---

**CATALOG NOW ONLINE**

---



*2nd example built, history from new*  
**1949 VINCENT 998CC BLACK LIGHTNING**  
\$400,000 - 500,000 \*

# Bonhams

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

\* For details of the charges payable in addition to the final hammer price, please visit [bonhams.com/buyersguide](http://bonhams.com/buyersguide)



#### THE WILLOWBROOK COLLECTION

The Willowbrook Collection, comprises more than 80 important machines, joining the already impressive 400+ lot line-up of the two-day Autumn Stafford Sale. Many machines - including the majority of the Willowbrook Collection - are to be offered without reserve.

#### LOT PREVIEW

Please see the lot preview for further information:  
[bonhams.com/autumnstafford](http://bonhams.com/autumnstafford)

## THE AUTUMN STAFFORD SALE

**Important Collectors' Motorcycles,  
Related Spares and Memorabilia  
The Willowbrook Collection,  
The Basil Keys Collection Part Two  
and The Adrian Reed Collection**

The 25th Carole Nash Classic Motorcycle Mechanics Show  
Saturday 13 & Sunday 14 October 2018

TWO-DAY AUCTION

#### 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)

---

**LOT PREVIEW**  
**REGISTER TO BID**

---



# Bonhams

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



# THE BOND STREET SALE

Exceptional Motor Cars

Saturday 1 December 2018

New Bond Street, London

**ENTRIES NOW INVITED**

*A fully restored example*

*and one of only 25 built*

**1937 LAGONDA 4½-LITRE**

**LG45 RAPIDE TOURER**

**£750,000 - 850,000\***

## ENQUIRIES

+44 (0) 20 7468 5801

[ukcars@bonhams.com](mailto:ukcars@bonhams.com)

## CATALOGUE

+44 (0) 1666 502 200

[subscriptions@bonhams.com](mailto:subscriptions@bonhams.com)



# Bonhams

LONDON

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

\* For details of the charges payable in addition to the final hammer price, please visit [bonhams.com/buyersguide](http://bonhams.com/buyersguide)



## 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 £500,000 of the *Hammer Price*  
12% from £500,001 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 licencing arrangements can be found on the ACE website <http://www.artscouncil.org.uk/what-we-do/supporting-museums/cultural-property/export-controls/export-licensing/> or by phoning ACE on +44 (0)20 7973 5188. The need for import licences varies from country to country and you should acquaint yourself with all relevant local requirements and provisions. The refusal of any import or export licence(s) or any delay in obtaining such licence(s) shall not permit the rescission of any *Sale* nor allow any delay in making full payment for the *Lot*. Generally, please contact our shipping department before the *Sale* if you require assistance in relation to export regulations.

## 13. CITES REGULATIONS

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

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

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

Other than any liability of the *Seller* to the *Buyer* of a *Lot* under the *Contract for Sale*, neither we nor the *Seller* are liable (whether in negligence or otherwise) for any error or misdescription or omission in any *Description* of a *Lot* or any

*Estimate* in respect of it, whether contained in the *Catalogue* or otherwise, whether given orally or in writing and whether given before or during the *Sale*. Neither we nor the *Seller* will be liable for any loss of *Business*, profits, revenue or income, or for loss of reputation, or for disruption to *Business* or wasted time on the part of management or staff, or for indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by way 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 or maximum the amount of the *Purchase Price* of the *Lot* irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract (if any) or statutory duty or otherwise. Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) our liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or by the negligence of any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law or (v) our undertakings under paragraphs 9 (in relation to specialist *Stamp* or *Book Sales* only) and 10 of the *Buyer's Agreement*. The same applies in respect of the *Seller*, as if references to us in this paragraph were substituted with references to the *Seller*.

## 15. BOOKS

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

## 16. CLOCKS AND WATCHES

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

## 17. FIREARMS – PROOF, CONDITION AND CERTIFICATION

### Proof of Firearms

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

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

## Guns Sold as Parts

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

## Condition of Firearms

Comment in this *Catalogue* is restricted, in general, to exceptional condition and to those defects that might affect the immediate safety of a firearm in normal use. An intending *Bidder* unable to make technical examinations and assessments is recommended to seek advice from a gunmaker or from a modern firearms specialist. All prospective *Bidders* are advised to consult the "of bore and wall-thickness measurements posted in the saleroom and available from the department. *Bidders* should note that guns are stripped only where there is a strong indication of a mechanical malfunction. Stripping is not, otherwise, undertaken. Guns intended for use should be stripped and cleaned beforehand. Hammer guns should have their rebound mechanisms checked before use. The safety mechanisms of all guns must be tested before use. All measurements are approximate.

## Original Gun Specifications Derived from Gunmakers

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

## Licensing Requirements Firearms Act 1968 as amended

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

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

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

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

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

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

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

Unmarked *Lots* require no licence.

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

## Taxidermy and Related Items

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



## 18. FURNITURE

### Upholstered Furniture

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

## 19. JEWELLERY

### Gemstones

Historically many gemstones have been subjected to a variety of treatments to enhance their appearance. Sapphires and rubies are routinely heat treated to improve their colour and clarity, similarly emeralds are frequently treated with oils or resin for the same purpose. Other treatments such as staining, irradiation or coating may have been used on other gemstones. These treatments may be permanent, whilst others may need special care or re-treatment over the years to retain their appearance. *Bidders* should be aware that *Estimates* assume that gemstones may have been subjected to such treatments. A number of laboratories issue certificates that give more detailed *Descriptions* of gemstones. However there may not be consensus between different laboratories on the degrees, or types of treatment for any particular gemstone. In the event that *Bonhams* has been given or has obtained certificates for any *Lot* in the *Sale* these certificates will be disclosed in the *Catalogue*. Although, as a matter of policy, *Bonhams* endeavours to provide certificates from recognised laboratories for certain gemstones, it is not feasible to obtain certificates for each *Lot*. In the event that no certificate is published in the *Catalogue*, *Bidders* should assume that the gemstones may have been treated. Neither *Bonhams* nor the *Seller* accepts any liability for contradictions or differing certificates obtained by *Buyers* on any *Lots* subsequent to the *Sale*.

### Estimated Weights

If a stone(s) weight appears within the body of the *Description* in capital letters, the stone(s) has been unmounted and weighed by *Bonhams*. If the weight of the stone(s) is stated to be approximate and does not appear in capital letters, the stone(s) has been assessed by us within its/their settings, and the stated weight is a statement of our opinion only. This information is given as a guide and *Bidders* should satisfy themselves with regard to this information as to its accuracy.

### Signatures

#### 1. A diamond brooch, by Kutchinsky

When the maker's name appears in the title, in *Bonhams'* opinion the piece is by that maker.

#### 2. A diamond brooch, signed Kutchinsky

Has a signature that, in *Bonhams'* opinion, is authentic but may contain gemstones that are not original, or the piece may have been altered.

#### 3. A diamond brooch, mounted by Kutchinsky

Has been created by the jeweller, in *Bonhams'* opinion, but using stones or designs supplied by the client.

## 20. PHOTOGRAPHS

### Explanation of Catalogue Terms

- "Bill Brandt": in our opinion a work by the artist.
- "Attributed to Bill Brandt": in our opinion probably a work by the artist, but less certainty to authorship is expressed than in the preceding category.
- "Signed and/or titled and/or dated and/or inscribed": in our opinion the signature and/or title and/or date and/or inscription are in the artist's hand.
- "Signed and/or titled and/or dated and/or inscribed in another hand": in our opinion the signature and/or title and/or date and/or inscription have been added by another hand.
- The date given is that of the image (negative). Where no further date is given, this indicates that the photographic print is vintage (the term "vintage" may also be included in the *Lot Description*). A vintage photograph is one which was made within approximately 5-10 years of the negative. Where a second, later date appears, this refers to the date of printing. Where the exact printing date is not known, but understood to be later, "printed later" will appear in the *Lot Description*.

- Unless otherwise specified, dimensions given are those of the piece of paper on which the image is printed, including any margins. Some photographs may appear in the *Catalogue* without margins illustrated.
- All photographs are sold unframed unless stated in the *Lot Description*.

## 21. PICTURES

### Explanation of Catalogue Terms

The following terms used in the *Catalogue* have the following meanings but are subject to the general provisions relating to *Descriptions* contained in the *Contract for Sale*:

- "Jacopo Bassano": in our opinion a work by the artist. When the artist's forename(s) is not known, a series of asterisks, followed by the surname of the artist, whether preceded by an initial or not, indicates that in our opinion the work is by the artist named;
- "Attributed to Jacopo Bassano": in our opinion probably a work by the artist but less certainty as to authorship is expressed than in the preceding category;
- "Studio/Workshop of Jacopo Bassano": in our opinion a work by an unknown hand in a studio of the artist which may or may not have been executed under the artist's direction;
- "Circle of Jacopo Bassano": in our opinion a work by a hand closely associated with a named artist but not necessarily his pupil;
- "Follower of Jacopo Bassano": in our opinion a work by a painter working in the artist's style, contemporary or nearly contemporary, but not necessarily his pupil;
- "Manner of Jacopo Bassano": in our opinion a work in the style of the artist and of a later date;
- "After Jacopo Bassano": in our opinion, a copy of a known work of the artist;
- "Signed and/or dated and/or inscribed": in our opinion the signature and/or date and/or inscription are from the hand of the artist;
- "Bears a signature and/or date and/or inscription": in our opinion the signature and/or date and/or inscription have been added by another hand.

## 22. PORCELAIN AND GLASS

### Damage and Restoration

For your guidance, in our *Catalogues* we detail, as far as practicable, recorded all significant defects, cracks and restoration. Such practicable *Descriptions* of damage cannot be definitive, and in providing *Condition Reports*, we cannot *Guarantee* that there are no other defects present which have not been mentioned. *Bidders* should satisfy themselves by inspection, as to the condition of each *Lot*. Please see the *Contract for Sale* printed in this *Catalogue*. Because of the difficulty in determining whether an item of glass has been repolished, in our *Catalogues* reference is only made to visible chips and cracks. No mention is made of repolishing, severe or otherwise.

## 23. VEHICLES

### The Veteran Car Club of Great Britain

#### Dating Plates and Certificates

When mention is made of a Veteran Car Club Dating Plate or Dating Certificate in this *Catalogue*, it should be borne in mind that the Veteran Car Club of Great Britain using the services of Veteran Car Company Ltd, does from time to time, review cars already dated and, in some instances, where fresh evidence becomes available, the review can result in an alteration of date. Whilst the Club and Veteran Car Company Ltd make every effort to ensure accuracy, the date shown on the Dating Plate or Dating Certificate cannot be guaranteed as correct and intending purchasers should make their own enquiries as to the date of the car.

## 24. WINE

*Lots* which are lying under Bond and those liable to VAT may not be available for immediate collection.

### Examining the wines

It is occasionally possible to provide a pre-Sale tasting for larger parcels (as defined below). This is generally limited to more recent and everyday drinking wines. Please contact the department for details.

It is not our policy to inspect every unopened case. In the case of wines older than 20 years the boxes will usually have been opened and levels and appearance noted in the *Catalogue* where necessary. You should make proper allowance for variations in ullage levels and conditions of corks, capsules and labels.

### Corks and Ullages

Ullage refers to the space between the base of the cork and the wine. Ullage levels for Bordeaux shaped bottles are only normally noted when below the neck and for Burgundy, Alsace, German and Cognac shaped bottles when greater than 4 centimetres (cm). Acceptable ullage levels increase with age; generally acceptable levels are as follows:

Under 15 years old – into neck or less than 4cm  
15 to 30 years old – top shoulder (ts) or up to 5cm  
Over 30 years old – high shoulder (hs) or up to 6cm

It should be noted that ullages may change between publication of the *Catalogue* and the *Sale* and that corks may fail as a result of transporting the wine. We will only accept responsibility for *Descriptions* of condition at the time of publication of the *Catalogue* and cannot accept responsibility for any loss resulting from failure of corks either before or after this point.

### Options to buy parcels

A parcel is a number of *Lots* of identical size of the same wine, bottle size and *Description*. The *Buyer* of any of these *Lots* has the option to accept some or all of the remaining *Lots* in the parcel at the same price, although such options will be at the *Auctioneer's* sole discretion. Absentee *Bidders* are, therefore, advised to bid on the first *Lot* in a parcel.

### Wines in Bond

Wines lying in Bond are marked Δ. All *Lots* sold under Bond, and which the *Buyer* wishes to remain under Bond, will be invoiced without VAT or Duty on the *Hammer Price*. If the *Buyer* wishes to take the *Lot* as Duty paid, UK Excise Duty and VAT will be added to the *Hammer Price* on the invoice.

*Buyers* must notify *Bonhams* at the time of the *sale* whether they wish to take their wines under Bond or Duty paid. If a *Lot* is taken under Bond, the *Buyer* will be responsible for all VAT, Duty, clearance and other charges that may be payable thereon.

*Buyers* outside the UK must be aware that any forwarding agent appointed to export their purchases must have a movement certificate for *Lots* to be released under Bond.

### Bottling Details and Case Terms

The following terms used in the *Catalogue* have the following meanings:

CB – Château bottled  
DB – Domaine bottled  
EstB – Estate bottled  
BB – Bordeaux bottled  
BE – Belgian bottled  
FB – French bottled  
GB – German bottled  
OB – Oporto bottled  
UK – United Kingdom bottled  
owc – original wooden case  
iwc – individual wooden case  
oc – original carton

## SYMBOLS

### THE FOLLOWING SYMBOLS ARE USED TO DENOTE

- Y Subject to CITES regulations when exporting these items outside the EU, see clause 13.
- TP Objects displayed with a TP will be located at the Cadogan Tate warehouse and will only be available for collection from this location.
- W Objects displayed with a w will be located in the Bonhams Warehouse and will only be available for collection from this location.
- Δ Wines lying in Bond.
- AR An *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to payment of royalties under the Artists Resale Right Regulations 2006. See clause 7 for details.
- The *Seller* has been guaranteed a minimum price for the *Lot*, either by *Bonhams* or a third party. This may take the form of an irrevocable bid by a third party, who may make a financial gain on a successful *Sale* or a financial loss if unsuccessful.
- ▲ *Bonhams* owns the *Lot* either wholly or partially or may otherwise have an economic interest.
- Φ This lot contains or is made of ivory. The United States Government has banned the import of ivory into the USA.

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

## DATA PROTECTION – USE OF YOUR INFORMATION

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

## APPENDIX 1

### CONTRACT FOR SALE

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

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

### 1 THE CONTRACT

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

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

### 2 SELLER'S UNDERTAKINGS

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

### 3 DESCRIPTIONS OF THE LOT

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

### 4 FITNESS FOR PURPOSE AND SATISFACTORY QUALITY

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

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

### 5 RISK, PROPERTY AND TITLE

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

### 6 PAYMENT

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

### 7 COLLECTION OF THE LOT

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

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



## 11 GOVERNING LAW

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

## APPENDIX 2

### BUYER'S AGREEMENT

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

### 1 THE CONTRACT

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

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

### 2 PERFORMANCE OF THE CONTRACT FOR SALE

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

### 3 PAYMENT

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

### 4 COLLECTION OF THE LOT

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

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

|          |                                                                                                                                                                                                                                                                                                                                                                                                               |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <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;                                                                                                                                                                                                                                                                                                                                          | <b>8</b> | <b>CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 9.4       | You authorise us to carry out such processes and tests on the <i>Lot</i> as we in our absolute discretion consider necessary to satisfy ourselves that the <i>Lot</i> is or is not a <i>Forgery</i> .                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 7.1.2    | to retain possession of the <i>Lot</i> ;                                                                                                                                                                                                                                                                                                                                                                      | 8.1      | Whenever it becomes apparent to us that the <i>Lot</i> is the subject of a claim by someone other than you and other than the <i>Seller</i> (or that such a claim can reasonably be expected to be made), we may, at our absolute discretion, deal with the <i>Lot</i> in any manner which appears to us to recognise the legitimate interests of ourselves and the other parties involved and lawfully to protect our position and our legitimate interests. Without prejudice to the generality of the discretion and by way of example, we may: | 9.5       | If we are satisfied that a <i>Lot</i> is a <i>Forgery</i> we will (as principal) purchase the <i>Lot</i> from you and you will transfer the title to the <i>Lot</i> in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims, in accordance with the provisions of Sections 12(1) and 12(2) of the Sale of Goods Act 1979 and we will pay to you an amount equal to the sum of the <i>Purchase Price</i> , <i>Buyer's Premium</i> , VAT and <i>Expenses</i> paid by you in respect of the <i>Lot</i> .                                                                                                              |
| 7.1.3    | to remove, and/or store the <i>Lot</i> at your expense;                                                                                                                                                                                                                                                                                                                                                       | 8.1.1    | retain the <i>Lot</i> to investigate any question raised or reasonably expected by us to be raised in relation to the <i>Lot</i> ; and/or                                                                                                                                                                                                                                                                                                                                                                                                          | 9.6       | The benefit of paragraph 9 is personal to, and incapable of assignment by, you.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 7.1.4    | to take legal proceedings against you for payment of any sums payable to us by you (including the <i>Purchase Price</i> ) and/or damages for breach of contract;                                                                                                                                                                                                                                              | 8.1.2    | deliver the <i>Lot</i> to a person other than you; and/or                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 9.7       | If you sell or otherwise dispose of your interest in the <i>Lot</i> , all rights and benefits under this paragraph will cease.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 7.1.5    | to be paid interest on any monies due to us (after as well as before judgement or order) at the annual rate of 5% per annum above the base lending rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;                                                                            | 8.1.3    | commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or                                                                                                                                                                                                                                                                                                                                                                                                                            | 9.8       | Paragraph 9 does not apply to a <i>Lot</i> made up of or including a Chinese painting or Chinese paintings, a motor vehicle or motor vehicles, a <i>Stamp</i> or <i>Stamps</i> or a <i>Book</i> or <i>Books</i> .                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 7.1.6    | to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless you buy the <i>Lot</i> as a <i>Consumer</i> ) you hereby grant an irrevocable licence to us, by ourselves, our servants or agents, to enter upon all or any of your premises (with or without vehicles) during normal business hours to take possession of any <i>Lot</i> or part thereof; | 8.1.4    | require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.                                                                                                                                                                                                                                                                                                                                                                                                                                          | <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;                                                                                                                                                                                                                                                    | 8.2      | The discretion referred to in paragraph 8.1:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 10.1      | We will not be liable whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the 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;                                                                                                                                                                                    | 8.2.1    | may be exercised at any time during which we have actual or constructive possession of the <i>Lot</i> , or at any time after such possession, where the cessation of such possession has occurred by reason of any decision, order or ruling of any court, mediator, arbitrator or government body; and                                                                                                                                                                                                                                            | 10.2      | Our duty to you while the <i>Lot</i> is at your risk and/or your property and in our custody and/or control is to exercise reasonable care in relation to it, but we will not be responsible for damage to the <i>Lot</i> or to other persons or things caused by:                                                                                                                                                                                                                                                                                                                                                                                                     |
| 7.1.9    | to apply any monies received from you for any purpose whether at the time of your default or at any time thereafter in payment or part payment of any sums due to us by you under this agreement;                                                                                                                                                                                                             | 8.2.2    | will not be exercised unless we believe that there exists a serious prospect of a good arguable case in favour of the claim.                                                                                                                                                                                                                                                                                                                                                                                                                       | 10.2.1    | handling the <i>Lot</i> if it was affected at the time of <i>Sale</i> to you by woodworm and any damage is caused as a result of it being affected by woodworm; or                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 7.1.10   | on three months' written notice to sell, <i>Without Reserve</i> , any of your other property in our possession or under our control for any purpose (including other goods sold to you or with us for <i>Sale</i> ) and to apply any monies due to you as a result of such <i>Sale</i> in payment or part payment of any amounts owed to us;                                                                  | <b>9</b> | <b>FORGERIES</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 7.1.11   | refuse to allow you to register for a future <i>Sale</i> or to reject a bid from you at any future <i>Sale</i> or to require you to pay a deposit before any bid is accepted by us at any future <i>Sale</i> in which case we will be entitled to apply such deposit in payment or part payment, as the case may be, of the <i>Purchase Price</i> of any <i>Lot</i> of which you are the <i>Buyer</i> .       | 9.1      | We undertake a personal responsibility for any <i>Forgery</i> in accordance with the terms of this paragraph 9.                                                                                                                                                                                                                                                                                                                                                                                                                                    |           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|          |                                                                                                                                                                                                                                                                                                                                                                                                               | 9.2      | Paragraph 9 applies only if:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|          |                                                                                                                                                                                                                                                                                                                                                                                                               | 9.2.1    | your name appears as the named person to whom the original invoice was made out by us in respect of the <i>Lot</i> and that invoice has been paid; and                                                                                                                                                                                                                                                                                                                                                                                             |           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

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

## 11 MISCELLANEOUS

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

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

## 12 GOVERNING LAW

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

## DATA PROTECTION – USE OF YOUR INFORMATION

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

## APPENDIX 3

### DEFINITIONS AND GLOSSARY

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

### LIST OF DEFINITIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**"Website"** *Bonhams Website* at [www.bonhams.com](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 "indemnify" is construed accordingly.

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

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

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

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

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

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

## SALE OF GOODS ACT 1979

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

"Section 12 Implied terms about title, etc

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

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

# Bonhams Specialist Departments

## 19th Century Paintings

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

## 20th Century British Art

Matthew Bradbury  
+44 20 7468 8295

## Aboriginal Art

Francesca Cavazzini  
+61 2 8412 2222

## African Modern &

Contemporary Art  
Giles Peppiatt  
+ 44 20 7468 8355

## 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  
James Ferrell  
+1 415 503 3332

## 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

Merryn 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

## British Ceramics

UK  
John Sandon  
+44 20 7468 8244

## California & American Paintings

Scot Levitt  
+1 323 436 5425

## Carpets

UK  
Helena Gumley-Mason  
+44 20 8393 2615  
U.S.A  
Celeste Smith  
+415 503 3214

## Chinese & Asian Art

UK  
Asaph Hyman  
+44 20 7468 5888  
U.S.A  
Dessa Goddard  
+1 415 503 3333  
HONG KONG  
Xibo Wang  
+852 3607 0010  
AUSTRALIA  
Yvett Klein  
+61 2 8412 2231

## 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  
Hamish Wilson  
+44 131 240 0916

## 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  
+852 2918 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

To e-mail any of the below use the first name dot second name @bonhams.com eg. charles.obrien@bonhams.com

## Modern, Contemporary & Latin American Art

U.S.A  
Alexis Chompaisal  
+1 323 436 5469

## Modern & Contemporary Middle Eastern Art

Nima Sagharchi  
+44 20 7468 8342

## Modern & Contemporary South Asian Art

Tahmina Ghaffar  
+44 207 468 8382

## Modern Design

Gareth Williams  
+44 20 7468 5879

## Motor Cars

UK  
Tim Schofield  
+44 20 7468 5804  
U.S.A  
Mark Osborne  
+1 415 503 3353  
EUROPE  
Philip Kantor  
+32 476 879 471

## Automobilia

UK  
Toby Wilson  
+44 20 8963 2842  
Adrian Pipiros  
+44 20 8963 2840

## Motorcycles

Ben Walker  
+44 20 8963 2819

## 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 Khristova  
+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  
H.K.  
Tim Bourne  
+852 3607 0021

## Whisky

UK  
Martin Green  
+44 131 225 2266  
HONG KONG  
Daniel Lam  
+852 2918 4321

## Wine

UK  
Richard Harvey  
+44 20 7468 5811  
U.S.A  
Erin McGrath  
+1 415 503 3319  
HONG KONG  
Daniel Lam  
+852 2918 4321

**UNITED KINGDOM**

**London**  
101 New Bond Street ●  
London W1S 1SR  
+44 20 7447 7447  
+44 20 7447 7400 fax

Montpelier Street ●  
London SW7 1HH  
+44 20 7393 3900  
+44 20 7393 3905 fax

**South East  
England**

**Guildford**  
Millmead,  
Guildford,  
Surrey GU2 4BE  
+44 1483 504 030  
+44 1483 450 205 fax

**Isle of Wight**

+44 1273 220 000

Representative:  
**Brighton & Hove**  
Tim Squire-Sanders  
+44 1273 220 000

**West Sussex**

+44 (0) 1273 220 000

**South West  
England**

**Bath**  
Queen Square House  
Charlotte Street  
Bath BA1 2LL  
+44 1225 788 988  
+44 1225 446 675 fax

**Cornwall – Truro**

36 Lemon Street  
Truro  
Cornwall  
TR1 2NR  
+44 1872 250 170  
+44 1872 250 179 fax

**Exeter**  
The Lodge  
Southernhay West Exeter,  
Devon  
EX1 1JG  
+44 1392 425 264  
+44 1392 494 561 fax

**Tetbury**

Eight Bells House  
14 Church Street  
Tetbury  
Gloucestershire  
GL8 8JG  
+44 1666 502 200  
+44 1666 505 107 fax

Representatives:

**Dorset**  
Bill Allan  
+44 1935 815 271

**East Anglia and  
Bury St. Edmunds**

Michael Steel  
+44 1284 716 190

**Norfolk**

The Market Place  
Reepham  
Norfolk NR10 4JJ  
+44 1603 871 443  
+44 1603 872 973 fax

**Midlands**

**Knowle**  
The Old House  
Station Road  
Knowle, Solihull  
West Midlands  
B93 0HT  
+44 1564 776 151  
+44 1564 778 069 fax

**Oxford**

Banbury Road  
Shipton on Cherwell  
Kidlington OX5 1JH  
+44 1865 853 640  
+44 1865 372 722 fax

**Yorkshire & North East  
England**

**Leeds**  
The West Wing  
Bowcliffe Hall  
Bramham  
Leeds  
LS23 6LP  
+44 113 234 5755  
+44 113 244 3910 fax

**North West England**

**Chester**  
2 St Johns Court,  
Vicars Lane,  
Chester,  
CH1 1QE  
+44 1244 313 936  
+44 1244 340 028 fax

**Manchester**

The Stables  
213 Ashley Road  
Hale WA15 9TB  
+44 161 927 3822  
+44 161 927 3824 fax

**Channel Islands**

**Jersey**  
La Chasse  
La Rue de la Vallee  
St Mary  
Jersey JE3 3DL  
+44 1534 722 441  
+44 1534 759 354 fax

Representative:  
**Guernsey**  
+44 1481 722 448

**Scotland**

**Edinburgh ●**  
22 Queen Street  
Edinburgh  
EH2 1JX  
+44 131 225 2266  
+44 131 220 2547 fax

**Bonhams West  
of Scotland**

Kirkhill House  
Broom Road East  
Newton Mearns  
Glasgow  
G77 5LL  
+44 141 223 8866

**Wales**

Representatives:  
**Cardiff**  
Jeff Muse  
+44 2920 727 980

**EUROPE**

**Austria**  
Thomas Kamm  
+49 (0) 89 2420 5812  
austria@bonhams.com

**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 - Cologne**  
Katharina Schmid  
+49 (0) 221 9865 3419  
+49 (0) 157 9234 6717  
cologne@bonhams.com

**Germany - Munich**  
Maximilianstrasse 52  
80538 Munich  
+49 (0) 89 2420 5812  
munich@bonhams.com

**Germany - Stuttgart**  
Neue Brücke 2  
New Bridge Offices  
70173 Stuttgart  
+49 (0) 711 2195 2640  
+49 (0) 157 9234 6717  
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 06 485 900  
rome@bonhams.com

**The Netherlands**  
De Lairesestraat 154  
1075 HL Amsterdam  
+31 (0) 20 67 09 701  
amsterdam@bonhams.com

**Portugal**  
Rua Bartolomeu Dias  
nº160. 1º  
Belem  
1400-031 Lisbon  
+351 218 293 291  
portugal@bonhams.com

**Spain - Barcelona**  
Teresa Ybarra  
+34 930 156 686  
+34 680 347 606  
barcelona@bonhams.com

**Spain - Madrid**  
Núñez de Balboa no 4-1C  
28001 Madrid  
+34 915 78 17 27  
madrid@bonhams.com

**Switzerland - Geneva**  
Rue Etienne-Dumont 10  
1204 Geneva  
+41 (0) 22 300 3160  
geneva@bonhams.com

**Switzerland - Zurich**  
Andrea Bodmer  
Dreikönigstrasse 31a  
8002 Zürich  
+41 44 281 9535  
zurich@bonhams.com

**MIDDLE EAST**

**Israel**  
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 (760) 567 1744  
sandiego@bonhams.com

**Colorado**  
Lance Vigil  
+1 (720) 355 3737  
colorado@bonhams.com

**Florida**  
April Matteini  
+1 (305) 978 2459  
florida@bonhams.com  
Alexis Butler  
+1 (305) 878 5366  
florida@bonhams.com

**Georgia**  
Mary Moore Bethea  
+1 (404) 842 1500  
georgia@bonhams.com

**Illinois & Midwest**  
Ricki Blumberg Harris  
Natalie B. Waechter  
+1 (773) 267 3300  
chicago@bonhams.com

**Massachusetts**  
Amy Corcoran  
+1 (617) 742 0909  
boston@bonhams.com

**Nevada**  
David Daniel  
+1 (775) 831 0330  
nevada@bonhams.com

**New Mexico**  
Terri Adrian-Hardy  
+1 (602) 859 1843  
newmexico@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**  
**Mid-Atlantic Region**  
Gertraud Hechl  
+1 (202) 422 2733  
washingtonDC  
@bonhams.com

**CANADA**

**Toronto, Ontario**  
Kristin Kearney  
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**  
37th Floor, Taipei 101 Tower  
No. 7 Xinyi Road, Section 5  
Taipei, 100  
+886 2 8758 2898  
+886 2 8758 2897 fax  
taiwan@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



# Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

|                          |                          |                          |                          |
|--------------------------|--------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|--------------------------|

Paddle number (for office use only)

# Bonhams

**This sale will be conducted in accordance with Bonhams' Conditions of Sale and bidding and buying at the Sale will be regulated by these Conditions. You should read the Conditions in conjunction with the Sale Information relating to this Sale which sets out the charges payable by you on the purchases you make and other terms relating to bidding and buying at the Sale. You should ask any questions you have about the Conditions before signing this form. These Conditions also contain certain undertakings by bidders and buyers and limit Bonhams' liability to bidders and buyers.**

## Data protection – use of your information

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our website (www.bonhams.com) or requested by post from Customer Services Department, 101 New Bond Street, London W1S 1SR United Kingdom or by e-mail from info@bonhams.com. We may disclose your personal information to any member of our group which means our subsidiaries, our ultimate holding company and its subsidiaries (whether registered in the UK or elsewhere). We will not disclose your data to anyone outside our group but we may from time to time provide you with information about goods and services which we feel maybe of interest to you including those provided by third parties.

Would you like to receive information from us by email? ☐ or post ☐

## 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 arrange shippers to contact me with a quote and I agree that you may pass them my contact details. ☐

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |                                                                            |  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|----------------------------------------------------------------------------|--|
| Sale title: The Alexandra Palace Sale                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  | Sale date: 23 September 2018                                               |  |
| Sale no. 25250                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  | Sale venue: Alexandra Palace                                               |  |
| 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. |  |                                                                            |  |
| <b>General Bid Increments:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |                                                                            |  |
| £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                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |                                                                            |  |
| <b>The auctioneer has discretion to split any bid at any time.</b>                                                                                                                                                                                                                                                                                                                                                                                                                              |  |                                                                            |  |
| 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:<br><input type="checkbox"/> <input type="checkbox"/> / <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> - <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> - <input type="checkbox"/> <input type="checkbox"/>                                                                                                       |  | Please tick if you have registered with us before <input type="checkbox"/> |  |

Please note that all telephone calls are recorded.

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

## FOR WINE SALES ONLY

Please leave lots "available under bond" in bond ☐

Please include delivery charges (minimum charge of £20 + VAT) ☐

**BY SIGNING THIS FORM YOU AGREE THAT YOU HAVE SEEN THE CATALOGUE AND HAVE READ AND UNDERSTOOD OUR CONDITIONS OF SALE AND WISH TO BE BOUND BY THEM, AND AGREE TO PAY THE BUYER'S PREMIUM, VAT AND ANY OTHER CHARGES MENTIONED IN THE NOTICE TO BIDDERS. THIS AFFECTS YOUR LEGAL RIGHTS.**

Your signature:

Date:

★ Covering Bid: A maximum bid (exclusive of Buyers Premium and VAT) to be executed by Bonhams only if we are unable to contact you by telephone, or should the connection be lost during bidding.

**NB. Payment will only be accepted from an account in the same name as shown on the invoice and Auction Registration form.**

**Please email or fax the completed Auction Registration form and requested information to:**

Bonhams, Customer Services, 101 New Bond Street, London, W1S 1SR. Tel: +44 (0) 20 7447 7447 Fax: +44 (0) 20 7447 7401, bids@bonhams.com

Bonhams 1793 Limited. Montpelier Street, London SW7 1HH. Incorporated in England. Company Number 4326560.

UK/07/18

# 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

**Midlands Motor Cars**  
Richard Hudson-Evans  
Po Box 4  
Stratford-Upon-Avon  
CV37 7YR  
Tel: (01789) 414 983  
richard.hudson-evans  
@bonhams.com

**Home Counties**  
David Hancock  
5 Roscommon,  
34 Brackendale Road,  
Camberley,  
Surrey,  
GU15 2JR  
(01276) 294 13  
david.hancock@  
bonhams.com

**Kent**  
Colin Seeley  
3 Whiteoak Gardens  
The Hollies  
Sidcup Kent  
DA16 8WE  
Tel: (020) 8302 7627  
colin.seeley@  
bonhams.com

**Herts, Beds, Bucks & Oxon**  
Martin Heckscher  
April Cottage,  
Cholesbury, near Tring,  
HP23 6ND  
Tel: (01494) 758 838  
martin.heckscher@  
bonhams.com

**Lancs, Yorks, N. Counties & Scotland**  
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) 491 737  
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**  
Paul Gockel  
+49 160 94984316  
paul.gockel@bonhams.  
com

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  
Mob: +49 172 2088330  
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  
kaka943@icloud.com

**Japan**  
Ryo Wakabayashi  
Tokyo, Japan  
+81 (0) 3 5532 8636  
+81 (0) 3 5532 8637 fax  
ryo.wakabayashi@  
bonhams.com

**Hong Kong**  
Suite 2001  
One Pacific Place  
88 Queensway  
Admiralty  
Hong Kong  
+852 2918 4321  
+852 2918 4320 fax  
hongkong@bonhams.  
com

**Beijing**  
Suite 511,  
Chang An Club,  
10 East Chang An Avenue,  
Beijing 100006, China  
Tel: +86 10 6528 0922  
Fax: +86 10 6528 0933

**Singapore**  
Bernadette Rankine  
11th Floor, Wisma Atria  
435 Orchard Road  
Singapore 238877  
+65 (0) 6701 8038  
+65 (0) 6701 8001 fax  
singapore@  
bonhams.com

## INDEX

| Lot No | Year   | Auction Item Description                  | Lot No | Year   | Auction Item Description                               |
|--------|--------|-------------------------------------------|--------|--------|--------------------------------------------------------|
| 51     | 1930   | AJS R10 Racing Motorcycle                 | 25     | 1964   | Lambretta 225cc S-Type to Arthur Francis Specification |
| 48     | 1949   | AJS 7R 350cc Racing Motorcycle            | 27     | c.1965 | Lambretta SX150                                        |
| 52     | 1950   | AJS 7R 350cc Racing Motorcycle            | 29     | 1971   | Lambretta Vega Motor Scooter                           |
| 47     | 1956   | AJS 7R 350cc Racing Motorcycle            | 23     | 1973   | Laverda 750 SF1                                        |
| 53     | 1961   | Beart-Norton Manx 350cc Racing Motorcycle | 22     | 1975   | Laverda 750SFC Elettronica                             |
| 57     | 1956   | BSA 350cc Goldstar                        | 36     | 1974   | Maico 450cc Moto-Cross                                 |
| 56     | 1961   | BSA 499cc Gold Star Scrambler             | 46     | 1962   | Matchless 498cc G50 Racing Motorcycle                  |
| 58     | 1963   | BSA 646cc Rocket Gold Star                | 14     | 1971   | MV Agusta 750S                                         |
| 59     | 1963   | BSA 646cc Rocket Gold Star                | 18     | 1973   | MV Agusta 497.9CC Grand Prix Racing Motorcycle         |
| 33     | 1972   | Bultaco 250cc Matador MkIV Trail Bike     | 15     | 1978   | MV Agusta 750S America                                 |
| 34     | 1973   | Bultaco 250cc Sherpa Trials Motorcycle    | 17     | 1978   | MV Agusta 832cc Monza                                  |
| 35     | 1975   | Bultaco 250cc Pursang Mk 8 Moto-Crosser   | 16     | 1978   | MV Agusta 861 Magni                                    |
| 43     | 1967   | Cheney BSA Victor 500cc Scrambler         | 13     | 2000   | MV Agusta 750cc F4 'Serie Oro'                         |
| 21     | 1976   | Ducati 750SS                              | 19     | 2000   | MV Agusta 750cc F4 'Serie Oro'                         |
| 20     | 1976   | Ducati 864cc 900SS                        | 50     | 1926   | Scott 498cc TT Racing Motorcycle                       |
| 41     | c.1959 | Greeves 197cc 20TA Scottish Trials        | 45     | 1953   | Triumph 498cc T100C                                    |
| 40     | 1963   | Greeves 246cc 24MDS Scrambler             | 68     | 1959   | Triumph 349cc 3TA                                      |
| 39     | c.1965 | Greeves 250cc Challenger 24MX2            | 67     | 1959   | Triumph 490cc 5TA Speed Twin                           |
| 42     | 1971   | Greeves 169cc Pathfinder                  | 65     | 1960   | Triumph 649cc TR6 Trophy                               |
| 4      | 1967   | Honda CB125SS                             | 44     | 1960   | Triumph Tiger Cub 199cc Trials                         |
| 9      | 1969   | Honda CL350                               | 61     | 1961   | Triumph T120C Bonneville Scrambler                     |
| 5      | 1969   | Honda CB750 'Sand-Cast'                   | 60     | 1964   | Triumph 649cc Bonneville T120C TT Special              |
| 6      | 1969   | Honda CB750 K0                            | 62     | 1965   | Triumph 649cc TT Special                               |
| 7      | 1970   | Honda CB750 K0                            | 63     | 1966   | Triumph 649cc T120R Bonneville                         |
| 8      | 1971   | Honda CB750 K1                            | 64     | 1966   | Triumph 649cc TR6C Trophy                              |
| 30     | 1972   | Honda SL125S Trail                        | 66     | 1967   | Triumph 650cc T120R Bonneville                         |
| 31     | c.1972 | Honda CR125M Elsinore Moto-Crosser        | 49     | 1939   | Velocette 348cc KTT Mark VIII Racing Motorcycle        |
| 32     | 1974   | Husqvarna CR400 Moto-Cross                | 69     | 1955   | VéloSolex 330 V3 49cc Moped                            |
| 10     | 1972   | Kawasaki 903cc Z1                         | 55     | 1949   | Vincent-HRD 499cc Meteor                               |
| 11     | 1972   | Kawasaki 903cc Z1                         | 54     | 1955   | Vincent 998cc Black Knight                             |
| 38     | 1976   | Kawasaki KT250 Trials                     | 3      | 1974   | Yamaha 49cc FS1-E                                      |
| 12     | 2015   | Kawasaki 998cc H2R                        | 37     | 1974   | Yamaha SC 500 Moto-crosser                             |
| 28     | 1954   | Lambretta LD125 Motor Scooter             | 2      | 1976   | Yamaha 49cc FS1-E                                      |
| 26     | 1959   | Lambretta TV 175 Series 1                 | 1      | 1977   | Yamaha RD400                                           |
| 24     | 1960   | Lambretta Li150 Rallymaster Replica       |        |        |                                                        |









**Bonhams**  
101 New Bond Street  
London, W1S 1SR

---

+44 (0) 20 7447 7447  
[bonhams.com](http://bonhams.com)

**AUCTIONEERS SINCE 1793**