

Bonhams



The Spring Stafford Sale

The 39th Carole Nash International Classic MotorCycle Show, Stafford | 27 & 28 April 2019



The Spring Stafford Sale

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

The 39th Carole Nash International Classic MotorCycle Show
Staffordshire County Showground | Saturday 27 & Sunday 28 April 2019



VIEWING

Saturday 27 April
9am to 5pm

Sunday 28 April
from 9am

PRIVATE VIEWING

Friday 26 April
3.30pm to 5.30pm
by appointment only.
Please email
ukmotorcycles@bonhams.com
to make an appointment

SALE TIMES

Saturday 27 April
Spares, Memorabilia
(Lots 1 - 198) 10am
Motorcycles
(Lots 201 - 348) 1pm

Sunday 28 April
Motorcycles
(Lot 401 - 662) 10am

SALE NUMBER

25383

CATALOGUE:

£30.00 + p&p

ADMISSION TO THE INTERNATIONAL CLASSIC MOTORCYCLE SHOW

Admission is not included in
the price of the catalogue.

Tickets can be purchased
in advance from
classicbikeshows.com
or purchased on entry
to the show

Bonhams 1793 Limited

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

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+44 (0) 20 7393 3905 fax

BIDS

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

LIVE ONLINE BIDDING IS AVAILABLE FOR THIS SALE

Please email bids@bonhams.com
with "Live bidding" in the subject
line no later than 48 hours before the
auction to register for this service

Please note that bids should be
submitted no later than 4pm on
Friday 26 April. Thereafter bids
should be sent directly to the
Bonhams office at the sale venue.
+44 (0) 8700 270 089 fax or
bids@bonhams.com

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

CASH LIMIT ACCEPTANCE

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

Bonhams International Board

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

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Motorcycle Administrator

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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 8:30am - 6pm
+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.**

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 and should
be returned by email or post to the
specialist department or to the bids
department at bids@bonhams.com

To bid live online and / or leave
internet bids please go to
www.bonhams.com/auctions/25383
and click on the Register to bid link
at the top left of the page.



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 11am 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 Memorabilia and Spares (Lots 1-198) the Buyer's Premium is 27.5% on the first £2,500 of the hammer price; 25% of the hammer price of amounts in excess of £2,500 up to and including £300,000; 20% of the hammer price of amounts in excess of £300,000 up to and including £3,000,000 and 13.9% of the hammer price of any amounts in excess of £3,000,000.

For Motorcycles (Lots 201-662) 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 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. 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.

VAT

The following symbols are used to denote that VAT is due on the hammer price and buyer's premium:
† VAT at 20% on hammer price and buyer's premium
Ω VAT on imported items at 20% on hammer price and buyer's premium.

* VAT on imported items at 5% on hammer price and buyer's premium.

• Zero rated for VAT, no VAT will be added to the hammer price or the buyer's premium.

In all other instances no VAT will be charged on the hammer price, but VAT at the prevailing rate (currently 20%) will be added to the buyer's premium which will be invoiced on a VAT inclusive basis.

NMT

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

Vehicles imported under Temporary Admission (TA)

Please note vehicles under TA (marked with either an Ω or a *) may not be available for registration with DVLA for up to 15 working days after the sale. This time may be reduced to 48 hours for an additional charge of £75 per vehicle.

Artists Resale Right Regulations 2006

On certain Lots, which will be marked "AR" in the Catalogue and which are sold for a Hammer Price [together with Buyer's Premium] of €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 Auctioneer will announce the equivalent of €1,000 in the currency in which the Sale will take place at the beginning of the Sale. An Additional Premium will be a percentage of the amount of the Hammer Price [plus Buyer's Premium] calculated in accordance with the table below, and shall not exceed €12,500 (converted into the currency of the Sale using the European Central Bank Reference rate prevailing on the date of the Sale).

Vehicle Insurance

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

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

VMCC Statement of Search/Dating Certificates

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

Guide for Buyers

Do I need to bring my catalogue to the sale?

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

How do I bid at the sale?

In order to bid at the sale you will be required to complete a bidder registration form. We will also need to confirm your identification so please bring a passport or drivers licence with you.

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 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 together with proof of address if not included on driving licence. e.g utility bill/letter from tax authorities. 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, and faxed/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 +/- 70 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. Buyer's Premium for Memorabilia and Spares (Lots 1-198) the Buyer's Premium is 27.5% on the first £2,500 of the hammer price; 25% of the hammer price of amounts in excess of £2,500 up to and including £300,000; 20% of the hammer price of amounts in excess of £300,000 up to and including £3,000,000 and 13.9% of the hammer price of any amounts in excess of £3,000,000.

For Motorcycles (Lots 201-662) 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.

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.

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. Lots must be collected by 7pm Sunday 28 April. Limited collection is available until 11am Monday 29 April, by appointment only. Purchasers must advise Bonhams Motorcycle Department via email no later than 7pm Sunday 28 April. Please email ukmotorcycles@bonhams.com with your collection or transport instructions as soon as possible following your successful bid. Failure to instruct Bonhams by the given time will result in your vehicle being uplifted to store at your expense.

Can someone deliver the motorcycle for me?

Bonhams do not transport vehicles.

However representatives from our preferred carriers - Straight Eight Logistics - are present at every sale and can quote a price to deliver the motorcycle to you. Straight Eight's contact details are listed in the sale catalogue.

Are there any warranties offered with the motorcycles?

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

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

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

Can I view the files that accompany the vehicles?

Yes, we should have all motorcycle files available for inspection during the view.

Motorcycle Frame and Engine Numbers

It is not uncommon in the life of a motorcycle for either the frame or the engine to be changed and as a consequence, the frame and engine numbers to be altered. Buyers must check by personal inspection that frame and engine numbers recorded in the catalogue description or on the registration documents correspond with those on the machine. Buyers must also satisfy themselves whether the physical number stampings on a machine are consistent with original factory stamps for that lot.

Keys and Documents

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

Important V5/V5C Information

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

Vehicle Tax Disc

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

You can tax the vehicle using the New Keeper Supplement (V5C/2) section of the vehicle registration certificate (V5C) online or by using DVLA's automated phone service - 24 hours a day, 7 days a week on 0300 123 4321. Please note those machines sold without a V5C cannot be taxed online.

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

Your contacts for this sale

Motorcycle Specialists

London
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+44 (0) 8700 273 625 fax
ben.walker@bonhams.com

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+44 (0) 1299 270 642
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Press Office

Lucinda Bredin
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Recommended Transporters

UK and European Transport
Straight Eight Logistics
+44 (0) 20 3540 4929
transport@straighteightlogistics.com

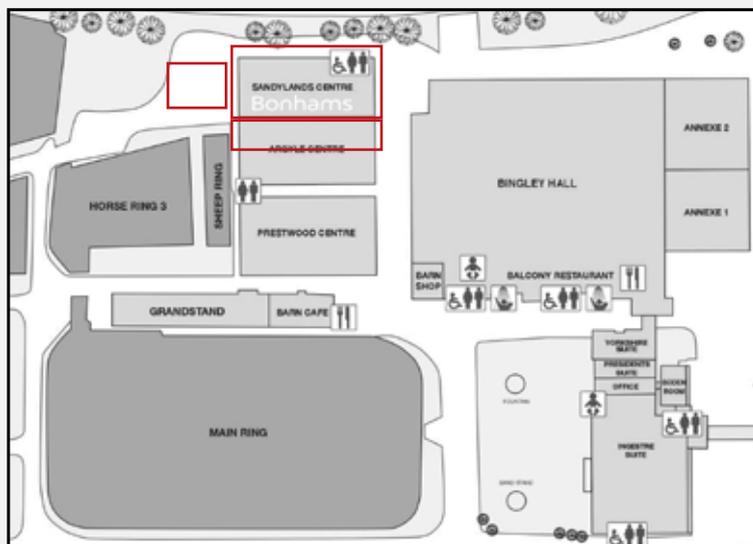
International Shipping

Shippio Ltd.
Tel: +44 (0) 1604 419 815
email: info@shippio.com
web: www.shippio.com

Recommended Vehicle Insurer

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

Where to find us at the Staffordshire County Showground



Directions to the Staffordshire County Showground

From M6 travelling North, exit at Junction 14, signposted A518 Uttoxeter. The Staffordshire County Showground is situated on the A518 approximately 5 miles from the motorway.

Address

Sandylands Centre / Argyle Centre
Staffordshire County Showground
Weston Road
Stafford
ST18 0BD

Collections

Motorcycle Spares and Memorabilia

All purchased lots must be cleared from the sale venue by 7pm Sunday 28 April 2019.

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

Bonhams Oxford

Banbury Road
Shipton on Cherwell
Kidlington
Oxford
OX5 1JH

Lots will be available for collection from 10am Thursday 2 May by appointment only.

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

All lots will be charged a minimum of £12+VAT uplift and storage at £1+VAT per day per lot.

All lots marked with a ◊ will be charged £30+VAT uplift and storage at £6+VAT per day per lot.

All lots marked with a ◊◊ will be charged £60+VAT uplift and storage at £12+VAT per day per lot.

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

Shipping Enquiries:

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

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

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

Motorcycles

Lots must be collected by 7pm Sunday 28 April. Limited collection is available until 11am Monday 29 April, by appointment only. Purchasers must advise Bonhams Motorcycle Department via email no later than 7pm Sunday 28 April. Please email ukmotorcycles@bonhams.com with your collection or transport instructions as soon as possible following your successful bid. Failure to instruct Bonhams by the given time will result in your vehicle being uplifted to store at your expense. Buyers should satisfy themselves that they have collected all relevant log books, documents and keys relating to their Lot(s) at time of collection.

Removal and Storage of Vehicles

All Lots not removed in accordance with the above will be transported by Straight Eight Logistics to their storage facility. Please contact Straight Eight Logistics to make arrangements for the collection/delivery of your lot:

Straight Eight Logistics

Unit 15 Lymington Enterprise Centre
Ampress Park
Lymington, SO41 8LZ
+44 (0) 20 3540 4929
transport@straighteightlogistics.com
www.straighteightlogistics.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 from 12 noon Wednesday 1 May, by appointment with Straight Eight Logistics.

Vehicle Removal charges to store

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

Storage charges

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

Limited transport is available to Oxfordshire by request with Straight Eight Logistics at

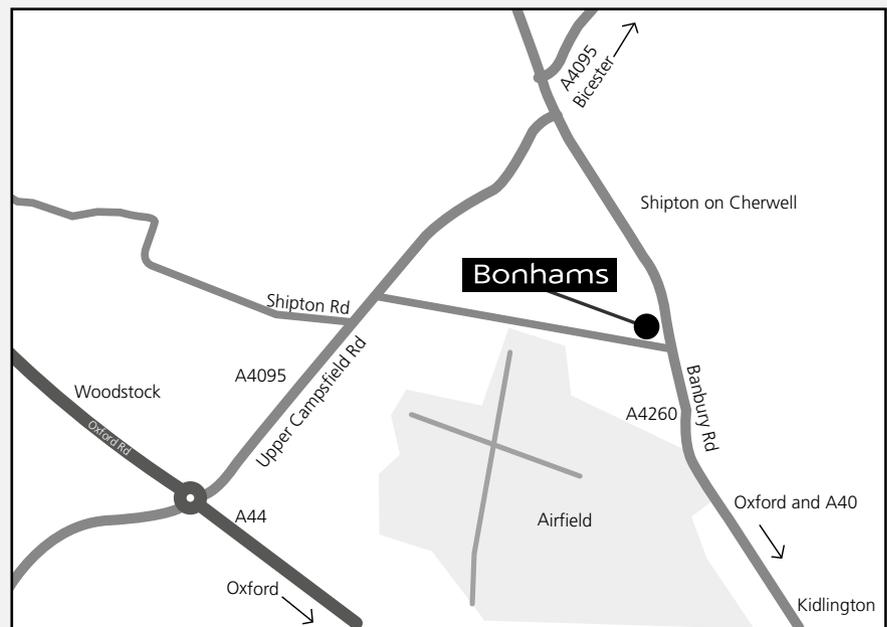
£100 + VAT per motorcycle
£145 + VAT per motorcycle combination

Storage charges

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

Transport and Shipping

A representative of Straight Eight Logistics, will be at the Sale and can arrange national and international transportation as agent for the Buyer or the Seller (as the case may be).





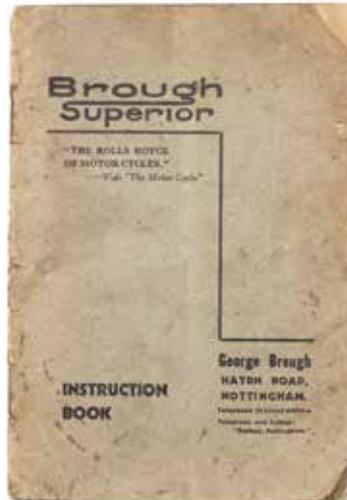
Motorcycle Spares and Memorabilia

Saturday 27 April at 10am
Lots 1 - 198

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



3



4



6

1
A PHOTOGRAPHIC ALBUM CONTAINING NUMEROUS SIGNED PHOTO'S OF MOTORCYCLE GREATS,

including Giacomo Agostini, John Hartle, Willem Noll, Phil Read, Hienz Rosner, Taveri Luigi, Walter Zeller, Walter Sneider and Hans Strauss, Max Deubel and Emil Horner, John Banks, Dave Bickers, Torsten Hallman, Antonin Svaab and various others, close inspection advised.

£250 - 350
€290 - 410

2
A SELECTION OF JAWA RELATED LITERATURE,

including a 1904 - 1964 FIM, Jawa and ESO collaborative marketing pack, presented to H.R. Taylor at the 1964 FIM Congress at Pacon, he was the British FIM rep for '64, the pack was subsequently passed to Chas Hodgins upon his return; together with a Jawa Speedway/Longtrack brochure, an Evergreen Jawa 1929-1989 magazine, a 60 Let Motocyklu Jawa copy presentation pack (Ing. Pavel Husak) and two ESO range pamphlets, close inspection advised.

£250 - 350
€290 - 410

3
A RARE 1935 VINCENT-HRD SALES BROCHURE

wear to spine and light tearing on the cover, 16 pages, illustrated with details for the Model W, Meteor, Comet and JAP Models.

£800 - 1,200
€930 - 1,400

4
A BROUGH SUPERIOR INSTRUCTION BOOK

16pp, including SS.80 Special models, some deterioration and foxing throughout, close inspection advised.

£250 - 350
€290 - 410

5
TWO VINCENT INSTRUCTION BOOKS

together with a quantity of motorcycle literature including Know thy Beast by Stevens, Ducati Motorcycles by Cathcart, Phil Irvings autobiography and various others, close inspection advised.

(Qty)
£250 - 350
€290 - 410

6
A SELECTION OF PROPRIETARY AND MOTORCYCLE-RELATED ADVERTISING SIGNS

including 'Ringer's Shag', 'Colmans Starch', 'Wills's Gold Flake', 'Hygenic Dyeworks, York', 'KLG Plugs', an illuminating Indian motorcycles sign and others, some reproduction, all in varying condition, some with enamel loss, close inspection advised.

(Qty)
£300 - 400
€350 - 470

7
A QUANTITY OF RACING EPHEMERA

comprising a signed copy of 'Jim Redman', by the rider; a Nick Ward artists proof print (as featured in Classic Bike Guide), a 1967 Diamond Jubilee TT report, a Mike Hailwood 1967 TT Honda photographic print (MFG), a 1934 Rudge 250cc TT Replica print (MFG) and a selection of Stanley Woods Ltd TT Toffee stationary, close inspection advised.

(Qty)
£250 - 350
€290 - 410

8
A COLLECTION OF MOTORCYCLE RELATED BOOKS

including 'Harley Davidson' by Tipler, 'How to restore your Harley Davidson' vols 1&2 by Palmer, 'Franklin's Indians', 'The iron Redskin', 'The Vintage Motorcyclists' Workshop', and other titles, all in varying condition, close inspection advised.

(Qty)
£250 - 350
€290 - 410

9
A QUANTITY OF RIDER GEAR

including two sets of one-piece racing leathers by Manx Leathers and another by Komodo, together with three pairs of boots, various gloves, waterproofs and kneesliders, close inspection advised.

(Qty)
£250 - 350
€290 - 410

10
A SET OF ONE-ONE PIECE SWIFT RACING LEATHERS, BELIEVED EX-NORTON FACTORY AS USED BY NIGEL BOSWORTH

gifted to the vendor, together with a selection of rider gear to include a Hein Gericke black leather jacket (size 48); a set of Kawasaki by Fieldsheer leather trousers (size 38/48); a red Dynamic Leathers jacket (size 40); a set of red J+S leather trousers (size 36); together with an M. Roberts waterproof jacket (with some discoloration) a Reusch waterproof jacket (XXL) and a selection of gloves, close inspection advised.

(Qty)
£250 - 350
€290 - 410

11
A SET OF ONE PIECE S. LEWIS PERIOD RACING LEATHERS

all black, size unknown, would respond well to cleaning, the property of ex-Manx GP racer D. Dock.

£250 - 350
€290 - 410

12

A SET OF GEOFF DUKE ONE-PIECE RACING LEATHERS

- *Ground-breaking design*
- *Believed used at the 1950 Isle of Man TT*
- *Gifted by Geoff Duke to his cousin Des Wright*
- *Offered for sale by the Wright family*
- *Previously displayed at The National Motorcycle Museum*



© Mortons Archive

One-piece leather suits for racing motorcyclists have been the norm for almost 70 years. Their introduction is widely credited to one man – Geoff Duke – who got the idea in 1949 while engaged in a record-breaking attempt at Montlhéry, France. Still a relative novice - he had signed for Norton's works road-racing team following the '49 Manx Grand Prix - Duke was teamed with Artie Bell for the record attempt, which was timed to generate publicity ahead of the Motorcycle Show in November. Despite his greater bulk, Bell circulated consistently 0.4 seconds per lap quicker than Duke, who soon realised Bell's better-fitting leathers were the reason why. Duke had his leathers' flapping excess material taped down, and the missing performance was restored.

Although a tighter fit, Bell's leathers were the traditional two-piece type, and Duke became convinced that a further advantage could be gained from an even closer-fitting one-piece design. In his autobiography, 'In Pursuit of Perfection', Geoff reveals that he approached his local St Helens tailor, Frank Barker, to make a suitable pattern: 'But this interested him so much that, having made the pattern, Frank then said he would like to have a go at making up the suit.' The result, complete with a one-piece separate lining, was ready in time for the 1950 Isle of Man TT races.



Duke and his winner's bouquet at the Belgian GP in 1951
© Mortons Archive



It soon became apparent that the same principles could be applied to the rider's boots, which at this time were of the baggy pull-on variety. Frank Barker made Geoff a pair of close-fitting zip-up boots, and these too would become de rigeur in racing circles. Geoff's innovations proved so successful that soon the bulk of Frank Barker's business was providing boots and leathers for racing motorcyclists.

Wearing his one-piece leathers for the first time, Geoff finished 2nd in the 1950 Junior event and won the Senior race, the second of his six TT victories. Believed to be Geoff Duke's first set of one-piece racing leathers, as worn at the 1950 TT, this suit was gifted by Geoff to his cousin D A 'Des' Wright to wear in the 1954 Clubman's Junior TT race. Riding one of the ubiquitous BSA Gold Stars, Des finished 2nd at an average speed of 81.68mph, setting a new lap record that stands to this day (the Clubman's TT was discontinued after 1956). There can be little doubt that Geoff's knowledge of the TT course and expert tuition played a part in Des Wright's achievement. The leathers appear to have had some modifications during their lifetime, including the addition of leather panels on the shoulders and elbow, presumably as the design was refined and improved. The leathers are offered for sale directly from the Wright family.

£4,000 - 8,000

€4,700 - 9,300



13



15

A SCRATCH BUILT SCALE MODEL OF A DUCATI SQUARE CASE ENGINE BY MOTO MINIATURES, OFFERED FOR SALE ON BEHALF OF THE JOAN SEELEY PAIN RELIEF MEMORIAL TRUST

an accurate, finely detailed model based on measurements taken from original parts and engineering drawings. Cast in high-polymer resin and constructed from over 158 individual components with stainless steel fasteners. Hand-finished and painted. Approximately 27 x 20 x 15cm, mounted on a wooden display base with Perspex display case. For more information, please visit moto-miniatures.com. All proceeds from the sale of this lot will be donated to The Joan Seeley Pain Relief Memorial Trust. (Registered Charity No.278697)
£350 - 450
€410 - 530

14 A PAIR OF CRYSTAL PALACE COMPANY TWO-HANDLED PRESENTATION TANKARDS

plated pewter by Goodfellow London, each with banded decoration and engraved central panels, one inscribed 'Presented by Crystal Palace Comp Sydenham Aug. 7th 1899 Motor Cycle race 5 miles handicap 2nd prize won by C.G.Wridgway' and the other 'Motor Cycle race five mile scratch 3rd prize won by C.G.Wridgway presented by the Crystal Palace Comp'.

(2)
£400 - 600
€470 - 700

15 A HONDA RACING TROPHY COMMEMORATING JOHN MCGUINNESS' 2012 TT WIN

made by the Honda Racing machine shop staff using engine parts from John McGuinness' 2012 Isle of Man TT winning Superbike. Consists of a piston, connecting rod and two valves mounted on a metal base. Offered complete with certification from Honda Racing.
£800 - 1,200
€940 - 1,400

16 A MICHELIN 1,000KG "SUPERCRIC" JACK together with an Ernest Lake Ltd jack, a jack handle and a Vintage leather toolbag.
 (3)
£250 - 350
€290 - 410

17 A C.1956 CLAUDE BUTLER BICYCLE with 5-speed rear derailer, condition and completeness unknown, close inspection advised.
£250 - 350
€290 - 410



14

18♦♦♦

A BELIEVED VINTAGE ERA SIDECAR believed previously fitted to the Coventry Eagle Flying-8 in the sale (lot 505), condition and completeness unknown, close inspection advised.
£400 - 600
€470 - 700

19♦♦♦

A BELIEVED BRACKNELL SINGLE-SEATER SIDECAR with chassis, wheel and mudguard, all for restoration, condition and completeness unknown, close inspection advised.
£250 - 350
€290 - 410

20♦♦♦

A BELIEVED VINTAGE SIDECAR BODY wooden construction with sheet steel back and top panels, believed 'pig skin' upholstery, close inspection advised.
£250 - 350
€290 - 410

21♦♦♦

A CANTERBURY TRIALS SIDECAR chassis number C0150, with applied BSSA plaque to rear, for restoration, expired 1964 tax disc present (for a BSA), close inspection advised.
£250 - 350
€290 - 410

22♦♦♦

A BELIEVED AA TYPE SIDECAR BODY for restoration, close inspection advised.
£250 - 350
€290 - 410

23♦♦

A QUANTITY OF RACING MOTORCYCLE FAIRINGS various states of condition, close inspection advised.
 (Qty)
£250 - 350
€290 - 410



24
A RICKMAN METISSE TYPE FUEL TANK
 together with an Aermacchi type fuel tank,
 close inspection advised.
£250 - 350
€290 - 410

25
THREE RACING FUEL TANKS
 two fibreglass and one alloy, close inspection advised.
 (3)
£250 - 350
€290 - 410

26
TWO DUCATI FUEL TANKS
 one in yellow in seemingly good condition, the other
 in age related condition, close inspection advised.
£250 - 350
€290 - 410

27
A DUCATI WHEEL
 fitted with Borrani WM3-18 alloy rim, together
 with other alloy rims by Borrani, Dunlop and
 Akront, close inspection advised.
 (Qty)
£250 - 350
€290 - 410

28
**A PAIR OF BELIEVED AERMACCHI
 CRANKCASES**
 numbered *6A11012H3* (and mating numbers
 B800/B800); together with a believed
 Aermacchi crankcase half stamped Z11 only;
 a pair of believed unused NJB shocks and
 a pair of Hagon shock absorbers, condition
 unknown, close inspection advised.
 (Qty)
£250 - 350
€290 - 410

29
**A QUANTITY OF BELIEVED MAINLY
 DUCATI SPARES**
 including three sets of crankcases numbered
 DM239M3 113101, DM239M3 113114 and one
 unnumbered; together with a Desmo cylinder
 head, a cylinder barrel, a set of forks, various
 side covers, engine covers and sundry spares,
 close inspection advised.
 (Qty)
£300 - 400
€350 - 470

30
**A QUANTITY OF BELIEVED MAINLY
 DUCATI SPARES**
 including two pairs of fork yokes, a pair of
 bottom sliders, three cylinder heads (one
 repaired), a cylinder barrel, gears and sundry
 items, close inspection advised.
 (Qty)
£250 - 350
€290 - 410

31
TWO DUCATI WHEELS
 one with brake plates, one without; together
 with five unidentified brake plates.
£250 - 350
€290 - 410

32
TWO BELIEVED RACING WHEELS
 one front 2LS Borrani alloy and one Dunlop
 alloy rear with sprocket, with brake plates, close
 inspection advised.
£250 - 350
€290 - 410

33
A BELIEVED RICKMAN WHEEL
 with brake plate and alloy rim; together with
 another brake plate (possibly Rickman) and
 a drum and 2LS brake plate of unknown
 manufacture.
 (Qty)
£250 - 350
€290 - 410

34
**A LARGE QUANTITY OF BELIEVED
 GILERA PARTS**
 including engines numbered *171*3971*,
 *171*4458*, *171*4590*, together with two
 frames, two swinging arms, hubs, wheels,
 other associated parts, and a Ducati engine
 numbered *E152629*, all part dismantled,
 condition and completeness unknown, close
 inspection advised.
 (Qty)
£350 - 450
€410 - 530

35
A SELECTION OF WHEELS
 of pre and post war types, various sizes, all in
 varying condition, close inspection advised.
 (Qty)
£250 - 350
€290 - 410

36
SIX BELIEVED BULTACO WHEELS
 some with alloy rims, some with tyres fitted,
 condition and completeness unknown, close
 inspection advised.
 (6)
£250 - 350
€290 - 410

37
**A LARGE QUANTITY OF WHEELS
 AND RIMS**
 various sizes and manufacture, close inspection
 advised.
 (Qty)
£300 - 500
€350 - 580

38
A QUANTITY OF MOTOBİ PARTS
 includes frame numbered S*482137*, engine
 numbered *14471*, wheels, forks, petrol tank,
 seat, and other associated parts. Condition
 and completeness unknown, close inspection
 advised.
 (Qty)
£250 - 350
€290 - 410

39
A QUANTITY OF MOTOBİ PARTS
 includes frame numbered SS*477179*, engine
 (partly dismantled) numbered *1972* G.O.BEN.
 SS.250, wheels, forks, petrol tank, and other
 associated parts, condition and completeness
 unknown, close inspection advised.
 (Qty)
£250 - 350
€290 - 410

40♦♦

AN AUTOJUMBLERS LOT

including an AMC gearbox, a central oil tank, a believed new Absaf magneto (with paperwork from John Cronshaw), Norton fork parts, assorted Norton clutch parts, two pairs of shock absorbers, BSA oil tank, a swing arm and sundry spares, close inspection advised.

(Qty)
£300 - 500
€350 - 580

41♦♦

AN AUTOJUMBLERS LOT

including Vincent clutch parts, two Vincent kickstart arms, Vincent idler gear, Altette horn, various sprockets and sundry spares, close inspection advised.

(Qty)
£250 - 350
€290 - 410

42♦♦

AN AUTOJUMBLERS LOT

including a set of Norton Roadholder forks with yokes, two Brooklands cans, a dual seat, an assortment of brake pedals/levers, pistons, springs, valves, and sundry items, condition and completeness unknown, close inspection advised.

(Qty)
£250 - 350
€290 - 410

43♦♦

AN AUTOJUMBLERS LOT

including a variety of British parts, comprising Triumph gearbox (number TE76043) three Ariel oil tanks, three toolboxes, a sprung pillion saddle, a Brooklands can, two cylinder barrels, an Andre steering damper knob, three mudguards, and sundry spares, condition and completeness unknown, close inspection advised.

(Qty)
£250 - 350
€290 - 410

44♦♦

A QUANTITY OF BRITISH PARTS

some BSA Gold Star, comprising petrol tank, two exhaust pipes, two silencers, a set of front forks, two mudguards, rear brake drum, petrol tank badges, single saddle, saddle cover, a pair of new believed Triumph 650 pistons, fork shrouds, magneto, two carburetors with parts, sundry gear box parts and miscellaneous parts, condition and completeness unknown, close inspection advised.

(Qty)
£250 - 350
€290 - 410

45♦♦

AN AUTOJUMBLERS LOT

comprising eight mostly new headlamps, Ossa engine parts, exhaust parts, crankshaft and sundry items, close inspection advised.

(Qty)
£250 - 350
€290 - 410

46♦♦

AN AUTOJUMBLERS LOT

including mostly Japanese spares, some new including indicators, speedometers, cylinder head, carburetors, generators and sundry parts.

(Qty)
£250 - 350
€290 - 410

47♦♦

AN AUTOJUMBLERS LOT

including four Suzuki fuel tanks and one other, a racing seat unit, a rebuilt wheel with alloy rim, a brake plate, two headlamp units, carburettor and sundry spares, close inspection advised.

(Qty)
£250 - 350
€290 - 410

48♦♦

AN AUTOJUMBLERS LOT

comprising a believed unused VAPE ignition and generating unit with instructions, a Norton hub, a Norton brake plate, a quantity of handlebars, two believed NOS toolboxes, two believed NOS reverse cone megaphones, a Triumph side cover, three believed new Monza filler caps, two Triumph rocker boxes, a headlamp unit, indicators and sundry other parts, condition and completeness unknown, close inspection advised.

(Qty)
£250 - 350
€290 - 410

49♦♦

AN AUTOJUMBLERS LOT

comprising a c.1946 Norton gearbox no. G5A47, barrels, believed Matchless girder fork, unidentified gearbox (incomplete) sprockets, chainguards, brake plates and other sundry spares, close inspection advised.

(Qty)
£250 - 350
€290 - 410

50♦♦

AN AUTOJUMBLERS LOT

comprising an Amal GP Carburettor, two Triumph side panels, a Lucas distributor with spare caps, Triumph cylinder head, Triumph crankshaft, three incomplete carburetors, exhaust parts, and sundry other parts, condition and completeness unknown, close inspection advised.

(Qty)
£250 - 350
€290 - 410

51

AN ASSORTMENT OF CONTROL LEVERS AND ASSOCIATED PARTS

condition and completeness unknown, close inspection advised.

(Qty)
£250 - 350
€290 - 410

52♦

A QUANTITY OF HEADLAMPS AND ASSOCIATED PARTS

together with four Altette horns and an assortment of dynamos, condition and completeness unknown, close inspection advised.

(Qty)
£250 - 350
€290 - 410

53♦♦

A QUANTITY OF WHEELS

various manufacture and condition, together with a BSA winged wheel and an alloy rim, condition and completeness unknown, close inspection advised.

(Qty)
£250 - 350
€290 - 410

54♦

A SELECTION OF HORNS AND HEADLAMPS

comprising Miller headlamps (incomplete), together with assorted headlamp spares, Lucas horn and others, close inspection advised.

(Qty)
£250 - 350
€290 - 410

55♦♦

A QUANTITY OF GEARBOXES

in varying conditions of completeness, mainly Burman, close inspection advised.

(Qty)
£400 - 600
€470 - 700

56

A STURMEY ARCHER TWO-STUD GEARBOX

numbered LW140995B to shell and 140995 to outer cover, fitted with sprocket, turns freely, condition and completeness unknown, close inspection advised.

£300 - 500
€350 - 580

57♦

A STURMEY ARCHER FOUR-STUD GEARBOX

numbered CS104300L, Z2 and 1.1.33.2.16 and OECSB1 to shell, condition and completeness unknown.

£300 - 500
€350 - 580

58

AN UNIDENTIFIED FOUR STUD GEARBOX

converted to 2-stud mounting, numbered 5448, 506701 and 14 to shell; condition and completeness unknown.

£250 - 350
€290 - 410

59♦

A QUANTITY OF BELIEVED RUDGE 250 PARTS

including petrol tank, crankshaft assembly, dismantled gearbox, and sundry other parts, condition and completeness unknown; together with a quantity of books including 'Always in the picture', 'Rudge', 'The Scott Motorcycle', 'Know thy Beast', 'Vincent HRD Gallery' and others; all in varying condition, close inspection advised.

(Qty)
£250 - 350
€290 - 410

- 60
TWO BELIEVED VINTAGE BROOKS SADDLES
 both in seemingly good condition with chassis, close inspection advised.
 (2)
£250 - 350
€290 - 410
- 61
A SELECTION OF AMAL CARBURETTORS
 including two GP and four TT carburettors, all incomplete, some damaged, together with three remote float chambers and various associated spares, close inspection advised.
 (Qty)
£500 - 700
€580 - 820
- 62
SEVEN MOSTLY VINTAGE CARBURETTORS
 including Graetzin, Bing, Amal and 'Variat' DRP.
 (7)
£300 - 400
€350 - 470
- 63
A BRASS ZENITH CARBURETTOR
 numbered 04F14465, condition and completeness unknown.
£250 - 350
€290 - 410
- 64
A SCHEBLER CARBURETTOR
 numbered AMX13 8 and 1 1/16, condition and completeness unknown.
£250 - 350
€290 - 410
- 65[◇]
A QUANTITY OF CARBURETTORS
 including four Amal concentric, two Amal MkII concentrics, two Dellorto VHB29A's, and sundry parts, condition and completeness unknown.
 (Qty)
£250 - 350
€290 - 410
- 66
TWO GARDNER FLAT SLIDE CARBURETTORS
 unmarked, condition and completeness unknown, close inspection advised.
£250 - 350
€290 - 410
- 67[◇]
A QUANTITY OF AMAL CARBURETTORS
 including three Type 27 each with twin floats, a further two twin float assemblies, two incomplete Type 57, a variety of other Amal carburettors some with float chambers (mostly incomplete), together with various Amal parts and an SU carburettor, all in varying condition, close inspection advised.
 (Qty)
£250 - 350
€290 - 410
- 68
TWO DELLORTO CARBURETTORS
 including one marked SS129D and the other marked SS142B, together with a detached float chamber, condition and completeness unknown, close inspection advised.
£250 - 350
€290 - 410
- 69[◇]
A QUANTITY OF CARBURETTORS AND ASSOCIATED PARTS
 including an Amal 10RN9 carburettor, a part Amal T10TT carburettor, an Amal twin float chamber assembly and assorted spares, condition and completeness unknown, close inspection advised.
 (Qty)
£250 - 350
€290 - 410
- 70
TWO AMAL 10TT9 CARBURETTORS
 together with one float chamber and a remote float chamber, condition and completeness unknown, close inspection advised.
£250 - 350
€290 - 410
- 71
TWO AMAL MKII CONCENTRIC CARBURETTORS
 together with a quantity of new and used levers and a used piston, close inspection advised.
 (Qty)
£250 - 350
€290 - 410
- 72[◇]
FIVE SINGLE CYLINDER MAGNETOS
 three marked Lavalette (including 311S6813.261.WFP2134 and AS1GS316745), one marked Lavalette-Bosch and stamped AS1D13485 and one unmarked but numbered UHUAO276313; condition and completeness unknown.
 (5)
£500 - 800
€580 - 930
- 73[◇]
FOUR SINGLE CYLINDER MAGNETOS
 comprising three Noris numbered WB1, BF1 and GB1; together with an International Harvester Company Type L; condition and completeness unknown.
 (4)
£250 - 350
€290 - 410
- 74
A COVENTRY TWIN-CYLINDER MAGNETO
 Type KV, numbered C17541; together with a Lucas MSV-5 twin-cylinder magneto, numbered 32 334 840A, also stamped AO-O; condition and completeness unknown.
 (2)
£250 - 350
€290 - 410
- 75
A THOMSON-BENNETT TYPE ACV MAGNETO
 previously fitted to a Brough Superior SS100, believed reconditioned by Dave Lindsley (date unknown), also stamped 16.357A and 50 degrees, close inspection advised.
£250 - 350
€290 - 410
- 76[◇]
A SELECTION OF MAGNETOS, MAGDYNO AND DYNAMOS
 including Lucas, BTH, ML, some incomplete, in all in varying condition, close inspection advised.
 (Qty)
£250 - 350
€290 - 410
- 77
A LUCAS KNR1 MAGNETO
 believed reconditioned, numbered 42123L 9/55, close inspection advised.
£250 - 350
€290 - 410
- 78
AN ALTON 12V UNUSED GENERATOR
 with invoice, together with a new voltage regulator, two coils and sundry parts.
 (Qty)
£250 - 350
€290 - 410
- 79
A LUCAS K2FC COMPETITION MAGNETO
 believed reconditioned, numbered 4/60 423680, close inspection advised.
£250 - 350
€290 - 410
- 80[◇]
A BTH TT MAGNETO TYPE KD1-C6
 stamped 1F103868 and B6, together with a square bodied ML magneto, a Lucas K2F magneto, two Lucas magdyno's and a quantity of other incomplete magdyno's, condition and completeness unknown, close inspection advised.
 (Qty)
£250 - 350
€290 - 410
- 81[◇]
A QUANTITY OF MAINLY BELIEVED WEB-GIRDER FORK PARTS
 possibly suitable for Velocette, including steering stems, springs, links, fork spindles, handlebar clamps, top crowns and various other associated parts, close inspection advised.
 (Qty)
£400 - 600
€470 - 700
- 82[◇]
A SELECTION OF ANDRE STEERING DAMPER COMPONENTS
 together with two stem-fitting sprung saddles, a sprung pillion saddle and Lycette saddle, close inspection advised.
 (Qty)
£250 - 350
€290 - 410



84

83♦♦

A LARGE QUANTITY OF TELESCOPIC FORKS

some with yokes, comprising a set of CCM, a set of believed BMW, a set of believed Suzuki DR, a set of Marzocchi and others, condition and completeness unknown, close inspection advised. (Qty)

£250 - 350
€290 - 410

84

A BONNIKSEN 100MPH SPEEDOMETER BY ROTHERHAMS OF COVENTRY

nickelled dial, numbered 2052/12 to face, with straight drive.

£500 - 700
€580 - 820

85

A BONNIKSEN 100MPH SPEEDOMETER BY ROTHERHAMS OF COVENTRY

nickelled dial, numbered 2052/12 to face and C1017 to rear, cracked glass, condition and completeness unknown.

£400 - 600
€470 - 700

86

A BONNIKSEN 100MPH SPEEDOMETER BY ROTHERHAMS OF COVENTRY

black face, numbered 2052/12 to face and C1017 to rear, cracked glass, condition and completeness unknown.

£400 - 600
€470 - 700

87

TWO SMITHS CHRONOMETRIC 120MPH SPEEDOMETERS

together with two Smiths 3inch magnetic 150mph speedometers, a Smiths 10,000rpm tachometer and a Smiths 2inch 100mph magnetic speedometer.

(Qty)
£300 - 500
€350 - 580



91

88

FIVE SMITHS CHRONOMETRIC INSTRUMENTS

including four 80mph speedometers and one 8,000rpm tachometer (numbered RC95), various states of condition, close inspection advised.

(5)
£500 - 700
€580 - 820

89

2 SMITHS SPEEDOMETERS

with cables together with one Smiths rev counter, close inspection advised.

(3)
£250 - 350
€290 - 410

90

A JAEGER 8 DAY CLOCK

labelled Peugeot to face and numbered 461337 to rear; together with a Smiths 60mph speedometer numbered BAK38466/2; condition and completeness unknown.

£250 - 350
€290 - 410

91♦♦♦

1934 VELOCETTE 348CC KTT MK4 RACING MOTORCYCLE PROJECT

Frame no. KTL4609

This is a selection of Velocette components and not a complete motorcycle. Engine no. KTT 546 was one of the very last mark IV KTT engines produced, and features the 'low pressure' oiling system which was later carried over to the mark V. The original frame number was recorded as 4960. The number of this frame is KTL4609: the same numbers but in a different order. A strange coincidence - might they have been recorded wrongly at the factory?

An un-numbered four speed gearbox is fitted to the frame. Also included are an unrelated, but believed Velocette, rear wheel, and a KTT front brake plate. A BTH TT magneto is fitted to the engine. Close inspection is recommended. Prospective bidders should satisfy themselves as to the suitability, authenticity, completeness and mechanical condition of the individual components. Please refer to our website for more details.

£4,000 - 6,000
€4,700 - 7,000

92♦♦♦

A C.1927/29 VELOCETTE 348CC PROJECT

comprising frame no. K986; engine no. KN 2913; rear wheel; timing covers and fork blades, completeness and condition unknown, close inspection advised.

(Qty)
£800 - 1,200
€930 - 1,400

93♦♦♦

A C.1932 VELOCETTE 348CC PROJECT

comprising frame no. KT 1989; engine no. KSS 5467; front wheel with brake plate, timing covers and forks, completeness and condition unknown, close inspection advised.

(Qty)
£800 - 1,200
€930 - 1,400

94♦♦♦

A C.1934 VELOCETTE 348CC PROJECT

comprising frame no. KTL 4450; engine no. KSS 4871; forks; front wheel with brake plate and timing covers, completeness and condition unknown, close inspection advised.

(Qty)
£800 - 1,200
€930 - 1,400

95♦♦♦

A C.1927 VELOCETTE 348CC PROJECT

comprising frame no. K776; engine no. K1070; front wheel; rear wheel; forks (with headlamp shell); front brake plates and inner timing cover, condition and completeness unknown, close inspection advised.

(Qty)
£800 - 1,200
€930 - 1,400

96♦♦♦

A C.1951 NORTON ES2 ROLLING CHASSIS

numbered F4 37924, together with forks, front wheel, rear wheel, gearbox (unnumbered), oil tank and rear damper units, displaying Vehicle Registration Number 'LTM 897' however, the registration does not appear on the HPI database, offered without documents, condition and completeness unknown, close inspection advised.

(Qty)
£600 - 1,200
€700 - 1,400



98

97♦♦♦

A BELIEVED NORTON INTERNATIONAL PROJECT

comprising frame numbered 37842, engine bottom end (unnumbered), cylinder barrel, square cylinder head, sohc cambox, dollshead gearbox (numbered SN26100), a Manx type fuel tank, front forks, rear wheel and sundry parts, believed to display some pre-war features, condition and completeness unknown, close inspection advised.

(Qty)

£2,000 - 3,000

€2,300 - 3,500

98♦♦♦

A C.1949 NORTON 490CC INTERNATIONAL PROJECT

comprising frame numbered D11 21743 and engine numbered D11 21743 (presently removed), presently fitted with engine bottom end numbered B11 6995, last taxed 1967; together with oil tank, fuel tank, Amal T10TT carburettor with float, alloy front rim and steel rear, missing cambox, displaying registration 'KLO 350' and offered with duplicate RF.60 issued 1960.

(Qty)

£4,000 - 6,000

€4,700 - 7,000

99♦♦♦

A C.1957 NORTON 490CC INTERNATIONAL MODEL 30 PROJECT

comprising frame numbered M11 72054 and engine numbered 72054 M11, together with front forks, front and rear wheels, front and rear mudguards, primary chain cases, dual seat and headlamp assembly, displaying registration 'GTS 108' and offered with continuation logbook issued 1967, condition and completeness unknown, close inspection advised.

(Qty)

£4,000 - 6,000

€4,700 - 7,000



99

100♦♦♦

AN UNIDENTIFIED RACING MOTORCYCLE ROLLING CHASSIS

unnumbered, North Burn Steel cast to R/H engine bracket, the machine displays elements of several different makers frames, together with saddle and part carburettor, condition and completeness unknown, close inspection advised.

£300 - 500

€350 - 580

101♦♦♦

A SPRINT ROLLING CHASSIS

with gearbox together with a fairing, close inspection advised.

£400 - 600

€470 - 700

102♦♦♦

AN ARIEL PROJECT

for restoration, close inspection advised.

£700 - 1,000

€820 - 1,200

103♦♦♦

A BSA BANTAM RIGID-FRAMED PROJECT

comprising frame numbered YD126714, engine bottom end numbered ED7B14430, together with two cylinder barrels, two cylinder heads, one inner engine cover, one outer engine cover, a rear rack, piston and one toolbox, condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

€290 - 410

104♦♦♦

A P&M SLOPER FRAME AND ENGINE

frame number 17708, engine number 50M895; together with fuel tank, for restoration, close inspection advised.

£500 - 800

€580 - 930



104

105♦♦♦

A BSA BANTAM SWINGING ARM FRAMED PROJECT

comprising un-numbered frame, engine numbered D14B2273, petrol tank, single saddle, kickstart arm, two alternators, two ignition coils, and sundry parts, condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

€290 - 410

106♦♦♦

A BELIEVED HAZLEWOOD V-TWIN PROJECT

Registration no. unregistered
Frame no. none visible (see text)
Engine no. 1626 (see text)

This machine incorporates a part original/ part reproduction frame in which is mounted a JAP v-twin engine. Many of the frame lugs are corroded, and no frame number is visible. The engine number is stamped to the left-side crankcase half; the right-side case is believed reproduction and is un-stamped. The stand, rear carrier, tyres, spokes, and handlebars are new. Accordingly, prospective purchasers should satisfy themselves with regard to the origin and authenticity of this Lot's components prior to bidding. Offered without documents.

£2,000 - 3,000

€2,300 - 3,500



111

107♦♦♦

A BELIEVED DUCATI MOTORCYCLE PROJECT

comprising frame, forks, fuel tank, Borrani rear wheel, seat unit and engine numbered DM250D 111830, condition and completeness unknown. (Qty)

£600 - 1,000
€700 - 1,200

108♦♦♦

A BELIEVED SAXON DUCATI RACING MOTORCYCLE FRAME

with swinging arm, seat and fairing bracket attached, close inspection advised.

£400 - 600
€470 - 700

109♦♦♦

C.1974 YAMAHA FS1E PROJECT

frame no. *394-202595* and engine no. *394-202595*; incomplete, missing front forks, seat, cylinder, cylinder head and various other parts, for restoration or spares, condition and completeness unknown, close inspection advised.

£250 - 350
€290 - 410

110♦♦♦

A CZ MOTO-CROSS PROJECT

comprising frame numbered 981.5.003817; together with incomplete engine numbered 981.2.003422, three wheels, three petrol tanks, two swingarms and sundry parts, condition and completeness unknown, close inspection advised.

(Qty)
£250 - 350
€290 - 410



112

111♦

A C.1900 DE DION SINGLE CYLINDER ENGINE

numbered 4776, engine turns, together with a believed reproduction (new casting) Brevete carburetor numbered 922305; condition and completeness unknown, close inspection advised.

£1,000 - 1,500
€1,200 - 1,700

112♦

A BELIEVED C.1923 WANDERER 616CC V-TWIN SV ENGINE

numbered 41375G, complete with unmarked carburetor, Bosch magneto, kickstart crank & gear and sundry components; condition and completeness unknown, close inspection advised.

£800 - 1,200
€930 - 1,400

113♦

A BELIEVED 1920'S WATER-COOLED OPPOSED TWIN ENGINE

possibly of Aristos, Menos or Sterna manufacture, numbered 1108, with outside flywheel and carburetor attached; engine turns, condition and completeness unknown, close inspection advised.

£600 - 1,000
€700 - 1,200



113

114♦

A BELIEVED 1920'S PHANTOM SINGLE CYLINDER FOUR-STROKE ENGINE

numbered 5954, believed 155cc, fitted with magneto, engine turns; together with a carburetor and float chamber; condition and completeness unknown, close inspection advised.

£250 - 350
€290 - 410

115♦

A BELIEVED 1926 CONNAUGHT 293CC TWO-STROKE ENGINE

with BTH magneto, some fin damage, for restoration, close inspection advised.

£250 - 350
€290 - 410

116♦

A VICTORIA OPPOSING-TWIN OHV ENGINE

numbered S-5858, likewise to plaque, labelled Victoria-Werke A.G. Nuernberg; engine turns, condition and completeness unknown, close inspection advised.

£500 - 800
€580 - 930

117♦

A BELIEVED KÜCHEN OHV SINGLE-CYLINDER ENGINE

numbered 2092 to crankcase, engine turns, complete with Graetzin carburetor and unmarked magneto; condition and completeness unknown, close inspection advised.

£300 - 500
€350 - 580

118♦

TWO BELIEVED VINTAGE V-TWIN CYLINDER BARRELS WITH PISTONS

make and model unknown, both diagonally finned; together with an unidentified and unnumbered gearbox fitted with clutch, hand change lever and twin pulley; condition and completeness unknown.

£250 - 350
€290 - 410

119♦

A BELIEVED VETERAN PEUGEOT ZEDEL ENGINE BOTTOM END

with piston, numbered 50, condition and completeness unknown.

£250 - 350
€290 - 410

120♦

A BELIEVED 1934 JAMES 250CC F5 SHOOTING STAR ENGINE

numbered F5 1156 F11, turns over, for restoration. The vendor advises this engine shares the same bore and stroke (64mm x 77.5mm) as the Model 1 James OHV v-twin (therefore the barrel, piston and rocker gear may be interchangeable), close inspection advised.

£300 - 400
€350 - 470

121◊

A C.1930 OHV 350CC SINGLE JAP ENGINE

numbered SOS/W 7613A, damage to timing cover and front of crankcase, fitted with a twin pilgrim pump, completeness and condition unknown, close inspection advised.

£250 - 350
€290 - 410

122◊

AN OHV JAP ENGINE

believed 350cc, numbered SOSZ/Y/76689, condition and completeness unknown, close inspection advised.

£250 - 350
€290 - 410

123◊

AN INCOMPLETE OHV JAP ENGINE

unnumbered, together with two further crankcases numbered H7031 and JOS/C 3812 (with damage), barrel, cylinder head, pistons and other sundry spares, condition and completeness unknown, close inspection advised.

(Qty)
£250 - 350
€290 - 410

124◊

A BELIEVED MODIFIED OHV JAP ENGINE

JAP crankcase unnumbered, fitted with a Wellworthy Alfin alloy cylinder barrel, complete with BTH magneto (Type KD1) and a twin pilgrim pump, condition and completeness unknown, close inspection advised.

£250 - 350
€290 - 410

125◊

AN OHV JAP ENGINE

unnumbered, complete with BTH TT Magneto and twin pilgrim pump, condition and completeness unknown, close inspection advised.

£250 - 350
€290 - 410

126◊

A CALTHORPE OHV ENGINE

numbered M5/1729, fitted with BTH magneto; together with a second OHV engine in poor condition, numbered K2/1991, condition and completeness unknown, close inspection advised.

£250 - 350
€290 - 410

127◊

A CALTHORPE OHV ENGINE

numbered K5/1572 fitted with BTH magneto; together with two OHV cylinder heads, primary chaincase components, a timing cover and sundry parts, condition and completeness unknown, close inspection advised.

(Qty)
£250 - 350
€290 - 410

128◊

A 1938 TRIUMPH 500CC SPEED TWIN ENGINE

numbered 8-5T 11094, incomplete, for restoration, close inspection advised.

£400 - 600
€470 - 700

129◊

A TRIUMPH 350CC TWIN ENGINE

numbered 21 H2675, completeness and condition unknown, close inspection advised.

£250 - 350
€290 - 410

130◊

TWO TRIUMPH MUDGUARDS AND A PAIR OF TRIUMPH NACELLE LEGS

condition and completeness unknown, close inspection advised.

£250 - 350
€290 - 410

131

A TRIUMPH SPRUNG HUB

seemingly complete, for restoration, close inspection advised.

£250 - 350
€290 - 410

132◊

FOUR BELIEVED ARIEL FUEL TANKS

various types including one scalloped, condition unknown, close inspection advised.

(4)
£250 - 350
€290 - 410

133◊

A BELIEVED 1929 ARIEL BOTTOM END ASSEMBLY

with magneto and timing cases, completeness unknown, close inspection advised.

£250 - 350
€290 - 410

134◊

A OHV ARIEL ENGINE

the Vendor advises that this is a 250cc and is fitted with a Hartley barrel, scramble cam, BSA Gold Star valves together with an Ariel bottom end numbered AE274 complete with flywheel and piston, completeness and condition unknown, close inspection advised.

(2)
£250 - 350
€290 - 410

135◊◊

A LARGE QUANTITY OF MAINLY ARIEL ENGINE COMPONENTS

some believed pre and post war, comprising crankcases, flywheels, barrels, cylinder heads, timing covers, rocker boxes and other associated spares, completeness and condition unknown, close inspection advised.

(Qty)
£400 - 600
€470 - 700



115



116



117



141

136

A QUANTITY OF ARIEL ENGINE COMPONENTS

including eleven cylinder barrels, various timing covers, rocker box covers and sundry spares, close inspection advised.

(Qty)
£250 - 350
€290 - 410

137

A QUANTITY OF ARIEL ENGINE COMPONENTS

comprising nine cylinder heads (one with rocker boxes fitted), condition and completeness unknown.

(Qty)
£300 - 500
€350 - 580

138

A QUANTITY OF ARIEL ENGINE COMPONENTS

eight sets of crankcases numbered XC149 (believed 1953 VH500), BK2091 (believed 1946/7 NG/NH), MA402 (believed 1956 NH350), MH1153 (Believed 1956 NH350), XA311 (believed 1953 NH 350), RB805 (believed restamped), DA224 (believed 1933 LH), one unnumbered; together with a incomplete engine (cases, barrel, con rod and piston) numbered AMA 3721 (believed 1957/8 NH350); a crankcase half numbered CK 1511 (believed 1946/7 VG, VH or VB) and sundry flywheels.

(Qty)
£250 - 350
€290 - 410

139

A QUANTITY OF MAINLY ARIEL COMPONENTS

including various inner and outer primary chain cases, several brakeplates and sundry parts, close inspection advised.

(Qty)
£350 - 550
€410 - 640

140

A SELECTION OF BELIEVED ARIEL SPARES

including a c.1934 rigid frame, numbered Y7037, a pair of girder forks and alloy primary chain cases together with a Burman gearbox numbered BAPDH23754 and another unidentified gearbox numbered 8CPB 53875, completeness and condition unknown, close inspection advised.

(Qty)
£250 - 350
€290 - 410

141

A NORTON MANX FRONT WHEEL

magnesium alloy hub and twin leading shoe front brake plate; fitted with a Borrani 19" alloy rim, condition and completeness unknown, close inspection advised.

£300 - 500
€350 - 580

142

AN NORTON ALLOY FUEL TANK FOR RESTORATION

in dented and stripped condition, close inspection advised.

£250 - 350
€290 - 410

143

A NORTON INTERNATIONAL FUEL TANK

condition and completeness unknown, close inspection advised.

£300 - 400
€350 - 470

144

A NORTON INTERNATIONAL OIL TANK

with filler cap attached, condition and completeness unknown, close inspection advised.

£250 - 350
€290 - 410

145

A NORTON CS1 OVERHEAD CAMSHAFT ENGINE

numbered CS64130, believed c.1936, reconditioned in 1987 (bills to support) and kept on display since, fitted with carburettor and magdyno, re-commissioning required, condition and completeness unknown, close inspection advised.

£1,500 - 2,500
€1,700 - 2,900

146

A NORTON INTERNATIONAL CAMBOX ASSEMBLY

with driveshaft and tube attached, together with Norton International 500cc cylinder head and barrel, Condition and completeness unknown, close inspection advised.

£300 - 500
€350 - 580

147

A NORTON INTERNATIONAL CYLINDER HEAD AND BARREL

believed 500cc, condition and completeness unknown, close inspection advised.

£300 - 500
€350 - 580

148

A NORTON INTERNATIONAL CYLINDER HEAD AND BARREL

believed 500cc, condition and completeness unknown, close inspection advised.

£300 - 500
€350 - 580

149

A NORTON MANX DOHC CAMBOX ASSEMBLY

with attached tachometer drive, condition and completeness unknown, close inspection advised.

£800 - 1,200
€930 - 1,400

150

A NORTON MANX DOHC CAMBOX ASSEMBLY

with tachometer drive affixed, together with two inlet spacers, condition and completeness unknown, close inspection advised.

£500 - 800
€580 - 930

151

A NORTON INTERNATIONAL SOHC CAMBOX

with drivetunnel, condition and completeness unknown, close inspection advised.

£450 - 550
€530 - 640

152

A NORTON INTERNATIONAL SOHC CAMBOX

together with a believed 500cc Norton International cylinder barrel, condition and completeness unknown, close inspection advised.

£350 - 550
€410 - 640

153

A SET OF NORTON MANX MAGNESIUM ALLOY CRANKCASES

numbered 10M 78806, with some damage to upper rear; together with an inner and outer timing cover, condition and completeness unknown, close inspection advised.

£350 - 550
€410 - 640

154

A PAIR OF 1947 NORTON INTERNATIONAL CRANKCASES

numbered B11 9421 1947, condition and completeness unknown, close inspection advised.

£400 - 600
€470 - 700

155

NORTON MANX ENGINE CASTINGS

(unnumbered), cylinder head (some damage), cylinder barrel (liner damaged), timing cover and cam drive shaft tube, condition and completeness unknown, close inspection advised.

£1,000 - 1,500
€1,200 - 1,700

156

A BELIEVED NORTON MANX 500CC FLYWHEEL ASSEMBLY

with con-rod, condition and completeness unknown, close inspection advised.
£300 - 500
€350 - 580

157

A BELIEVED NORTON MANX 500CC BARREL

condition and completeness unknown, close inspection advised.
£300 - 500
€350 - 580

158

A NORTON MANX BELIEVED 350CC CYLINDER HEAD

condition and completeness unknown, close inspection advised.
£300 - 500
€350 - 580

159

A NORTON 'DOLLSHEAD' GEARBOX

numbered G16G47, condition and completeness unknown, close inspection advised.
£250 - 350
€290 - 410

160

A QUANTITY OF MAINLY NORTON PARTS

including a lay down gearbox, two centre stands, three primary chaincase outers, a toolbox, four part clutches, inner and outer timing covers (one with tacho drive attached), pistons, crankshafts, engine plates and sundry items, close inspection advised.
(Qty)
£250 - 350
€290 - 410

161

A QUANTITY OF NORTON PARTS

including forks with yokes, an upright gearbox (numbered G5 147), a laydown gearbox (numbered G101 2918), camshaft drive parts, clutch parts, and brake pedals, condition and completeness unknown, close inspection advised.
(Qty)
£250 - 350
€290 - 410

162

FOUR FUEL TANKS

two believed Velocette GTP, together with two others, completeness and condition unknown, close inspection advised.
(4)
£250 - 350
€290 - 410

163

TWO VELOCETTE FUEL TANKS,

both believed 3.5 gallon type, one with fuel cap, the other without, for restoration, close inspection advised.
£250 - 350
€290 - 410

164

A C.1930 VELOCETTE KTP FRAME

numbered KP563, together with front wheel, saddle and oil tank, close inspection advised.
£500 - 700
€580 - 820

165

A BELIEVED C.1937 VELOCETTE GTP FRAME

with forks, frame number illegible, for restoration, close inspection advised.
£300 - 500
€350 - 580

166

A LARGE QUANTITY OF ASSORTED OIL TANKS

believed mainly Velocette, together with two tool-boxes, all in varying condition, close inspection advised.
(Qty)
£350 - 450
€410 - 530

167

A STRUTTED WEB FORK BLADE, AS FITTED TO EARLY MODEL KTT'S

close inspection advised.
£400 - 600
€470 - 700

168

A PAIR OF OLEOMATIC AIR-SPRUNG STRUTS

completeness and condition unknown, close inspection advised.
(2)
£250 - 350
€290 - 410

169

A 1935 VELOCETTE 348CC ENGINE

numbered KSS 5987, completeness and condition unknown together a fork blade and outer timing cover, close inspection advised.
(3)
£250 - 350
€290 - 410

170

THREE C.1930 OHC VELOCETTE ENGINES

one twin port for the KTP model, numbered KA 1238 and two twin ports, fitted with single port heads, one numbered KA 844 and the other KA 876, completeness and condition unknown, close inspection advised.
(3)
£400 - 600
€470 - 700

171

A C.1934 VELO KTT MK4 BRONZE CYLINDER HEAD

complete with valves and springs, close inspection advised.
£500 - 700
€580 - 820

172

A QUANTITY OF MAINLY VELOCETTE SPARES

including various Velocette engine parts including one crankcases, two heads and a barrel, together with various other components, Velocette gearbox (3-763), Brooklands can, Velocette petrol tank, magnetos and other sundry components, close inspection advised.
(Qty)
£600 - 800
€700 - 930

173

A LARGE QUANTITY OF MAINLY VELOCETTE MK1 ENGINE COMPONENTS

including cam boxes, bevels, pistons, valves, Oldham Couplings, various flywheels, brackets and Hoffmann bearings and other assorted spares, in varying condition, close inspection advised.
(Qty)
£600 - 800
€700 - 930

174

AN ASSORTMENT OF VELOCETTE ENGINE COMPONENTS

comprising a MK1 OHC crankcase complete with flywheel numbered KN 2774, Mk1 KSS engine crankcase numbered KSS 4887, two further crankcase halves (one numbered KSS 3981), MK1 cylinder heads, barrels and other spares including bevels, a Mk2 crankcase half numbered KSS 8586 and a Mk2 cylinder head, all in varying condition, close inspection advised.
(Qty)
£250 - 350
€290 - 410

175

A LARGE QUANTITY OF MAINLY VELOCETTE SPARES

comprising silencers, handlebars, exhaust pipes, brake plates, mudguard, twist grip including Amal push/pull type and other assorted spares, close inspection advised.
(Qty)
£250 - 350
€290 - 410

176

AN ASSORTMENT OF VELOCETTE ENGINE COMPONENTS

comprising Mk1 crankcases numbered KSS 3872 and KSS 4520 together with cylinder heads, two barrels, a cam box and other spares, all in varying condition, close inspection advised.
(Qty)
£250 - 350
€290 - 410

177

AN ASSORTMENT OF VELOCETTE ENGINE COMPONENTS

comprising a crankcase numbered KSS 5038 complete with flywheel and other sundry parts, another crankcase numbered K1082 together with three cylinder heads, two barrels, a cam box and other spares, all in varying condition, close inspection advised.
(Qty)
£250 - 350
€290 - 410

178◊

A FOUR SPEED VELOCETTE GEARBOX

as fitted to late Mk 1 types, unnumbered, together with various clutch components, completeness and condition unknown, close inspection advised.

(Qty)

£250 - 350

€290 - 410

179◊

A QUANTITY OF VELOCETTE GEARBOXES AND ASSOCIATED PARTS

incomplete, comprising five believed BK1/4 type (numbered XS 5861, XS 3847, XS 3344, XS 3346, XS 3601) one with old repair and another unidentified gearbox, together with various clutch and gearbox internals, foot change levers, a good selection of sprockets and other sundry items, completeness and condition unknown, close inspection advised.

(Qty)

£300 - 500

€350 - 580

180

A VINCENT BLACK SHADOW REAR FRAME MEMBER

numbered RC12017B, including two-piece rear mudguard, rear numberplate holder, rear chainguard and rear stand.

£2,000 - 3,000

€2,300 - 3,500

181

A 1952 VINCENT COMET REAR FRAME MEMBER

numbered RC/1/11000/C, close inspection advised.

£800 - 1,200

€930 - 1,400

182

A VINCENT SERIES-D UPPER FRAME MEMBER

numbered RD12825B, with attached top member.

£800 - 1,200

€930 - 1,400

183◊

A NEW, UNUSED, CGA 'EGLI'-TYPE FRAME

unnumbered and swinging arm to fit a Vincent twin cylinder engine, with steering head bearings, chain adjusters, swinging arm bearings, hollow shaft, and associated parts, close inspection advised.

£500 - 1,000

€580 - 1,200

184◊

A VINCENT COMET ENGINE

numbered F5AB/2A/4535 and mating numbers 37K/37K, with inner primary chaincase attached, condition and completeness unknown.

£1,200 - 1,600

€1,400 - 1,900

185

TWO VINCENT CYLINDER HEADS

possibly unused with valves, close inspection advised.

£500 - 700

€580 - 820

186

TWO VINCENT BARRELS AND A VINCENT CYLINDER HEAD

all believed Black Shadow, cylinder head with valves and rocker caps; together with two pistons, close inspection advised.

£500 - 700

€580 - 820

187

A BELIEVED UNUSED VINCENT TWIN CRANKSHAFT ASSEMBLY

with con-rods attached, close inspection advised.

£800 - 1,200

€930 - 1,400

188

A SET OF VINCENT COMET CRANKCASES

numbered F5AB/2A/2957 without mating numbers; together with a black painted Burman gearbox numbered G97051 and 301 and an F106 frame tie; close inspection advised.

£500 - 700

€580 - 820

189◊

A SET OF VINCENT GIRDRAULIC FORKS

together with a Black Shadow type front wheel, oil tank and UFM with erased number, close inspection advised, prospective bidders must satisfy themselves as to the origins and suitability of the components prior to bidding.

£1,500 - 2,000

€1,700 - 2,300

190

A SMITH 5 INCH VINCENT TYPE 150MPH SPEEDOMETER

in distressed condition, numbered S576/L to face, incomplete, condition unknown, close inspection advised.

£250 - 350

€290 - 410

191

A VINCENT FUEL TANK,

possibly modified; together with an alloy racing fuel tank; and a Fibreglass racing fuel tank, close inspection advised.

(3)

£250 - 350

€290 - 410

192◊

A VINCENT FUEL TANK

together with Vincent dual seat, kickstart crank, rear chainguard, petrol tank cover, large idler wheel, footrest, headlamp, a pair of exhaust pipes and two silencers, condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

€290 - 410

193◊

TWO VINCENT COMET INNER PRIMARY CHAIN CASES

together with two outer Comet primary chain cases, a timing cover, dismantled Burman gearbox and an assortment of rocker caps, condition and completeness unknown.

(Qty)

£300 - 400

€350 - 470

194

NO LOT

195

A SELECTION OF PARTS INCLUDING MANY VINCENT

comprising three Miller dynamos, two Altette horns, battery carrier, brake pedal, brake plate, two Amal carburettors, magneto cover, dampers and associated spares, condition and completeness unknown.

(Qty)

£300 - 400

€350 - 470

196

A VINCENT REAR WHEEL

with Dunlop WM2x18 alloy rim, sprocket and brake drum attached; together with an assortment of mainly Vincent parts including two hubs, five brake drums, assorted sprockets, front prop stands, various mudguard brackets, three rear stands (two damaged), a centre stand, silencer and a quantity of Timken believed NOS taper roller bearings (07100S 99402 072075).

£400 - 500

€470 - 580

197

TWO PILGRIM OIL PUMPS

with double sight feeds, together with an adjustable oil sight feed and hand oil pump.

(2)

£350 - 550

€410 - 640

198◊

A MIXED LOT OF SPARES, SOME BELIEVED BROUGH SUPERIOR

comprising a believed SS100 alloy exhaust manifold and dynamo; four acetylene generators; five twist grips; a believed reproduction brake pedal; a believed and incomplete Maglum headlamp reflector; a wandering lead; a brass Halford tax disc holder, condition and completeness unknown, close inspection advised.

(Qty)

£400 - 600

€470 - 700

199 - 200

NO LOTS

Motorcycles - Day 1

Saturday 27 April at 1pm

Lots 201 - 348

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



The Sant Hilari Collection

The following 107 machines are offered entirely without reserve. They were acquired by their late owner over a lifetime of collecting and many have been standing unused for some time. Accordingly, all will require an element of restoration or recommissioning to a greater or lesser extent.

As with all Lots in the Sale, they are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.



201 N

1954/1957 TRI-BSA 498CC MOTOCROSS

Registration no. not UK registered Frame no. CA7 5832 Engine no. T100 09637
The vendor advises us that this Tribsa was restored by Helge Sahl of Fensmark in Denmark, but there is no paperwork for purchase or restoration. Constructed with a BSA twin swinging-arm frame and 1957 large bearing Triumph T100 engine, there are many quality components used in the construction. An AMC gearbox is utilised, together with slim Royal Enfield primary chaincases. For suspension there are Norton Roadholder front forks, with modern damper units for the rear. Ignition is by Lucas K2FC Competition Magneto; petrol tank is alloy, as are the mudguards. Carburetion is via Amal Monobloc, and the engine/gearbox plates are Dural. Wheel rims are steel, and the front hub is Bultaco. It has not been used for some time and will require some re-commissioning prior to further use. The only documentation on file is a receipt for parts to Helge Sahl. Whilst the engine turns over, its mechanical condition is unknown and is sold strictly as viewed.

£6,000 - 9,000
€7,000 - 10,000
No Reserve

202 N

C.1969 AJS 250CC STORMER

Registration no. not UK registered Frame no. 126
When AMC went bust in 1966, the AJS name was amongst the assets acquired by the Norton Villiers group when taking over the remnants of the company. Utilising the Villiers Starmaker engine, which had powered various competition bikes, in a small-diameter tube frame, Norton Villiers came up with the AJS Stormer during 1968 and the machine showed promise. Indeed, they found success in the British Championships and remained in production even after further upheavals and another move to Andover. With alloy rims, fibreglass petrol tank, alloy side panels, and alloy mudguards, it has drum brakes front and rear. Appearing to be a relatively recent restoration, it seems to be unused since completion and will require re-commissioning prior to further use. There is no documentation, and whilst the engine turns over, its mechanical condition is unknown, and it is sold strictly as viewed.

£2,000 - 2,500
€2,300 - 2,900
No Reserve



203 N

C.1961 MOTOBI 250 CROSS

Registration no. not UK registered Frame no. *451530* Engine no. *451530*
Motobi was founded in 1949 by one of the Benelli brothers, Guiseppe, and production of motorcycles began the following year. Initially producing two-strokes, they turned to four strokes in 1955 with the distinctive horizontal engine, for which they became best known. Motobi were active in road racing, and, to a lesser extent, in Motocross. This Motobi Cross dates from approximately 1961, and is fitted with the characteristic air-cooled four stroke engine, twin-shock rear suspension, drum brakes front and rear. The fuel tank is steel, and there is some corrosion present on the handlebars and wheel rims. An older restoration, it will require re-commissioning prior to further use. Whilst the engine turns over, its mechanical condition is unknown. There are no documents present, and it is sold strictly as viewed.

£1,500 - 2,000
€1,700 - 2,300
No Reserve

204 N

C.1964 GREEVES 246CC CHALLENGER 250

Registration no. not UK registered
Frame no. 24MX1 228 Engine no. GPA1 209
Bert Greeves began making invalid carriages after the second World War before going into production of motorcycles in 1953. Greeves' interest in off-road sport was evident by the inclusion of a scrambles model in the very first model line-up. Subsequently offering models for trials and motocross competition throughout their manufacturing time, Greeves made the break with Villiers engines by producing their own engine for the Challenger motocross model introduced for 1964. This first year Challenger dates from approximately 1964, and is an older restoration. It has twin-shock rear suspension with the traditional cast alloy beam frame, alloy wheel rims, fibreglass petrol tank and lightweight plastic front mudguard. Fitted with drum brakes front and rear, it will require some re-commissioning prior to further use. There are no documents, and whilst the engine turns over, its mechanical condition is unknown and is sold strictly as viewed.

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



205 N

C.1970 GREEVES 246CC GRIFFON MODEL 56

Registration no. not UK registered Frame no. 56J-571 Engine no. GPF1/596
Greeves had already made the break with Villiers engines by producing their own engine for the Challenger model in 1964. In 1967 another change happened when the traditional Greeves leading link forks were also substituted with Cerianis. Thus equipped, came the Griffon 250 motocross machine which followed the Challenger. Also, to vanish at the same time was the famous Greeves alloy beam frame, replaced by a new tubular steel type. This 250 Griffon dating from approximately 1970, was acquired for the collection in 2008, and is an older restoration. It has twin-shock rear suspension with the tubular frame, steel wheel rims, fibreglass petrol tank and side panels. Fitted with drum brakes front and rear, it will require some re-commissioning prior to further use. There are no documents, and whilst the engine turns over, its mechanical condition is unknown and is sold strictly as viewed.

£1,500 - 2,000

€1,700 - 2,300

No Reserve



206 N

C.1971 GREEVES 380CC GRIFFON

Registration no. not UK registered Frame no. none visible Engine no. GPE1/479
After the introduction of the Challenger, the next models to appear were the 250 and 380 Griffons. With lots of power to compete in the open class in motocross, the 380 Griffon was a beast, pushing out a claimed 39bhp with the weight of a 250 machine. With the new tubular frame, and Ceriani forks, it seemed well up to the competition. This 380 Griffon, dating from approximately 1971, was added to the collection in 2007, and is believed possibly to have some original paint. It has twin-shock rear suspension with the tubular frame, steel wheel rims, fibreglass petrol tank and side panels. Fitted with drum brakes front and rear, it will require some re-commissioning prior to further use. There are no documents, and whilst the engine turns over, its mechanical condition is unknown and is sold strictly as viewed.

£1,800 - 2,500

€2,100 - 2,900

No Reserve

207 N

C.1974 BULTACO 75CC ENDURO TRIM

Registration no. not UK registered Frame no. B-2000133 Engine no. M-2000133
Bultacos began to be used in what was then ISDT in 1962, with modest success. The first machines were Sherpas, and the model name Matador was eventually evolved for the enduro version. Matadors, and ultimately Fronteras were produced in multiple engine sizes, as with the rest of the range, and other models were converted by owners to the same end. We are advised by the vendor that this machine is of 74cc capacity, and dates from approximately 1974. It is equipped with lights, has swinging arm rear suspension with twin shock absorbers, lightweight plastic mudguards, drum brakes front and rear, and a stainless-steel exhaust pipe. It is an older restoration, and will require re-commissioning prior to further use. Whilst the engine turns over, its mechanical condition is unknown. There are no documents present, and it is sold strictly as viewed.

£600 - 800

€700 - 930

No Reserve



208 N

C.1969 BULTACO 75CC LOBITO MK3 NACIONAL

Registration no. not UK registered Frame no. B-5900797 Engine no. M-5900797
Bultaco came into existence relatively late, compared to most motorcycle manufacturers. Francisco Bulto left Montesa in 1958, following disagreements with the company management, and set up motorcycle production under the Bultaco name which was a contraction of his surname and his nickname of 'Paco'. Many were either competition models, or had the option to be so with the addition of tuning and specialist parts. Most models were of 100 to 250cc capacity, but in the early sixties, engines under 100cc started to appear, one of which was the Lobito. Dating from approximately 1969 With a 75cc engine, this Mk. 3 Lobito presents in classic Motocross trim with swinging arm rear suspension, alloy rims, and drum brakes front and rear. An older restoration, it will require re-commissioning prior to further use. Whilst the engine turns over, its mechanical condition is unknown. There are no documents present, and it is sold strictly as viewed.

£1,200 - 1,800

€1,400 - 2,100

No Reserve



209 N

1976 BULTACO 74CC SHERPA T

Registration no. not UK registered

Frame no. YB-18400113 Engine no. YM-18400113

The Bultaco Sherpa was arguably the most famous of any of its models. Available in motocross, trials and enduro variations, it revolutionised the world of off-road competition, trials in particular. It began in the motocross variation with a 100cc motocross version, and also became available in larger engine sizes. In 1976 the Lobito 74 was replaced by the Sherpa T 74. Reminiscent of a time when Bultaco were at the height of their popularity, this machine has swinging arm rear suspension, alloy rims, a headlamp, and drum brakes front and rear. An older restoration, it will require re-commissioning prior to further use. Whilst the engine turns over, its mechanical condition is unknown. There are no documents present, and it is sold strictly as viewed.

£500 - 700

€580 - 820

No Reserve

210 N

C.1966 BULTACO 200CC SHERPA S

Registration no. not UK registered Frame no. B-301632 Engine no. M-3007510

Starting a motorcycle manufacturer from scratch is no mean feat. That Francisco Bulto was able to do so, in 1958/59, is a tribute to his skill, determination, and outright single-mindedness. Once started, his penchant for off-road competition made itself felt and gradually standard road-going models were to vanish from the production lines. The Sherpa S was tailored to use in motocross competition which was expanding in Spain in parallel with the development of Bultaco. With alloy rims, fibreglass petrol tank, alloy side panels, and alloy mudguards, it has drum brakes front and rear. Appearing to be a relatively recent restoration, it will require re-commissioning prior to further use. There is no documentation, and whilst the engine turns over, its mechanical condition is unknown, and it is sold strictly as viewed.

£1,800 - 2,500

€2,100 - 2,900

No Reserve



211 N

C.1968 BULTACO 125CC SHERPA S

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

The early Sherpa S models were available in a variety of engine sizes; 100, 125, 175 and 200cc. Other than a prototype, there appears not to have been a 250cc version until the advent of the Pursang in 1965. The 125cc Sherpa S saw moderate success in off-road competition and continued in production until 1972. The vendor advises us that this is a 125cc Sherpa S, dating from approximately 1968, although we have not found frame and engine numbers to confirm this. It has swinging arm rear suspension, alloy rims, lightweight fibreglass petrol tank, alloy mudguards, alloy side panels, with drum brakes front and rear. An older restoration, it will require re-commissioning prior to further use. Whilst the engine turns over, its mechanical condition is unknown.

There are no documents present, and it is sold strictly as viewed.

£1,200 - 1,600

€1,400 - 1,900

No Reserve

212 N

C.1971 BULTACO 125CC SHERPA S MK2

Registration no. not UK registered Frame no. B-6700141 Engine no. M-6300663

Motocross started in England, and was descended from Trials riding, which is probably the oldest form of off-road motorcycle competition. Incorporating the elements of time and speed increased the interest for many, and the sport grew, migrating to Europe and the rest of the world. Francisco Bulto had cut his teeth in off-road competition, and inevitably produced off-road machines under the Bultaco name. The Sherpa S was Bulto's motocross model which sold in different engine capacities. This 125 Sherpa S is a Mk2 variant, with swinging arm rear suspension, alloy rims, lightweight fibreglass petrol tank and side panels, alloy mudguards, with drum brakes front and rear. An older restoration, it will require re-commissioning prior to further use. Whilst the engine turns over, its mechanical condition is unknown. There are no documents present, and it is sold strictly as viewed.

£800 - 1,200

€930 - 1,400

No Reserve



213 N

C.1970 BULTACO 244CC PURSANG 250 MK4

Registration no. not UK registered Frame no. B-6802184 Engine no. M-6802184
Bultaco had a policy of continuous improvement of its models, and the Mk3 Pursang was equipped with a lower exhaust system, but otherwise was quite similar to its Mk2 predecessor. The Mk4 had changes to the engine giving a higher power output, plus some styling changes. The vendor advises us that this Mk4 250cc example has recently been restored, although there is no documentation to demonstrate the extent of work done. Accordingly, prospective bidders must satisfy themselves as to the condition of this machine prior to bidding. It has swinging arm rear suspension, alloy rims, lightweight fibreglass petrol tank, plastic side panels and mudguards, with drum brakes front and rear. As a recent restoration, it will require some commissioning work prior to use. There are no documents present, and it is sold strictly as viewed.

£4,000 - 6,000

€4,700 - 7,000

No Reserve



214 N

C.1970 BULTACO 244CC PURSANG 250 MK4

Registration no. not UK registered Frame no. 6803588 Engine no. M-6802928
Bultaco had a policy of continuous improvement of its models, and after the first Pursang model, the Mk2 version was made in Spain and had frame differences, subtly different bodywork and petrol tank, in addition to increased horsepower. The Mk3 was equipped with a lower exhaust system, but otherwise quite similar to its predecessor. The Mk4 had changes to the engine giving a higher power output, plus styling changes. This Mk4 250cc example has swinging arm rear suspension, alloy rims, lightweight fibreglass petrol tank, plastic side panels and mudguards, with drum brakes front and rear. An older restoration, it will require re-commissioning prior to further use. No kickstart crank arm is fitted, and whilst the engine turns over, its mechanical condition is unknown. There are no documents present, and it is sold strictly as viewed.

£1,000 - 1,500

€1,200 - 1,700

No Reserve

215 N

C.1972 BULTACO 250CC PURSANG MK6

Registration no. not UK registered Frame no. 10300938 / 8601177 (see text)
Engine no. M-10300938

The Mk3 Pursang was equipped with a lower exhaust system, but otherwise was quite similar to the Mk2. The Mk4 had changes to the engine giving a higher power output, plus styling changes. The Mk5 had further improvements to the frame and front brake, together with staggered finning of the cylinder barrel. The Mk6 received a small increase in power, plus some detail changes. This Mk6 250cc example has alloy rims, fibreglass petrol tank, side panels and mudguards, with drum brakes front and rear. It has two numbers stamped on either side of the steering head. An older restoration, it will require re-commissioning prior to further use. Whilst the engine turns over, its mechanical condition is unknown, and it is sold strictly as viewed. Documentation comprises an Italian conformity certificate.

£900 - 1,300

€1,000 - 1,500

No Reserve



216 N

C.1975 BULTACO 250CC PURSANG MK8

Registration no. not UK registered Frame no. none visible Engine no. PM-13504264
As successor to the Sherpa S, the Pursang had a lot to live up to. The Pursang was designed and initially manufactured in conjunction with the UK's Bultaco importers, Don and Derek Rickman. The first machines, being called a Bultaco Pursang Metisse, were produced in England in 1965. Eventually production moved back to Spain, but the pedigree was the same. Originally 250cc, the capacities available ranged from 125 to 370cc. A Mk8 250cc variant, this machine has swinging arm rear suspension, alloy rims, lightweight fibreglass petrol tank, plastic side panels and mudguards, with drum brakes front and rear. An older restoration, it will require re-commissioning prior to further use. Whilst the engine turns over, its mechanical condition is unknown. There are no documents present, and it is sold strictly as viewed.

£1,000 - 1,500

€1,200 - 1,700

No Reserve



217 N

C.1976/1977 BULTACO 370CC PURSANG MK8 / MK10

Registration no. not UK registered Frame no. B-13601017 Engine no. HM-19300363
Bultaco's first motocross machines were the Sherpa S, and following considerable input from Don and Derek Rickman, the Sherpa was succeeded by the Pursang, introduced in 1965. The first machines were produced by the Rickman's with the Rickman's own frame, but eventually manufacture was moved back to the Bultaco factory in Spain. The first Pursang had a 250 motor, incorporating a five-speed gearbox, and the model was regularly updated over the subsequent years. This machine appears to be a Mk. 8 updated with a Mk. 10 370cc engine. Possibly unrestored, it has swinging arm rear suspension, alloy rims, lightweight plastic petrol tank, mudguards, and side panels, with drum brakes front and rear. An older restoration, it will require re-commissioning prior to further use. Whilst the engine turns over, its mechanical condition is unknown. There are no documents present, and it is sold strictly as viewed.

£1,400 - 1,800

€1,600 - 2,100

No Reserve

218 N

1977 BULTACO 244CC PURSANG 250 MK10 PROJECT

Registration no. not UK registered

Frame no. PB-19200331 Engine no. PM-19200331

Bultaco had a policy of continuous improvement of its models, and after the first Pursang model, regularly rang the changes with successive Mark-Series. The Mk7 Pursang was produced in five different capacities from 125 to 350cc. The Mk8 incorporated more changes, the most significant of which was the six-speed gearbox. In 1976 the Mk9 also brought a new 400cc capacity. The Mk10, introduced for 1977, incorporated improved bearings, a stronger conrod and better gearbox. The frame was strengthened, particularly in the steering head area. This Mk10 project has 'matching' numbers and forms an ideal opportunity for an enthusiastic new owner to restore one of these desirable later versions of the Pursang. The project is incomplete, and prospective bidders should satisfy themselves as to the completeness, or otherwise, of this machine. There are no documents and it is sold strictly as viewed.

£400 - 600

€470 - 700

No Reserve



219 N

1977 BULTACO 250CC PURSANG MK10

Registration no. not UK registered

Frame no. PB-19200903 Engine no. PM-19200903

Motocross, which started before the Second World War, hardly existed as a sport until after the hostilities. When Bultaco began production in 1959, off-road motorcycles were an important part of their output. As an off-road competition rider himself, Senor Bulto felt driven to create competitive machinery. After forays with Sherpas, and with input from British importers the Rickman brothers, the first Pursang appeared in 1964. The machine was continuously developed, with new versions appearing in most years. This model is a Mk10, dating from 1977. With swinging arm rear suspension, alloy rims, it has lightweight plastic petrol tank, mudguards, and side panels, with drum brakes front and rear. An older restoration, it will require re-commissioning prior to further use. There is no kickstart fitted, and whilst the engine turns over, its mechanical condition is unknown. There are no documents present, and it is sold strictly as viewed.

£1,400 - 1,800

€1,600 - 2,100

No Reserve

220 N

1978 BULTACO 246CC PURSANG MK12 EVERTS

Registration no. not UK registered

Frame no. PB-21900869 Engine no. PM-21900869

The Pursang Mk. 12 250 Everts was named in recognition of Harry Everts' achievements in motocross competitions for Bultaco. The Belgian finished in 4th place in the World Championships and was part of the Motocross Des Nations winning team in 1976. In fact, Everts had won the 250 Motocross World Championship for Puch in 1975, and later went on to take three consecutive World 125cc titles for Suzuki. His son Stefan was later to take a total of 10 World titles. This Pursang dates from 1978, and is thought to be an older restoration. It has twin-shock rear suspension, steel wheel rims, lightweight plastic petrol tank mudguards and side panels. Fitted with drum brakes front and rear, it will require some re-commissioning prior to further use. There are no documents, and whilst the engine turns over, its mechanical condition is unknown and is sold strictly as viewed.

£800 - 1,200

€930 - 1,400

No Reserve



221 N

C.1976 BULTACO 74CC FRONTERA

Registration no. not UK registered

Frame no. YB-17400748 Engine no. YM-17400748

Bultaco's first enduro machine was the Matador, which had evolved from the Sherpa S in the early sixties. Manufactured in 200cc initially, it was increased to 250cc, before being replaced by the Frontera in 1975. Soon after introduction, the Frontera was made available in various capacities, such as the 74cc example offered here, to be able to compete in other classes. Fitted with lights, this Frontera has swinging arm rear suspension, alloy rims, lightweight fibreglass petrol tank, plastic mudguards and side panels, with drum brakes front and rear. An older restoration, it will require re-commissioning prior to further use. Whilst the engine turns over, its mechanical condition is unknown. There are no documents present, and it is sold strictly as viewed.

£600 - 1,000

€700 - 1,200

No Reserve



222 N

C.1978 BULTACO 370CC FRONTERA MK11

Registration no. not UK registered

Frame no. HB-21501719 Engine no. HM-21501719

Having replaced the Matador in 1975, the Frontera became an important element of Bultaco production. Unusually, the first Frontera was a Mk9, possibly taking up where the Matador had finished with the same Mk9. Taking some elements of the Pursang design, the Frontera was available in different engine sizes, catering for new classes introduced for the Spanish Championships. This machine is an example of the later 370cc Mk11 version which is equipped with lights and a speedometer, also having alloy rims, fibreglass petrol tank, side panels and mudguards, with drum brakes front and rear. An older restoration, it will require re-commissioning prior to further use. It is missing a drive chain, and whilst the engine turns over, its mechanical condition is unknown, and is sold strictly as viewed. Documentation comprises two old Spanish registration documents.

£2,000 - 2,500

€2,300 - 2,900

No Reserve

223 N

C.1979 BULTACO 370CC FRONTERA MK11

Registration no. not UK registered

Frame no. HB-21504352A Engine no. HM-21504352A

Enduro machines became an important element of Bultaco production. Commencing in 1963 with the Matador, originally with a 200cc engine, the engine was enlarged to 250cc, before its replacement, the Frontera appeared. The Frontera was available in different engine sizes, and this one is an example of the 370cc Mk11 version. Impressively equipped with lights, speedometer, a tank top tool carrier, this machine was designed to cope with the toughest of terrains. Furnished with conventional swinging arm rear suspension, customary alloy rims, it has lightweight plastic petrol tank, mudguards, and side panels, with drum brakes front and rear. An older restoration, it will require re-commissioning prior to further use. Whilst the engine turns over, its mechanical condition is unknown. There are no documents present, and it is sold strictly as viewed.

£2,000 - 3,000

€2,300 - 3,500

No Reserve



224 N

C.1981 CAGIVA MXR250

Registration no. not UK registered

Frame no. *4G61405* Engine no. none visible

Cagiva began producing motorcycles in 1978, the name being derived from a contraction of Castiglioni, Giovanni Varese. The company was run by the Castiglioni brothers, Claudio and Gianfranco, who were the sons of Giovanni. They had purchased the Aermacchi/Harley Davidson factory in Varese, continuing production of some Harley models under their name, but soon adding their own creations, which included some motocross machines. This early Cagiva dates from approximately 1981, and is believed to be unrestored. It has twin-shock rear suspension with an alloy box-section swinging arm, alloy petrol tank and lightweight plastic mudguards. Fitted with drum brakes front and rear, it will require some re-commissioning prior to further use. There are no documents, and whilst the engine turns over, its mechanical condition is unknown and is sold strictly as viewed.

£1,800 - 2,500

€2,100 - 2,900

No Reserve



225 N

C.1978 KRAMER 247CC

Registration no. not UK registered Frame no. 00522 Engine no. V406/1115
Kramer's foray into production of off-road motorcycles began in approximately 1975. First produced with Maico engines, a change to Rotax engine power in 1977 improved both racing success and sales. Manufacture of these interesting motorcycles ceased in 1980. This machine is one of the Rotax-engined examples, and features a duplex twin-tube cradle frame and triangulated cantilever rear suspension with twin shock absorbers. The front forks are equipped with a leading-axle front wheel and gold anodised rims feature front and rear. The Rotax engine has magnesium alloy covers, and lightweight petrol tank and body panels are fitted. Added to the collection approximately 11 years ago, the Kramer is believed to be substantially original. It will require some re-commissioning prior to further use. Whilst the engine turns over, its mechanical condition is unknown. There are no documents present, and it is sold strictly as viewed.

£1,000 - 1,500

€1,200 - 1,700

No Reserve

226 N

C.1977 KRAMER 247CC

Registration no. not UK registered Frame no. 00610
Fritz Kramer initially produced off-road motorcycles with Maico engines, and enjoyed modest success in motocross competition. A change to Rotax engine power improved both racing success and sales. This machine is thought to be one of the early Rotax-engined version, and features a duplex twin-tube cradle frame and triangulated cantilever rear suspension with twin shock absorbers. The front forks are equipped with a leading-axle front wheel and gold anodised rims feature front and rear. The Rotax engine has magnesium alloy covers, and lightweight body panels are fitted. Added to the collection approximately 11 years ago, the Kramer is an older restoration, and will require re-commissioning prior to further use. Whilst the engine turns over, its mechanical condition is unknown. There are no documents present, and it is sold strictly as viewed.

£800 - 1,200

€930 - 1,400

No Reserve



227 N

C.1962 MAICO 250 'SCRAMBLER'

Registration no. not UK registered Frame no. 2424 Engine no. 2544940
Maico experienced some success in the 1950s with motocross and ISDT bikes, and, in consequence, incorporated ISDT Replica and motocross models in their range. Whilst greater success was ultimately to follow in the 1970s, these off-road models provided useful additions to the range in the late 1950s and 60s, at a time when Japanese manufacturers were just beginning to make inroads into the Western marketplace. This Maico 250 in scrambles trim is believed to possibly date from approximately 1962, and is an older restoration. We are uncertain if it began life as a scrambler or a road machine. Owned by the collection since 2005, it will require re-commissioning prior to further use. Whilst the engine turns over, its mechanical condition is unknown. There are no documents present, and it is sold strictly as viewed.

£2,000 - 2,500

€2,300 - 2,900

No Reserve

228 N

C.1976 MAICO 386CC MC400

Registration no. not UK registered Frame no. 3261162 Engine no. R3230901
Maico came into being in 1926 when formed as Ulrich Maisch and Company, although they did not manufacture motorcycles until the 1930s. With a continuous connection with the Maisch family, they manufactured powered two wheelers throughout the 20th century, except during the war when they switched to war production. After some success in the Motocross World Championships during the late 1950s, Maico endured a fallow period in motocross success until returning to winning ways in the 1970s. As always, this success fed into over-the-counter sales, and in 1976 were producing 250, 400, and 440-engined off-rovers. This example of the MC400 is believed to be an older restoration. Forming part of this collection for some years, it will require re-commissioning prior to further use. Whilst the engine turns over, its mechanical condition is unknown. There are no documents present, and it is sold strictly as viewed.

£3,000 - 4,000

€3,500 - 4,700

No Reserve



229 N

MAICO 250CC MOTOCROSS

Registration no. not UK registered Frame no. 8612592
Maico enjoyed some success in off-road competition in the 1950s and regained a reputation in the 1970s for off-road machines, and soon were making predominantly military and off-road motorcycles. In the 1980s they hit money problems. Staggering on, they lurched from crisis to crisis with assistance from other sources, and production slowed to a trickle, but appeared never actually to stop completely. This 250 is thought to date from approximately 1983, when the continued existence of the company was in doubt and production was very low, and is thus a rare surviving example of the marque from that period. It is believed to be an older restoration, has been part of this collection for some years, and will require re-commissioning prior to further use. Whilst the engine turns over, its mechanical condition is unknown. There are no documents present, and it is sold strictly as viewed.

£2,800 - 3,500

€3,300 - 4,100

No Reserve



230 N

C.2003 MAICO 500 CROSS

Registration no. not UK registered
Frame no. AC50027119800076F Engine no. AC50027119800076F
Maico gained a reputation in the 1970s for off-road machines, and soon were making military and off-road machines predominantly. In the 1980s they hit money problems. Staggering on, they lurched from crisis to crisis with assistance from other sources, and production slowed to a trickle, but appeared never actually to stop completely. This 500 Cross is believed to date from approximately 2003 when production was very low, and is thus a rare, unrestored, example of the marque from that period. With a water-cooled 500 two-stroke motor, disc brakes front and rear, box-section swinging arm, sturdy forks and tubular frame, this was a useful competitor in its time. Purchased for the collection in 2007, it will require re-commissioning prior to further use. Whilst the engine turns over, its mechanical condition is unknown. There are no documents present, and it is sold strictly as viewed.

£1,000 - 1,500

€1,200 - 1,700

No Reserve

231 N

C.1970 MONTESA 247CC KING SCORPION

Registration no. not UK registered
Frame no. none visible Engine no. 34M0886
Montesa saw the opening in the market for trail bikes in addition to other off-road trials and motocross models. Accordingly, they released their first trail bike, the Enduro 175 in 1965, together with the Texas 175 and Scorpion in 1966. Later the Texas was enlarged to 250cc and was replaced by the King Scorpion. The Enduro series of machines began in the 1970s and was available in various engine capacities from 75 to 360cc. This machine is an older restoration and dates from approximately 1970 and has a two-stroke air-cooled engine. Fitted with lights, it has alloy rims, drum brakes front and rear, and twin-shock rear suspension. The petrol tank is fibreglass, front mudguard and side panels are steel items. There are no documents, and it will require some re-commissioning prior to use. Whilst the engine turns, its mechanical condition is unknown, and it is sold strictly as viewed.

£1,800 - 2,500

€2,100 - 2,900

No Reserve



232 N

C.1971 MONTESA 246CC CAPPRA 250 MX

Registration no. not UK registered Frame no. none visible Engine no. 44M1467
One of the most famous of all Montesa machines is the Cappra motocrosser. Manufactured in various types and capacities, it ran from 1967 to 1982. The vendor advises us that this machine is a Cappra 250 MX model from approximately 1970, although the engine number suggests that it may be a replacement from a King Scorpion. There is no documentary evidence to support the vendor's belief, and accordingly, prospective bidders must satisfy themselves as to the authenticity of this machine prior to bidding. This Montesa is an older restoration and has a two-stroke air-cooled engine. It has alloy rims, drum brakes front and rear, and twin-shock rear suspension. The petrol tank is fibreglass, whilst the mudguards are alloy. There are no documents, and it will require some re-commissioning prior to use. Whilst the engine turns, its mechanical condition is unknown, and it is sold strictly as viewed.

£1,200 - 1,600

€1,400 - 1,900

No Reserve



233 N

C.1974 MONTESA 246CC RACING SPECIAL

Registration no. not UK registered Frame no. none visible Engine no. 54M0190 Started in 1944 by Pedro Permanyer and Francisco Bulto (later to start Bultaco), Montesa initially produced motorcycles with a Motobecane engine, but then made their own motors, and gradually increased the range to include a variety of capacities. Whilst experiencing some limited success in road racing, Montesa's real forte was their off-road machines. This racing special incorporates a 250 Enduro engine, fitted with a Bing carburettor. The petrol tank is steel, with a fibreglass seat unit; wheel rims are alloy, and there are drum brakes front and rear. Rearset footrests are used, and we are advised by the vendor that the machine has been used for hill climb events. There are no documents, and it will require some re-commissioning prior to further use. Whilst the engine turns, its mechanical condition is unknown, and it is sold strictly as viewed.

£1,000 - 1,500

€1,200 - 1,700

No Reserve

234 NMT N

C.1977 MONTESA 123CC ENDURO 125 H

Registration no. not UK registered Frame no. 58M00827 Engine no. 58M00827 Montesa's first enduro model was the Enduro 175 in 1965, together with the Texas 175 and Scorpion in 1966. Later the Texas was enlarged to 250cc and was replaced by the King Scorpion. The Enduro series of machines was developed through the years, and was available in a variety of engine capacities from 75 to 360cc. This believed original and unused example of the 125 H dates from approximately 1977, and displays only 2 'push' kilometres on the odometer. The two-stroke engine is air-cooled, and the machine is fitted with lights. It has alloy rims, drum brakes front and rear, and twin-shock rear suspension. The petrol tank, mudguards and side panels are fibreglass items. There are no documents, and it will require some re-commissioning prior to use. Whilst the engine turns, its mechanical condition is unknown, and it is sold strictly as viewed.

£3,500 - 4,500

€4,100 - 5,200

No Reserve



235 NMT N

C.1977 MONTESA 124CC CAPPRA 125 VB

Registration no. not UK registered Frame no. 38M2169 Engine no. 38M2169 The Cappa model was an intrinsic part of the development of the worldwide motocross market, forming a link between the older, previously dominant, European marques such as CZ and Husqvarna, and the emerging Japanese newcomers to the market who would eventually become the overriding presence. They were commercially successful, but as sales decreased, Honda took a large stake in the Montesa company in 1981. The final Cappas appeared in 1982, and production was restricted to only the Cota trials models. This Cappa appears to be new and unused. The engine is a two-stroke air-cooled unit. The wheels are fitted with alloy rims, it has drum brakes front and rear, and twin-shock rear suspension. The petrol tank is fibreglass, as are the mudguards and side panels. There are no documents, and it will require some re-commissioning prior to use. Whilst the engine turns, its mechanical condition is unknown, and it is sold strictly as viewed.

£3,000 - 4,000

€3,500 - 4,700

No Reserve

236 N

1980 MONTESA 413CC CAPPRA 414VF

Registration no. not UK registered Frame no. 66M2388 Engine no. 66M2388 After the departure of Francisco Bulto, Montesa correctly identified the importance of the market for off-road motorcycles, and began to make machines to feed that demand. Their first motocross machine was the Impala Cross in 175 and 250 capacities, which appeared in 1963. The Impala was replaced by the Cappa in 1967, the first in the line of this long-running model which ran through several capacities and many changes over time. This example of the 414VF dates from 1980, and appears to be very little used. It has alloy rims, drum brakes front and rear, and twin-shock rear suspension. It is fitted with a fibreglass petrol tank, and lightweight plastic mudguards and side panels. There are no documents, and it will require re-commissioning prior to use. Whilst the engine turns, its mechanical condition is unknown, and it is sold strictly as viewed.

£4,000 - 6,000

€4,700 - 7,000

No Reserve



237 N

1980 MONTESA 246CC CAPPRA 250VF

Registration no. not UK registered Frame no. 73M15046 Engine no. 45M0047
The Cappra appeared in 1967, replacing the Impala Cross models, and was available in a number of capacities from 125 to 414cc. It was a great success for Montesa, selling well throughout its life, seeing use in club, national, and international competitions, although Montesa was destined never to win a World Motocross Championship. This example dates from 1980, and appears to be fitted with an engine from a 250 Rapita. It has a two-stroke air-cooled engine, alloy rims, drum brakes front and rear, and twin-shock rear suspension. The petrol tank, mudguards and side panels are lightweight plastic items. There are no documents, and it will require some re-commissioning prior to use. Whilst the engine turns, its mechanical condition is unknown, and it is sold strictly as viewed.

£1,400 - 2,000
€1,600 - 2,300
No Reserve



238 N

C.1981 MONTESA ENDURO 360 H6

Registration no. not UK registered Frame no. 67M02393 Engine no. 67M02393
Montesa began production of motorcycles directly after the war in 1945 and made road machines for the transport-hungry public of the post-war era. Francisco Bulto left in 1958, and Montesa soldiered on without him. They branched out into making off-road machines, the first being the motocross version of the Impala in 1963, and followed on with trials models, and then enduro machines. Eventually the Enduro series of machines developed through time, and one of the later versions was this 360 H6 model. This 360 H6 appears to be an older restoration, and has alloy rims, drum brakes front and rear, and twin-shock rear suspension. It is fitted with lights, a fibreglass petrol tank, and lightweight plastic mudguards and side panels. There are no documents, and it will require re-commissioning prior to use. Whilst the engine turns, its mechanical condition is unknown, and it is sold strictly as viewed.

£2,500 - 3,500
€2,900 - 4,100
No Reserve

239 N

C.1981 ANVIAN CROSS 250

Registration no. not UK registered
Frame no. AV-6049-5M Engine no. FV/SM250*1151*
Fitted with Villa engines, Anvian were manufactured for only two years from 1980 to 1982 in Catalonia. They were built in 125 and 250cc capacities and are a rare machine to find. Italian engine suppliers Villa also supplied engines to SWM and manufactured complete motocross bikes of their own. This 250 motocross machine dates from approximately 1981, and was added to the collection some time ago. It is believed to be unrestored, and will require some re-commissioning prior to use. It has twin-shock rear suspension with Ohlins rear damper units, lightweight plastic petrol tank, mudguards and side panels. Adorned with gold anodised wheel rims, it has drum brakes front and rear. There is no documentation, and whilst the engine turns over, its mechanical condition is unknown and is sold strictly as viewed.

£1,400 - 1,800
€1,600 - 2,100
No Reserve



240 N

C.1974 CZ 246CC 'FALTA REPLICA' RECREATION

Registration no. not UK registered
Frame no. 980.8.002874 Engine no. 980.4.002722
Ceska Zbrojovka (CZ) first produced motorcycles in 1932. During the 1960s and 70s they achieved virtual dominance in off-road competition with a string of successes in the World Motocross Championships, and also the ISDTs. In 1974 Jaroslav Falta was a works' CZ rider whose brave attempt to clinch the World 250 Championship in the last race of the season was cruelly denied to him by what some saw as the cynical tactics of the Russian rider Guennady Moisseev and other Russian riders. In recognition of his efforts the CZ factory produced the Falta Replica the following year. The machine offered appears to be a recreation of a Falta Replica, in recently restored condition, and will require re-commissioning prior to further use. Whilst the engine turns over, its mechanical condition is unknown. There are no documents present, and it is sold strictly as viewed.

£3,000 - 4,000
€3,500 - 4,700
No Reserve



241 N

C.1983 CZ 125CC

Registration no. not UK registered Engine no. 516 0 020136
Ceska Zbrojovka (CZ) was founded in 1919 and first produced motor car parts and armaments before manufacturing their first motorcycles in 1932. They began to make an impression on the motocross scene in 1960 when Miroslav Soucek finished in third place overall in the 250 Motocross World Championship. Building on this initial success they went on to become a dominant force in motocross in the 1960s and 70s, winning many world titles and top-three championship places. This air-cooled 125 twin-shock machine with drum brakes is thought to date from approximately 1983. Purchased for the collection approximately 10 years ago, this bike appears to be an older restoration, and will require re-commissioning prior to further use. Whilst the engine turns over, its mechanical condition is unknown. There are no documents present, and it is sold strictly as viewed.

£1,200 - 1,800

€1,400 - 2,100

No Reserve

242 N

CZ 246CC

Registration no. not UK registered Frame no. 9.312.84 Engine no. *513 0004834*
After the glory days of the 1960s and 70s CZ succumbed to the inexorable rise of the major Japanese manufacturers. Apart from an occasional cameo appearance by a few smaller makers, the sport of Motocross was in control of the Japanese makers. The inescapable consequence was that sales to the general public would suffer in the same way that British road bike makers had done in the glare of the rising sun. This air-cooled, twin-shock, drum-braked machine is thought to date from approximately 1984 and believed to be partially repainted. Part of the collection for some years, it will require re-commissioning prior to further use. Whilst the engine turns over, its mechanical condition is unknown. There are no documents present, and it is sold strictly as viewed.

£2,500 - 3,500

€2,900 - 4,100

No Reserve



243 N

C.1974 KTM 250CC

Registration no. not UK registered Frame no. 402 81534 Engine no. 0*425348
An early example of KTM's 250 Motocross machine, dating from a year when Russian KTM rider, Guennady Moisseev, won the 250 World Motocross Championship in controversial circumstances. Allegedly, he and other Russian riders barged and blocked championship leader Jaroslav Falta, preventing a race and championship win, and allowing Moisseev to triumph. This KTM dates from approximately 1974, with twin Marzocchi rear shock absorbers, drum brakes front and rear, and an air-cooled engine. An older restoration, it will require re-commissioning prior to further use. Whilst the engine turns over, its mechanical condition is unknown. There are no documents present, and it is sold strictly as viewed.

£2,000 - 3,000

€2,300 - 3,500

No Reserve



244 N

C.1977 KTM 250 MC5

Registration no. not UK registered
Frame no. *007-06169* Engine no. 24564
Capitalising on their successes in the 250 World Motocross Championships, KTM emblazoned the petrol tank with 'World Champion MC' to advertise their triumphs. This commemorated the victory of Guennady Moisseev in 1974 (albeit in somewhat controversial circumstances), with Moisseev subsequently winning again in 1977 and 78, with a second place in the championship in 1976. This KTM dates from approximately 1977, and is fitted with KTM's air-cooled engine, twin-shock rear suspension, drum brakes front and rear. A lightweight plastic petrol tank, plastic seat unit and side panels all assist in weight saving. An older restoration, it will require re-commissioning prior to further use. Whilst the engine turns over, its mechanical condition is unknown. There are no documents present, and it is sold strictly as viewed.

£2,000 - 2,500

€2,300 - 2,900

No Reserve



245 N

C.1984 KTM 526CC XC 600 ENDURO

Registration no. not UK registered
 Frame no. 8403-13376 Engine no. 180221

Whilst KTM have been successful in Motocross, they are arguably more eminent in Enduro competitions. With the requirement for machines to compete on a variety of surfaces and tests, Enduro is a popular form of off-road competition, and in the ISDE form (previously ISDT) has existed as a competition since 1913. Unlike motocross, machines are required to compete on varying terrains, and it indicates the versatility of KTMs. This KTM Enduro dates from approximately 1984, and has a Rotax overhead camshaft engine, drum brakes front and rear, and Ohlins monoshock rear suspension. It is fitted with lights and speedometer (showing 6262 kms. on the odometer) An older restoration, it will require re-commissioning prior to further use. Whilst the engine turns over, its mechanical condition is unknown. There are no documents present, and it is sold strictly as viewed.

£1,000 - 1,400

€1,200 - 1,600

No Reserve



246 N

C.1985 KTM 250 MX

Registration no. not UK registered
 Frame no. 8501-22761 Engine no. *01975*

The first production of KTM motorcycles was in 1953 in Mattighofen, Austria. The name derived from the owners and the location, thus Kronreif, Trunkenpolz Mattighofen supplied the abbreviated form. Initial creations were small capacity utilitarian machines, but eventually they started to develop larger, off-road bikes, and by the later 1960s were beginning to feature in the results of motocross and enduro events, culminating in their first 250 World Motocross Championship in 1974 with Guennady Moisseev, albeit under controversial circumstances. This KTM with monoshock rear suspension, disc front brake, and water-cooled engine is believed to date from approximately 1985 and is an older restoration. It will require re-commissioning prior to further use. Whilst the engine turns over, its mechanical condition is unknown. There are no documents present, and it is sold strictly as viewed.

£800 - 1,000

€930 - 1,200

No Reserve

247 N

1988 KTM 600 ENDURO

Registration no. not UK registered
 Frame no. KTM 8707*51295* Engine no. 7-580*00419*

This KTM dates from approximately 1988, and is fitted with KTM's own four-stroke single overhead camshaft, liquid-cooled engine, monoshock rear suspension, disc brakes front and rear, and lights. Conventional alloy rims are standard equipment, and the front suspension is courtesy of upside-down fork legs. A lightweight plastic petrol tank, plastic seat unit and side panels all assist in weight saving. With an over-square bore and stroke engine producing reputedly 50 horsepower, these machines were supposedly capable of a genuine 100 miles per hour. An older restoration, it will require re-commissioning prior to further use. Whilst the engine turns over, its mechanical condition is unknown. There are no documents present, and it is sold strictly as viewed.

£800 - 1,200

€930 - 1,400

No Reserve



248 N

C.1990 KTM 250 MX

Registration no. not UK registered
 Frame no. KTM.9001.73011 Engine no. 4281

KTM dominated Motocross throughout the 1970s, particularly in the 250 class, with the likes of Moiseev, Van der Ven, Kavinov, and Kinigadner ensuring the KTM brand appeared frequently in the results, often finishing in the top three of World Motocross Championships. The motorcycle industry suffered a general decline in the 1980s, and KTM was not immune from this, encountering financial setbacks and corporate restructuring along the way, but they weathered the storm, and are still here to tell the tale. This KTM, has Ohlins monoshock rear suspension, disc brakes front and rear, and a water-cooled engine. It is believed to date from approximately 1990 and is an older restoration. It will require re-commissioning prior to further use. Whilst the engine turns over, its mechanical condition is unknown. There are no documents present, and it is sold strictly as viewed.

£800 - 1,000

€930 - 1,200

No Reserve



249 N

C.1998 KTM 85CC SX 85

Registration no. not UK registered Frame no. KTM9105-93629 Engine no. *03855* Austrian makers KTM are believed to be the largest European motorcycle manufacturer, and have for many years made small-engined off-road motorcycles for competitors in what once would have been called 'Schoolboy scrambles', in effect small, manageable off-road machines capable of being raced by young people gaining ability for later larger class competitions. The range of engines has included 50, 65, and 85cc. This unrestored example of the SX85 appears to have had little use. It has a liquid-cooled two-stroke engine and monoshock rear suspension with an alloy box-section swinging arm; front forks are MP. Petrol tank, mudguards and side panels are lightweight plastic items. Wheel rims are alloy, and there is a disc brake front and drum rear. There are no documents, and it will require some re-commissioning prior to further use Whilst the engine turns, its mechanical condition is unknown, and it is sold strictly as viewed.

£1,000 - 1,500

€1,200 - 1,700

No Reserve

250 N

C.1975 VILLA CROSS 250

Registration no. not UK registered

Frame no. FV-SD*1956* Engine no. FV-250*1956*

Francesco Villa was not only the brother of World Champion Walter Villa, and a skilled racer in his own right, but also the owner of Villa motorcycle manufacturers, which he founded in 1968. The firm made a range of competition machines which were contenders in road racing, motocross and trials. Success was gained initially on tarmac, but thereafter more effort went into the off-road models, as attested to by the tributes on the tank of this model. This example of the Cross 250 is believed to be unused, and will require re-commissioning prior to use. It has twin-shock rear suspension, steel petrol tank, lightweight plastic mudguards and side panels, with drum brakes front and rear. There is no documentation, and whilst the engine turns over, its mechanical condition is unknown and is sold strictly as viewed.

£1,500 - 2,000

€1,700 - 2,300

No Reserve



251 N

C.1976 VILLA CROSS 250

Registration no. not UK registered

Frame no. FV-SD*2008* Engine no. CM-250-*521*

Villa machines were raced in Grand Prix road racing events by Walter Villa, brother of the company founder Francesco Villa, for two years, in 1969 and 1970. This was before the glory years of his successes on Aermacchi/Harley Davidson machines, and his best results were 4th and 6th places, both in the Italian Grand Prix. Thereafter, Villa turned their attention more to off-road competitions, gaining success in National championships. This example of the Cross 250 was acquired for the collection approximately 11 years ago and is believed to be an older restoration which will require re-commissioning prior to use. It has twin-shock rear suspension with Betor gas shock absorbers, lightweight plastic petrol tank, lightweight plastic mudguards and side panels, with drum brakes front and rear. There is no documentation, and whilst the engine turns over, its mechanical condition is unknown and is sold strictly as viewed.

£1,000 - 1,500

€1,200 - 1,700

No Reserve

252 N

1976 HUSQVARNA 250 CR

Registration no. not UK registered Frame no. ML07050

After winning their first World Motocross Championship in 1959, there followed a period of 15 years when Husqvarna finished in the top three of the World Championship in every year, in at least one of the capacities. The success translated into sales of motocross and enduro machines worldwide. The 250 CR was a very competitive machine in the popular 250 class races. This example is believed to have had some repainting, and has some possibly original paint. It was added to the collection approximately 11 years ago, and will require re-commissioning prior to further use. Whilst the engine turns over, its mechanical condition is unknown. There are no documents present, and it is sold strictly as viewed.

£2,500 - 3,500

€2,900 - 4,100

No Reserve



253 N

HUSQVARNA 250 CROSS

Registration no. not UK registered Frame no. none visible Engine no. none visible
Husqvarna's first World Motocross title did not come until 1959, when Rolf Tibblin clinched the 250 Title. The following year they succeeded in adding the 500 World title to their initial victory when Bill Nilsson became champion and Tibblin finished in third. Subsequent years saw the company expand production of off-road machines, and throughout the 1960s and 70s they were the dominant global force in Motocross and Enduro events, winning many championships with both domestic and foreign riders. Believed to be an older restoration, this machine has formed part of the collection for some time, and it will require some re-commissioning prior to further use. Whilst the engine turns over, its mechanical condition is unknown, and it is sold strictly as viewed. Documentation accompanying this vehicle consists of an old French Certificat D'Immatriculation.

£2,000 - 3,000

€2,300 - 3,500

No Reserve



254 NMT N

C.1970 DUCSON 49CC ESPECIAL S21 ENDURO MOPED

Registration no. not UK registered Frame no. 023002 Engine no. S21650
Ducson were made by the Spanish company Industria Ciclista Sola S.A. (ICSSA) of Barcelona, who manufactured bicycle and motorcycle parts before entering motorcycle production in 1954. This delightful little enduro machine appears to be unused, and still in excellent condition. Believed to date from approximately 1970, it has a two-stroke air-cooled engine fitted with assisting pedals. Equipped with lights, it has swinging arm rear suspension, and twin shock absorbers. It has alloy wheel rims with drum brakes front and rear. The petrol tank is steel, as are the side panels, with mudguards in stainless steel. There is a key present, but there are no documents, and it will require some re-commissioning prior to further use. Whilst the engine turns, its mechanical condition is unknown, and it is sold strictly as viewed.

£1,000 - 1,500

€1,200 - 1,700

No Reserve

255 N

C.1971 DUCATI 49CC MOTOCROSS

Registration no. not UK registered Frame no. 475892 Engine no. 489273
The Ducati company traces its origins back to the 1920s when the Ducati family formed their first company in Bologna to manufacture radio parts. In the late 1940s they began to produce the Cucciolo engine, designed by Aldo Farinelli, and manufactured for SIATA. The range of machines was expanded and, in addition to their many road models, they produced some off-road machines. The vendor believes this machine is a factory prototype, although there is no documentary evidence to support this. Accordingly, prospective bidders must satisfy themselves as to the authenticity of this machine prior to bidding. This motocross machine appears unused, and remains in exceptional condition. It has a two-stroke air-cooled engine. Drum brakes are used front and rear, the petrol tank is fibreglass, and mudguards are lightweight plastic. There are no documents, and it will require some re-commissioning prior to use. Whilst the engine turns, its mechanical condition is unknown, and it is sold strictly as viewed.

£800 - 1,200

€930 - 1,400

No Reserve



256 N

C.1965 RIEJU SPECIAL 67CC

Registration no. not UK registered
Frame no. none visible Engine no. Gilera067*002319*
The vendor advises us that this machine is a Rieju factory prototype, although there is no documentary evidence to support this. Accordingly, prospective bidders must satisfy themselves as to the authenticity of this machine prior to bidding. Whether this machine is a prototype of some description, or a home-made special, it certainly has an air of a work in progress. The engine is a Gilera air-cooled two-stroke unit; the front suspension is an unusual trailing link system and the rear suspension has twin shock absorbers. It has drum brakes front and rear, with alloy wheel rims, and is fitted with lights. The petrol tank is steel, and mudguards are lightweight plastic items. There are no documents, and it will require re-commissioning prior to further use. Whilst the engine turns, its mechanical condition is unknown, and it is sold strictly as viewed.

£400 - 600

€470 - 700

No Reserve



257 N

C.1971 BETA 49CC NEVADA 50 ENDURO

Registration no. not UK registered Frame no. *265557* Engine no. 19-10-8
Beta are an old, established company which, like so many other European makers, saw the opening in the market in post-war Europe to supply cheap transport to the populace who were keen to buy mobility for their daily lives. They branched out into production of off-road machines in the 1970s and have never looked back. Dominant on the trials scene in the 1980s and 90s, they also made motocross and enduro bikes. This 50cc enduro machine appears to be one of Beta's earlier offerings, believed to date from approximately 1971, it has a two-stroke air-cooled engine and is equipped with lights. Drum brakes are used front and rear, the petrol tank is steel, and mudguards are made of lightweight plastic. There are no documents, and it will require some re-commissioning prior to further use. Whilst the engine turns, its mechanical condition is unknown, and it is sold strictly as viewed.

£500 - 800

€580 - 930

No Reserve

258 N

C.1972 MACAL 49CC MOTOCROSS

Registration no. not UK registered Frame no. none visible Engine no. 7121787
Macal began manufacturing bicycles and parts thereof, before turning to motorcycle production in 1958. A range of machines evolved, including mopeds and various motorcycles of differing capacities. This machine features a Zundapp two-stroke air-cooled engine fitted with a Dellorto carburettor. It has a tubular frame with box-section swinging arm rear suspension, and twin shock absorbers. There are drum brakes front and rear. The petrol tank is steel, with mudguards, and side panels in metal. Exhaust system is an expansion box-type. There are no documents, and it will require some re-commissioning prior to further use. Whilst the engine turns, its mechanical condition is unknown, and it is sold strictly as viewed.

£400 - 600

€470 - 700

No Reserve



259 N

C.1973 DERBI 50CC TRIAL 50

Registration no. not UK registered Frame no. none visible Engine no. none visible
The vendor advises us that he believes this trials machine to be a Derbi factory prototype, built by the well-known development engineer 'Paco' Tombas (Francesc Tombas I Bonet). An advocate for the use of Titanium and other lightweight materials, Tombas was the brains behind the Derbi Grand Prix effort. There is no documentary evidence to support the vendor's belief, and accordingly, prospective bidders must satisfy themselves as to the authenticity of this machine prior to bidding. Dating from approximately 1973, this bike is an older restoration and has a two-stroke air-cooled engine. It has alloy rims, drum brakes front and rear, and twin-shock rear suspension. The petrol tank/seat unit is fibreglass, whilst the mudguards are lightweight plastic items. There are no documents, and it will require some re-commissioning prior to use. Whilst the engine turns, its mechanical condition is unknown, and it is sold strictly as viewed.

£500 - 800

€580 - 930

No Reserve

260 N

C.1980 DERBI 50CC ENDURO 50

Registration no. not UK registered Frame no. MC068400 Engine no. MC66400
Based in Barcelona, the Derbi factory produced different types of motorcycles, and experienced much success on the race tracks with Angel Nieto winning road racing World Championships in both 50cc and 125cc classes. The company prospered with production of mopeds, scooters, enduro and supermoto machines. Eventually the firm was taken over by Piaggio in 2001 and continues to this day. This Enduro machine, dating from approximately 1980, is an older restoration, has a two-stroke air-cooled engine and is fitted with lights. It has alloy rims, drum brakes front and rear, and twin-shock rear suspension. The petrol tank is steel, whilst the mudguards and side panels are lightweight plastic items. There are no documents, and it will require some re-commissioning prior to use. It should be noted that the engine does not turn, its mechanical condition is unknown, and it is sold strictly as viewed.

£500 - 800

€580 - 930

No Reserve



261 N

GILERA 124CC ENDURO

Registration no. not UK registered Frame no. DM 86768 Engine no. *107*9166*
Gilera took the racing world by storm in the late thirties with their overhead camshaft four-cylinder machines. The multi-cylinder design was at odds with the factory's general fare of large single-cylinder mounts. Post-WWII they continued with the production of singles, but in 1949 introduced a 124cc OHV model more in keeping with the demands of the austerity of post-war Italy. With innovative swinging-arm suspension, the little machine was nippy, handled well, and was inevitably used in competition in a variety of disciplines, including scrambles and enduro events. This example of the 124 in Enduro trim is part of this private collection, and appears to be an older restoration which is now in need of some re-commissioning. Whilst the engine turns over, its mechanical condition is unknown. There are no documents present, and it is sold strictly as viewed.

£1,200 - 1,500

€1,400 - 1,700

No Reserve



262 N

C.1971 MOTO GUZZI 175CC STORNELLO 'FRAIRE'

Registration no. not UK registered Frame no. T*069P** Engine no. T*33BU*
Inevitably, as with the Rickman Brothers in England, most countries had their indigenous tuners and chassis makers/fettlers. Italy was no different to most, and in the northern region of Piedmont there was Michele Fraire, who specialised in enlarging, tuning, and reworking the Moto Guzzi Stornello engine, and modifying the frame for Motocross competition. This bike appears to be in the style of a Fraire machine, and the vendor advises us that the capacity is enlarged to 175cc. It features a Stornello frame with characteristic Fraire-type reinforcing, and Ceriani-type forks. It has formed part of the collection for approximately 10 years. An older restoration, it will require re-commissioning prior to further use. Whilst the engine turns over, its mechanical condition is unknown. There are no documents present, and it is sold strictly as viewed.

£1,000 - 1,400

€1,200 - 1,600

No Reserve

263 N

C.1949 MOTO GUZZI HISPANIA MOTOLEGGERA

Registration no. not UK registered Frame no. 24579 Engine no. 49-11678
In common with other Italian motorcycle producers, after the Second World War Moto Guzzi produced inexpensive, economical, lightweight machines which the population of a war-torn country could afford to buy and run. Their initial offering was the 65cc Guzzino, which was soon replaced by the Motoleggera, which was very similar in size and specification. At the same time a deal was made with a former director of Fiat who was authorised to produce the machines under licence in Spain with the 'Moto Guzzi Hispania' name. Dating from approximately 1949, this Motoleggera has the characteristic two-stroke engine, swinging arm rear suspension, girder fork-type front suspension, and is fitted with lights. An older restoration, it will require re-commissioning prior to further use. Whilst the engine turns over, its mechanical condition is unknown. There are no documents present, and it is sold strictly as viewed.

£1,200 - 1,600

€1,400 - 1,900

No Reserve



264 N

C.1962 MOTO GUZZI 123CC STORNELLO SPORT

Registration no. not UK registered Frame no. T*66IA* Engine no. T*27IA*
Moto Guzzi was established by Carlo Guzzi and Giorgio Parodi with backing from Parodi's father. Their first machine emerged in 1920 and Parodi senior gave the go-ahead for production to commence. From their inception, Moto Guzzi were destined always to produce technically interesting motorcycles, and after many years of exotic singles and twins, eventually produced smaller and less expensive, but nonetheless effective, unit construction four-stroke singles, such as the Lodola and Stornello. Introduced in 1960, the Stornello power was increased in 1961 with the debut of the Sport version. This Sport is kitted out in enduro trim, with lights, and has formed part of the collection for approximately 10 years. An older restoration, it will require re-commissioning prior to further use. Whilst the engine turns over, its mechanical condition is unknown. There are no documents present, and it is sold strictly as viewed.

£1,800 - 2,200

€2,100 - 2,600

No Reserve



265 N

C.1969 DKW MC125

Registration no. not UK registered Frame no. 428002369 Engine no. 9034403
DKW was alternatively known as either 'Dampf Kraft Wagen' or 'Der Knabische Wunsche'. The former being the name of founder Jorgen Rasmussen's original steam engine, and the latter 'the schoolboy's dream'. They were able to restart production post-war in 1949, when the RT125 made a return. Other models followed, and later they also made a small range of Enduro and motocross machines with two-stroke engines and Earles-type leading link forks, many of which were exported to the USA. This machine dates from approximately 1969, and is believed to be substantially original and unrestored. It has twin-shock rear suspension, steel petrol tank and mudguards, it has drum brakes front and rear and will require some re-commissioning prior to further use. There is no documentation, and whilst the engine turns over, its mechanical condition is unknown and is sold strictly as viewed.

£1,000 - 1,500

€1,200 - 1,700

No Reserve

266 N

IZH PLANETA MOTOCROSS

Registration no. not UK registered Frame no. none visible Engine no. M 2480583
IZH motorcycles were made in Russia by the Izhevsk Mechanical Works, a company better known for the manufacture of Kalashnikov rifles. Motorcycle production began in approximately 1928, and in the nineteen fifties began to make the Jupiter twin and the Planeta single cylinder models. Some of the Jupiter and Planeta models have been exported to the West, and are believed still to be in production. This Planeta is believed to have 350cc capacity, and has conventional twin-shock rear suspension, steel petrol tank, lightweight plastic mudguards, with drum brakes front and rear. It is believed to be a relatively recent restoration and will require re-commissioning prior to further use. There is no documentation, and whilst the engine turns over, its mechanical condition is unknown, and it is sold strictly as viewed.

£600 - 1,000

€700 - 1,200

No Reserve



267 N

C.1975 OSSA 125CC PHANTOM ENDURO

Registration no. not UK registered Frame no. B-540448 Engine no. M-90085
Owned by Manuel Giro, and eventually with the assistance of his son Eduardo, Ossa began making motorcycles in 1951, starting with a 125cc creation of Manuel's. They became involved in road racing in the sixties, with some success, before eventually turning to off-road sport in the late sixties. With Mick Andrews as a development rider the off-road successes started to come, in enduro, trials, and motocross. The subsequent bikes produced by the firm were to sell moderately well, but could have done better with improved distribution. This example of the 125cc enduro model appears to be a recent restoration with very little use since. Fitted with lights, it has alloy rims, lightweight plastic mudguards, with drum brakes front and rear. It should only require light re-commissioning prior to further use. There is no documentation, and whilst the engine turns over, its mechanical condition is unknown, and it is sold strictly as viewed.

£1,800 - 2,200

€2,100 - 2,600

No Reserve

268 N

C.1975 BETA 250 CROSS

Registration no. not UK registered Frame no. S1M-CR1*005364* Engine no. 13280
Beta are an established manufacturer, with a history which can be traced back to the early twentieth century, and motorcycle production from 1948 to the present day. In recent times they became very successful in trials competition, with multiple World Trials Championship wins for Jordi Tares and Dougie Lampkin in the nineteen eighties and nineties. They branched out into making motocross and enduro machines in the seventies and eighties. This 250 motocross machine dates from approximately 1975, and was purchased for the collection in 2010. It is an older restoration, and will require some re-commissioning or further restoration prior to use. It has twin-shock rear suspension, lightweight plastic petrol tank, mudguards and side panels, with drum brakes front and rear. There is no documentation, and whilst the engine turns over, its mechanical condition is unknown and is sold strictly as viewed.

£1,000 - 1,500

€1,200 - 1,700

No Reserve



269 N

1978 HERCULES-SACHS 122CC K125 PROJECT

Registration no. not UK registered Frame no. 427300679 Engine no. 9221271 Hercules' motorcycle manufacturing dated from 1904, switching back to bicycles at one point, before reinstating motorcycle production around 1924. They produced motorcycles with proprietary engines, including J.A.P., Villiers and Sachs. Making machines on a large scale, they were absorbed into the Sachs group in 1966. The K125 was a successful off-road machine that saw use in ISDT/enduro events and was also sold to the military. Fitted with unusual leading-link front forks, it was produced for a long period. This project has had a significant amount of work already done, including repainting of the petrol tank, frame, forks, swinging arm and mudguards, and the refurbishment of the seat. The project is incomplete, and prospective bidders should satisfy themselves as to the completeness, or otherwise, of this machine. There are no documents and it is sold strictly as viewed.

£400 - 600

€470 - 700

No Reserve



270 N

C.1957 JAWA 246CC ENDURO

Registration no. not UK registered Frame no. 020972 Engine no. 360 0204427 Jawas were successful in many ISDTs, and, to a lesser extent, in motocross events. The vendor acquired this machine in the belief that it was one which had been used by Jaromir Cizek, a successful and well-known Czech rider who won the European and World Motocross championships in 1958, although there is no evidence to support this. Accordingly, prospective bidders must satisfy themselves as to the authenticity of this machine prior to bidding. It has the appearance of an older, possibly unfinished restoration, there is a key present, and the odometer reads 3 kms, which is believed to be the mileage since restoration, but there is no paperwork relating to any restoration work. Having been part of the collection for some years, it will require re-commissioning prior to further use. Whilst the engine turns over, its mechanical condition is unknown. There are no documents present, and it is sold strictly as viewed.

£2,000 - 3,000

€2,300 - 3,500

No Reserve

271 N

C.1957 JAWA 248CC 553-01

Registration no. not UK registered Jawa was founded in 1929 by Frantisek Janecek in Prague. He purchased the rights to the manufacture of Wanderer motorcycles and began producing machines soon after, under the Jawa name which was a conflation of his surname and Wanderer. Jawa found a degree of success in motocross and enduro competitions. The vendor acquired this machine in the belief that it was the machine with which Jaromir Cizek won the European Motocross championship in 1958, although there is no evidence to support this. Accordingly, prospective bidders must satisfy themselves as to the authenticity of this machine prior to bidding. This machine is thought to be unrestored with some minor possible repainting. It has a vin plate present, but it is unstamped. Part of the collection for some years, it will require re-commissioning prior to further use. Whilst the engine turns over, its mechanical condition is unknown. There are no documents present, and it is sold strictly as viewed.

£2,000 - 3,000

€2,300 - 3,500

No Reserve



272 N

JAWA 400CC MOTOCROSS

Registration no. not UK registered Frame no. none visible Engine no. *653-0704* The Czech team were triumphant in the 1947 ISDT and this gave a boost to Jawa's sales of off-road machines. Success continued in the ISDT until the 1970s, and Jawa were also successful, to a lesser extent, with their two-strokes in motocross events and enduro competitions. The vendor believes this Jawa is 400cc capacity, and was a factory team bike, although there is no evidence to this effect. Accordingly, prospective bidders must satisfy themselves as to the authenticity of this machine prior to bidding. Believed to date from the early nineteen seventies, this bike has drum brakes front and rear, and twin-shock rear suspension. It is an older restoration which has not been used for some time and will require some re-commissioning prior to further use. Whilst the engine turns over, its mechanical condition is unknown, and it is sold strictly as viewed.

£2,500 - 3,500

€2,900 - 4,100

No Reserve



273 N

C.1978 JAWA 246CC 653/3 ENDURO

Registration no. not UK registered Frame no. 0721082 Engine no. *654-0847* After World war II, Jawas were used by the Czechoslovakian team in the first post-war ISDT of 1947, which was held in Czechoslovakia that year. The Czech team were triumphant, and this gave a boost to Jawa's sales of off-road machines. Success continued in the ISDT throughout the 1950s, 60s, 70s, and until the beginning of the 1980s. This machine, with the air-cooled engine, drum brakes, and twin-shock rear suspension is thought to date from circa 1978, and believed to be an older restoration, with some possibly original paint. It displays 14,913 kms. on the odometer, and will require re-commissioning prior to further use. It should be noted that the engine does not turn over, and its mechanical condition is unknown. It has a Czech Republic Motorcycle Passport, copy technical papers, and is sold strictly as viewed.

£800 - 1,200

€930 - 1,400

No Reserve

274 N

SACHS 250CC MOTOCROSS

Registration no. not UK registered Frame no. none visible Engine no. none visible Sachs (later Fichtel and Sachs) are best known as engine suppliers to many motorcycle producers. The vendor advises us that he believes this motocross machine to be a Sachs factory prototype, and that it was restored in 2005. However, there is no documentary evidence to support this. Accordingly, prospective bidders must satisfy themselves as to the authenticity of this machine prior to bidding. Whilst the machine evidently has had some renovation, it has no documentation, or receipts/invoices for work done. Believed to date from the mid-nineteen seventies, this Sachs is equipped with lightweight plastic petrol tank, mudguards, and side panels. Fitted with alloy wheel rims, it has an air-cooled engine, drum brakes front and rear, and twin-shock rear suspension. No kickstart is fitted, and in view of the lack of use the machine will require some re-commissioning prior to further use. Its mechanical condition is unknown, and it is sold strictly as viewed.

£2,000 - 3,000

€2,300 - 3,500

No Reserve



275 N

MINSK 175CC MOTOCROSS

Registration no. not UK registered Frame no. none visible Engine no. 7203-89 Minsk were operational in Belarus, which was formerly part of the USSR. They manufactured motorcycles from 1951, and initially produced the M1A, which was the Russian version of the DKW RT125, the design of which was also used by BSA to make the Bantam. They made a number of different motorcycles over the years, some of which were branded as Saturn and Cossack in the UK, including off-road competition mounts. The vendor advises us that he believes this machine to date from approximately 1985. The bike is equipped with a steel petrol tank, mudguards, and wheel rims. It has an air-cooled engine, drum brakes front and rear, and twin-shock rear suspension. There are no documents, and being unused for some time the machine will require some re-commissioning prior to further use. Whilst the engine turns, its mechanical condition is unknown, and it is sold strictly as viewed.

£600 - 1,000

€700 - 1,200

No Reserve

276 N

C.1975 SWM RS250 MOTOCROSS

Registration no. not UK registered Frame no. *SWM*RS250MO*E*0315* Engine no. 86873 Producing trials, enduro, and motocross machines, SWM enjoyed a certain amount of success in competition during the 1970s and early 80s. In 1981 Gilles Burgat won the outdoor Trials World Championship on an SWM, and the machines finished in the top three in the same championship in the following three years. The company went into liquidation in 1984, but then reappeared in 2014, under the guidance of Ampelio Macchi, announcing a new range of machines for the market. Acquired for the collection approximately nine years ago, this SWM motocross machine is an older restoration, and will require re-commissioning prior to further use. It has twin-shock rear suspension, steel petrol tank, lightweight plastic mudguards, with drum brakes front and rear. There are no documents present, and whilst the engine turns over, its mechanical condition is unknown and it is sold strictly as viewed.

£1,200 - 1,600

€1,400 - 1,900

No Reserve



277 N

C.1976 SWM 250CC ENDURO

Registration no. not UK registered

Frame no. *E*SWM*RS440GSTF121*003584 Engine no. 130427

SWM was founded in Milan by Piero Sironi in 1971. They specialised in the manufacture of motorcycles for off-road competition and included trials, enduro, and motocross machines. The company went into liquidation in 1984, but then reappeared in 2014, announcing a new range of machines for the market. The vendor advises us that this machine is an ex-factory enduro machine ridden by a rider named Puigdemont, although there is no evidence for this. Accordingly, prospective bidders must satisfy themselves as to the authenticity of this machine prior to bidding. An older restoration, the SWM will require re-commissioning prior to further use. Fitted with lights, it has conventional twin-shock rear suspension, steel petrol tank, lightweight plastic mudguards and side panels, with drum brakes front and rear. There is no documentation, and whilst the engine turns over, its mechanical condition is unknown, and it is sold strictly as viewed.

£2,200 - 3,200

€2,600 - 3,700

No Reserve



278 N

C.1976 MAV 250

Registration no. not UK registered Frame no. MAV250*1020 Engine no. none visible

Good-looking and stylish, the MAV was made in Italy by Motori Ausiliari Velocipedi, hence the initials. Initially involved in the manufacture of scooters and engines for mopeds, they also produced a limited number of motocross motorcycles using Hiro engines. Hiro two-stroke engines were made in various capacities by Andrea Mosconi. Whilst most of the MAV motocross machines seem to have been 125cc, this is an example of the rarer 250cc version. Possibly unrestored, or an older restoration, the MAV will require re-commissioning prior to further use. It has conventional twin-shock rear suspension with Corte & Cosso Cross dampers, alloy petrol tank, lightweight plastic mudguards and side panels, with drum brakes front and rear. There is no documentation, and whilst the engine turns over, its mechanical condition is unknown, and it is sold strictly as viewed.

£2,000 - 3,000

€2,300 - 3,500

No Reserve

279 N

C.1974 YAMAHA 246CC MX250A

Registration no. not UK registered Frame no. 364-024631 Engine no. 364-024

Much of Yamaha's attention was occupied by its road racing efforts and, whilst producing a number of off-road machines, they were playing catch-up with Suzuki who had secured their first World Motocross Championship in 1970. It didn't take them long, and in 1973 Yamaha managed it when Hakan Andersson took the 250cc title. However, this was a temporary blip, and Suzuki were soon back in winning ways and it took Yamaha another four years to take their second title. This 1974 MX250A is an older restoration, and will require some re-commissioning or further restoration prior to use. It has twin-shock rear suspension, steel petrol tank, lightweight plastic mudguards and side panels, with drum brakes front and rear. There is no documentation, and whilst the engine turns over, its mechanical condition is unknown and is sold strictly as viewed.

£1,000 - 1,500

€1,200 - 1,700

No Reserve



280 N

1978 YAMAHA YZ400E

Registration no. not UK registered Frame no. 2K8-002357 Engine no. 2K8-002357

Yamaha replaced their renowned and successful MX series of machines with the YZ series starting in 1976. The MX series of machines had been competitive, but in the 1970s there was an arms race in motocross between the big four Japanese manufacturers. The YZ series bikes were the next stage, and the largest model in the YZ range was the YZ400. With different forks, engine modifications, better gearboxes, and by 1978 with alloy rear swing-frame and monoshock rear suspension, the baton was being carried on. In 1978 some of the alloy parts were made in magnesium alloy to save extra weight. Believed to be partly restored, this matching-numbers Yamaha will require re-commissioning prior to further use. Whilst the engine turns over, its mechanical condition is unknown. There are no documents present, and it is sold strictly as viewed.

£2,800 - 3,500

€3,300 - 4,100

No Reserve



281 N

C.1980 BARIGO YAMAHA 500CC YB500

Registration no. not UK registered Engine no. 1T1-230702
French engineer, Patrick Barigault, started producing frames for Honda engines for motocross and enduro competition. Having gained experience with Honda powered machines, he subsequently went on to build bikes with Yamaha 500 engines. The Barigo machines had good results in various races, including the Paris-Dakar event. Success in his field encouraged Barigault to tender for a French Army contract to supply bikes to the military, which he subsequently won. This particular Barigo is fitted with a Yamaha TT500G engine, has twin-shock rear suspension, drum brakes, Keihin carburettor and an aluminium fuel tank. It has been part of the collection for some time, appears to be unrestored, and will require re-commissioning prior to further use. Whilst the engine turns over, its mechanical condition is unknown. There are no documents present, and it is sold strictly as viewed.

£3,000 - 4,000
€3,500 - 4,700
No Reserve

282 N

1974 SUZUKI 396CC TM400L CYCLONE

Registration no. not UK registered
Frame no. TM400-34287 Engine no. TM400-34154
Suzuki were early developers of trail bikes which led to progress with enduro and trial machines. However, the main thrust of Suzuki's effort went into the motocross arena, where they saw their best chance of dominance before the other large Japanese manufacturers realised they had stolen a march on them. The works development fed into the customer bikes for the clubman to use, and one such machine was the TM400 Cyclone. Resplendent in Aspen Yellow, this 1974 example was acquired for the collection approximately 10 years ago, and will require some re-commissioning or restoration prior to use. It has twin-shock rear suspension, steel petrol tank, lightweight plastic mudguards and side panels, with drum brakes front and rear. There is no documentation, and whilst the engine turns over, its mechanical condition is unknown and is sold strictly as viewed.

£800 - 1,200
€930 - 1,400
No Reserve



283 N

C.1979 SUZUKI 246CC PE250

Registration no. not UK registered Frame no. none visible Engine no. PE250-205980
While Honda and Yamaha were engaged in road racing tussles on the track, Suzuki made the decision to venture into the world of off-road competition. They began competing with the RH-series of machines in 1965, and by 1970 they had claimed their first World Motocross title in the 250 class. With an eye to the American market, Suzuki decided to tackle the enduro sector, and the first of the PE machines, based on the RM-series motocrossers, appeared in 1976. This PE250 is an older restoration, having alloy rims, lightweight plastic petrol tank, mudguards and side panels, with drum brakes front and rear. It should be noted that the frame number is not visible due to the mounting of the ignition unit. In need of re-commissioning prior to further use, there is no documentation, and whilst the engine turns over, its mechanical condition is unknown, and it is sold strictly as viewed.

£1,200 - 1,600
€1,400 - 1,900
No Reserve



284 N

SUZUKI/YAMAHA 500CC SPECIAL RM / XT500

Registration no. not UK registered Engine no. *1U6-114944*
The Suzuki RM model first appeared in 1975 in 125cc capacity, and were soon followed by larger capacity versions the next year. They were an out-and-out off-road competition machine and were produced in a number of capacities over the years from 125 up to 500cc. Various incarnations of the RM series were produced, and some are still in production. The engine of this special is from a Yamaha XT500 dating from circa 1979, and the frame is believed to be post-1980. The vendor advises us that this special was campaigned by a Dutch rider who participated in various European motocross events. Believed to be an older restoration, it has been part of the collection for some years, and will require re-commissioning prior to further use. Whilst the engine turns over, its mechanical condition is unknown. There are no documents present, and it is sold strictly as viewed.

£400 - 700
€470 - 820
No Reserve



285 N

C.1979 HONDA CR250R ELSINORE

Registration no. not UK registered

Frame no. CR250R-2106978 Engine no. none visible

When smaller capacity classes were established in motocross, the Japanese makers focused their attention on the sport. Honda first produced the two-stroke CR250, initially twin shock and air-cooled, in 1973. By 1981, they had progressed to monoshock rear suspension and liquid cooling. Unsurprisingly, in view of the radical overall 'Tahitian Red' paint scheme, they were nicknamed 'The Red Rocket'. This machine dates from approximately 1979, and was added to the collection some time ago. It has the air-cooled engine with staggered cylinder finning, twin-shock rear suspension with Ohlins rear damper units, lightweight plastic petrol tank, mudguards and side panels. Fitted with gold anodised wheel rims, it has drum brakes front and rear. An older restoration, it will require some re-commissioning or further restoration prior to use. There is no documentation, and whilst the engine turns over, its mechanical condition is unknown and is sold strictly as viewed.

£1,500 - 2,000

€1,700 - 2,300

No Reserve



286 N

C.1981 HONDA CR250R ELSINORE

Registration no. not UK registered

Frame no. ME0305BC601399 Engine no. ME03E2301742

Following the dominance of British and European manufacturers in Motocross, and particularly when smaller capacity classes were established, the Japanese makers focused their attention on the sport. Suzuki were first to make inroads into the sector, and were soon followed by the other major Japanese manufacturers, who all began producing specialised racers. Honda first produced the two-stroke CR250, initially twin shock and air-cooled, in 1973. By 1981, when this example is believed to date from, they were monoshock rear suspension and water cooled. Unsurprisingly, in view of the radical overall red paint scheme they had been christened 'The Red Rocket'. This CR250R is believed to be an older restoration, and will require re-commissioning prior to further use. Whilst the engine turns over, its mechanical condition is unknown. There are no documents present, and it is sold strictly as viewed.

£800 - 1,200

€930 - 1,400

No Reserve

287 N

HONDA 124CC CR125R

Registration no. not UK registered

Frame no. JE01-5000327 Engine no. JE01E-5002109

Honda had concentrated much of their competition efforts on road racing throughout the 1960s. In the early 70s they had realised that the off-road sports of motocross and enduro were growing and assuming greater importance in terms of potential sales, particularly in the important US market. Accordingly, more resources were ploughed into making them competitive. Launched in 1973, the CR125 and CR250 were intended to redress the balance between Honda and other Japanese or European competitors. This machine is equipped with a box-section swinging arm, with lightweight plastic petrol tank, mudguards, and side panels. It has a liquid-cooled engine, disc brakes front and rear, and monoshock rear suspension. There are no documents and it will require some re-commissioning prior to further use. Whilst the engine turns, its mechanical condition is unknown, and it is sold strictly as viewed.

£600 - 1,000

€700 - 1,200

No Reserve



288 N

HONDA 124CC CR125R

Registration no. not UK registered

Frame no. JH2JL01970400033 Engine no. JE01E-5405950

Honda initially debuted the CR250 in 1973, followed soon after by the CR125. They had a tough job to do, as Suzuki had a number of years' experience in the sector, and European marques had decades. Whilst Honda came to dominate the 500 class of World Motocross a few years later, it took them until 1987 in the 250 class, and 1988 in the 125 class. This machine is equipped with a box-section swinging arm, lightweight plastic petrol tank, mudguards, and side panels. It has a liquid-cooled engine, disc brakes front and rear, and monoshock rear suspension. There are no documents, and it will require some re-commissioning prior to further use. Whilst the engine turns, its mechanical condition is unknown, and it is sold strictly as viewed.

£600 - 1,000

€700 - 1,200

No Reserve



289 N

C.1978 KAWASAKI 173CC KDX175 PROJECT

Registration no. not UK registered

Frame no. *DX175B-003581* Engine no. DX175AE 014785

The Kawasaki KDX175 was part of a range of enduro machines manufactured by Kawasaki to compete with the other big Japanese makers in the race for market share of an expanding sector in the late 1970s and 1980s. The KDX175 was found by many to be a particularly capable machine on the dirt, and sold well, until being replaced by the KDX200. KDX engine sizes varied from 50 to 450cc. This KDX175 project comes with 2 petrol tanks and 2 dual seats and forms an opportunity for an enthusiastic new owner to restore one of these iconic models. The project is incomplete, and prospective bidders should satisfy themselves as to the completeness, or otherwise, of this machine. There are no documents and it is sold strictly as viewed.

£400 - 600

€470 - 700

No Reserve

290 N

C.1995 KAWASAKI METRAKIT 50CC AUTOMATIC ENDURO SPECIAL

Registration no. not UK registered

Frame no. KX080P-002666 Engine no. MKR208

Kawasaki trail bikes of the late 1960s and early 1970s were the forerunners of their later enduro models for a booming sport, in which every manufacturer seemed to produce a model of one capacity or another. Little is known of this unusual 50cc automatic enduro machine. The air-cooled engine is thought to be a Metrakit unit, and primary transmission is by toothed belt, with an automatic gearbox. Rear suspension is monoshock, with an alloy box-section swinging arm. Petrol tank, mudguards and side panels are lightweight plastic items. Wheel rims are alloy, and there are disc brakes front and rear. There are no documents, and it will require some re-commissioning prior to further use. Whilst the engine turns, its mechanical condition is unknown, and it is sold strictly as viewed.

£400 - 600

€470 - 700

No Reserve



291 N

C.2002 HUSABERG 550CC FC550-6

Registration no. not UK registered

Frame no. YU7FC5K9820000161 Engine no. 5532125

Husaberg was founded by former employees of Husqvarna after Cagiva had taken over Husqvarna in 1987. They were based in Sweden at Husabergs Udde and produced large capacity motocross, enduro and motard machines. This 550 machine appears to be in unrestored condition. The vendor advises us that he purchased the bike from a well-known rider named Carlson, although there is no documentary evidence of this. Accordingly, prospective bidders must satisfy themselves as to the authenticity of this machine prior to bidding. It has a tubular frame, with an alloy swinging arm and monoshock suspension. The engine is a liquid-cooled four-stroke, and it has disc brakes front and rear. The petrol tank, mudguards and side panels are all lightweight plastic items. There are no documents, and it will require some re-commissioning prior to further use. Whilst the engine turns, its mechanical condition is unknown, and it is sold strictly as viewed.

£1,800 - 2,400

€2,100 - 2,800

No Reserve

292 N

C.2005 HUSQVARNA 250 MOTOCROSS

Registration no. not UK registered

Frame no. *ZCGH800AA5VO52471* Engine no. A4209

Originally involved in the manufacture and supply of arms and armaments, Husqvarna added bicycles to their products and, as so often, moved another step into making motorcycles around 1903. A move to making motocross machines in the late 1950s and the resulting success ensured that the firm would continue with off-road machines for the foreseeable future. Dating from approximately 2005 this 250 is equipped with an alloy box-section swinging arm, electric starter, a liquid-cooled four-stroke engine, and disc brakes front and rear. The petrol tank, mudguards, and side panels are all lightweight plastic parts. There are no documents, and it will require some re-commissioning prior to further use. Whilst the engine turns, its mechanical condition is unknown, and it is sold strictly as viewed.

£1,000 - 1,500

€1,200 - 1,700

No Reserve



293 N

C.2002 CANNONDALE X440

Registration no. not UK registered

Frame no. 5B6BC21C12B000114 Engine no. CAA5B2000184

USA company Cannondale began producing state of the art bicycles in 1983 and gained a reputation for innovation and quality, ultimately championing the alloy frame as the way forward. In a departure from normal business, they started to develop motorcycles in the late 1990s. Initially with a 400 engine, it was enlarged to 440, but failed to take off and the company went into bankruptcy in 2003. Dating from approximately 2002, the machine has a high specification. It is equipped with an alloy frame, box-section swinging arm, a liquid-cooled four-stroke engine with electric start, and disc brakes front and rear. Front and rear suspension features Ohlins equipment. The petrol tank, mudguards, and side panels are all lightweight plastic parts. There are no documents and it will require some re-commissioning prior to further use. The engine does not turn, its mechanical condition is unknown, and it is sold strictly as viewed.

£2,000 - 2,500

€2,300 - 2,900

No Reserve



294 N

C.2003 VOR 444CC ENDURO 450

Registration no. not UK registered

Frame no. ZF8VS45C03PR00119 Engine no. V450*20293*

Italian manufacturer VOR specialised in motocross and enduro machines. Based in Ronco Briantino, it was established by the Vertemati brothers, Alvaro and Guido, with the name being an acronym for Vertemati Offroad Racing. The Vertematis had a large amount of experience in the off-road business, having worked for Husqvarna and Husaberg. This example of the 450 enduro machine has a box section frame with I-beam swinging arm rear suspension. The bike is fitted with lights, the engine is a liquid-cooled four-stroke, and it has disc brakes front and rear. The petrol tank, mudguards and side panels are all lightweight plastic items. There are no documents present and it will require some re-commissioning prior to further use. It should be noted that the front wheel rim has a crack, and should be replaced before use. Whilst the engine turns, its mechanical condition is unknown, and it is sold strictly as viewed.

£1,200 - 1,600

€1,400 - 1,900

No Reserve

295 N

C.2001 VOR 503CC SUPERMOTO SM

Registration no. not UK registered

Frame no. ZF8492PSOYR000208 Engine no. V503*00721*

In addition to motocross and enduro machines, VOR also made some Supermoto bikes. The Vertemati brothers, Alvaro and Guido, had correctly divined the increasing market for competitive off-road bikes, but also had seen the trend for road-going versions of these. To cater for it, they made a bigger bore example based on their motocross/enduro machines. This 503 Supermoto machine has an I-beam swinging arm rear suspension with Ohlins shock absorber. Front suspension is with Marzocchi forks. The engine is a liquid-cooled four-stroke, and it has disc brakes front and rear. The petrol tank, mudguards and side panels are all lightweight plastic items. Documentation comprises a Spanish registration document (in which the model is noted as FST Victor), and it will require some re-commissioning prior to further use. Whilst the engine turns, its mechanical condition is unknown, and it is sold strictly as viewed.

£1,200 - 1,600

€1,400 - 1,900

No Reserve



296 NMT N

C.2008 APRILIA 550CC RXV 550 ENDURO

Registration no. not UK registered

Frame no. ZD4VPZ00888000001 Engine no. 55RX*03030*

Aprilia began as bicycle manufacturers after the war. It wasn't until 1968 that they began to manufacture small capacity motorcycles and mopeds. In the 1970s they started to produce off-road machines, and experienced some success in competition. This 550 enduro machine has a tubular steel frame, with alloy subframes. The alloy swinging arm has monoshock suspension, and front suspension is with Marzocchi forks. The engine is a liquid-cooled v-twin four-stroke, and it has disc brakes front and rear. The petrol tank, mudguards and side panels are all lightweight plastic items. It is fitted with lights, and the speedometer shows an indicated mileage of 5,870 kms. Documentation comprises a Spanish registration document and miscellaneous papers, a key is present, and it will require some re-commissioning prior to further use. Whilst the engine turns, its mechanical condition is unknown, and it is sold strictly as viewed.

£1,200 - 1,600

€1,400 - 1,900

No Reserve



297 N

2004 YAMAHA 449CC WR450F 2-TRAC

Registration no. not UK registered

Frame no. *JYACJO4W000010574* Engine no. *J314E-015067*

Yamaha produced these intriguing two-wheel drive machines in 2004 for use in enduro and desert racing. Indeed, David Freitgne, aboard a 2-TRAC, won the 450cc class of the 2004 Dakar Rally, finishing 7th overall. Yamaha intended to build 250 of these special machines, but appear to have built only very few. An oil pump, driven by an enclosed chain from the gearbox sprocket, drives the front wheel via feed and return pipes, and transmits approximately 15% of the drive to the front wheel. The specification of the machine is impressive, including the liquid-cooled 5 titanium-valve motor and Ohlins adjustable suspension front and rear. Documentation consists of a Spanish registration document. Owned by the vendor from new, and appearing to have had little use, it will, however, require some light re-commissioning prior to further use. Whilst the engine turns, its mechanical condition is unknown, and it is sold strictly as viewed.

£4,000 - 6,000

€4,700 - 7,000

No Reserve

298 N

C.2005 HONDA 449CC CRF450R

Registration no. not UK registered

Frame no. JH2PE05AX5M302324 Engine no. PE05E-2311054

Honda used the hugely powerful two-stroke CR500 in the premier motocross class for a number of years, winning several World Championships. Eventually a rule change in 2002 gave a capacity advantage to four-stroke machines, and the 500 was replaced by the CRF450R, a four-stroke water-cooled machine. The vendor believes this machine to be the one used by Javier Garcia Vico to win the Spanish MX1 motocross in 2008, although there is no documentary evidence of this. Accordingly, prospective bidders must satisfy themselves as to the authenticity of this machine prior to bidding. Unrestored, it is equipped with an alloy frame, Showa front forks, a liquid-cooled engine, disc brakes front and rear, and monoshock rear suspension. There are no documents and it will require some re-commissioning prior to further use. Whilst the engine turns, its mechanical condition is unknown, and it is sold strictly as viewed.

£3,000 - 4,000

€3,500 - 4,700

No Reserve



299 N

FACTORY BIKE DESERT RP250

Registration no. not UK registered

Frame no. VT9VR1250E1001213 Engine no. 641411

Factory Bike motorcycles were manufactured in Catalonia in Spain. They specialised in enduro, motocross, super motard, and mini-bikes. The example presented here is a motocross version. It is equipped with a tubular steel frame, alloy box-section swinging arm, a liquid-cooled two-stroke Rotax engine, and disc brakes front and rear. Front suspension is courtesy of Marzocchi forks, and rear monoshock suspension has a WP shock absorber. The petrol tank, mudguards, and side panels are all lightweight plastic parts. There are no documents, and whilst it appears to have had very little use, it will require some re-commissioning prior to further use. Whilst the engine turns, its mechanical condition is unknown, and it is sold strictly as viewed.

£2,400 - 3,200

€2,800 - 3,700

No Reserve

300 N

C.2004 KAWASAKI 249CC KX250

Registration no. not UK registered

Frame no. JKAKX250LLAO16894 Engine no. KX250LE015666

Famous as one of the big four Japanese manufacturers, Kawasaki started making off-road machines as early as 1963. In spite of making numerous off-road models, they were unable to take a motocross World title until 1995. This machine, in supermoto trim, appears to be in unrestored condition. The vendor advises us that this machine was a gift from Kawasaki to Red Bull X-Fighter Edgar Torronteras, although there is no documentary evidence of this. Prospective bidders must satisfy themselves as to the authenticity of this machine prior to bidding. It has a tubular frame, alloy monoshock swinging arm, and Ohlins suspension front and rear. The engine is a liquid-cooled two-stroke, and it has disc brakes front and rear. There are no documents, and it will require some re-commissioning prior to further use. Whilst the engine turns, its mechanical condition is unknown, and it is sold strictly as viewed.

£2,000 - 3,000

€2,300 - 3,500

No Reserve



301 N

2004 SUZUKI 988CC GSXR 1000 K4

Registration no. not UK registered

Frame no. JS1BZ111100103564 Engine no. T711-107896

Suzuki's GSXR was at the forefront of the trend in the mid-1980s to produce race-replica sports road bikes. The big Japanese manufacturers were all involved, and each produced machines with high technical specifications, with state of the art chassis designed for the race track, and influenced, to some extent, by the change in AMA rules for capacities in superbike racing being restricted to 750cc. Thus, the Honda VFR, Yamaha FZ750, and Suzuki's GSXR750 were born. Suzuki released a larger version, the GSXR1100, in 1988, then in 2001, the GSXR1000 replaced it. This K4 version of the GSXR1000 has been owned by the vendor from new, and the odometer shows it has covered 9,125 kilometres. Fitted with an Akrapovic exhaust system, it has a pillion seat pad and one key is present. Documentation consists of a photocopy Spanish document, and, seen running on consignment, it should only require basic safety checks, and is sold strictly as viewed.

£1,500 - 2,500

€1,700 - 2,900

No Reserve



302 N

C.2006 BETA

Registration no. not UK registered

Frame no. none visible Engine no. G.OH.025.05.03.1

The vendor advises us that this machine is a Beta prototype intended for use in enduro events, although there is no documentary evidence of this. Accordingly, prospective bidders must satisfy themselves as to the authenticity of this machine prior to bidding. Dating from approximately 2006, the machine has several interesting features. It is equipped with an alloy frame and box-section swinging arm, a Derbi liquid-cooled two-stroke engine with pull-cord start, disc brakes front and rear, and monoshock rear suspension. The petrol tank, mudguards, and side panels are all lightweight plastic parts. A most interesting detail is the automatic gearbox and toothed-belt drive primary transmission. There are no documents and it will require some re-commissioning prior to further use. Whilst the engine turns, its mechanical condition is unknown, and it is sold strictly as viewed.

£600 - 1,000

€700 - 1,200

No Reserve



303 N

C.2006 FANTIC MOTOR 50CC SUPERSEI COMPETIZIONE 50

Registration no. not UK registered

Frame no. *ZFMTX19106T000064* Engine no. AM6 94B000212

Fantic Motor was started in 1968 by Mario Agrati and Henry Keppel in Barzago, Italy. They became best known for producing smaller-engined motorcycles of various types, but enduro machines in particular. This enduro bike, dating from approximately 2006 is typical of the make, and has several interesting features. It is equipped with a box-section swinging arm, Marzocchi front forks, a liquid-cooled engine, lights, disc brakes front and rear, and monoshock rear suspension. The petrol tank, mudguards, and side panels are all lightweight plastic parts. Accompanying paperwork comprises a Spanish registration document. It will require some re-commissioning prior to further use. Whilst the engine turns, its mechanical condition is unknown, and it is sold strictly as viewed.

£800 - 1,200

€930 - 1,400

No Reserve



304 NMT N

C.2007 GENERIC 49CC TRIGGER X ENDURO 50

Registration no. not UK registered

Frame no. *LBBD010067B001508* Engine no. QJ1E40MB-2*71005774*

The Generic company started in Austria in 2004 and initially manufactured small capacity scooters before extending the range to include enduro models, again in smaller capacities. This machine appears to be in original condition, having had little use. It has a tubular frame, with alloy monoshock swinging arm rear suspension. The engine is a liquid-cooled two-stroke, and it has disc brakes front and rear. The petrol tank, mudguards, and side panels are all lightweight plastic items. A speedometer and lights are fitted, and a key is present. There are no documents, and it will require some re-commissioning prior to further use. Whilst the engine turns, its mechanical condition is unknown, and it is sold strictly as viewed.

£800 - 1,200

€930 - 1,400

No Reserve





305 N

C.1999 DERBI 80CC SENDA RC

Registration no. not UK registered

Frame no. VTHSENDAGXH112631 Engine no. H027843

Simeon Rabasa Singla started the firm in 1922 which eventually became Derbi. Originally involved in the bicycle business, they switched to motorcycle production in 1951.

Always adept at getting the most out of small capacity machines, their activities on the Grand Prix tracks are legendary. They were not, however, solely concerned with road bikes and racing machines, and produced enduro bikes, scooters, and supermotos.

This machine is an older restoration, dates from approximately 1999, and has a two-stroke liquid-cooled engine which is believed to have an 80cc performance kit. It has alloy rims, disc brakes front and rear, and monoshock rear suspension. The petrol tank is steel, whilst the mudguards and side panels are lightweight plastic items. There are no documents, and it will require some re-commissioning prior to use. Whilst the engine turns, its mechanical condition is unknown, and it is sold strictly as viewed.

£400 - 600

€470 - 700

No Reserve

306 N

2006 DERBI 80CC METRAKIT

Registration no. not UK registered

Frame no. *VTHSA2A1A6H339299* Engine no. H186209

Derbi were proficient at making small capacity motorcycles go extremely fast, and dominated the smaller Grand Prix racing classes for some years, regularly taking the 50 and 125cc World titles. Also making off-road machines, they have collaborated with Metrakit, who make motorcycles and tuning parts for schoolboy road and motocross racing. The vendor believes this Derbi Metrakit may be a prototype, although there is no evidence for this. Accordingly, prospective bidders must satisfy themselves as to the authenticity of this machine prior to bidding. Equipped with an alloy frame and box-section swinging arm, lights, lightweight petrol tank, mudguards, and alloy wheel rims. It has a liquid-cooled engine, disc brakes front and rear, and monoshock rear suspension with an Olle damper unit. There is some damage to the side panels, no documentation, and it will require some re-commissioning prior to further use. Whilst the engine turns, its mechanical condition is unknown, and it is sold strictly as viewed.

£1,200 - 1,600

€1,400 - 1,900

No Reserve



307 N

C.2005 PIAGGIO 125CC TRAIL-ADAPTED 'POLINI' SCOOTER

Registration no. not UK registered

Frame no. none visible Engine no. none visible

Piaggio began making two-wheelers after the war, and Vespa scooters have been made from 1946 to the present day. The vendor advises us that this is a prototype 'Polini' scooter, adapted for off-road use. Polini are a company specialising in making tuning and performance parts for Piaggio machines. There is no documentary evidence for this, and prospective bidders must satisfy themselves as to the authenticity of this machine prior to bidding. This scooter features a bracing strut from the saddle tube to the steering column, a tachometer, cast alloy wheels, disc brakes front and rear, and a steering damper. It is fitted with off-road tyres, and will undoubtedly acquit itself well on the dirt. A key is present, but there are no documents, and it will require re-commissioning prior to use. Whilst the engine turns, its mechanical condition is unknown, and it is sold strictly as viewed.

£400 - 600

€470 - 700

No Reserve

END OF COLLECTION

The R. J. Gardiner Collection

The following 23 machines were acquired by their late owner over a lifetime of collecting and many have been standing unused for some time. Accordingly, all will require an element of restoration or recommissioning to a greater or lesser extent.

As with all Lots in the Sale, they are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.

Born in Hendon in 1931, Bob Gardiner had a passion for motorcycles throughout his life and this is reflected in his collection. His riding was encouraged by his father, and over time Bob became an enthusiastic trials rider. He visited the Earls Court Show, where the ISDT bikes on display - mud and all - were far more exciting to his eyes than the glossy new roadsters!

He competed in many events during his twenties, and despite National Service and the responsibilities of the family motor trade business, finally achieved his ambition of competing in the ISDT. Bob's first outing in that most arduous test of man and machine was the 1954 event in Wales, in which he competed on his BSA 500 Gold Star, personally collected from the BSA factory.

Despite the pressures of a busy working life, Bob continued to compete, and after marrying his wife Ann, his BSA became a useful mode of transport, especially during the harsh winter of 1962/63 where Bob, with a shovel on his back, rode to work through the snow. With the arrival of his two children, Paul and Gail, and his father retiring from the family business, Bob's trials riding passion had to be sidelined, but he still rode when time and family life permitted.

When Bob retired in the late 1980s, his passion for trials riding rekindled. One of his first moves was to track down and repurchase the BSA he rode in the ISDT, which had been sold many years earlier. This passion and focus grew, as did his knowledge of the teams and riders (Jeff Smith, Roy Peplow, Gordon Farley, etc) of the 1950/1960s era. Bob was also an enthusiastic member of the VMCC and he spent 30 years building up his collection of ex-works machines. During this time, he was fortunate to meet scrambles star Eric Cheney, also famous as a constructor of off-road machines, and this meeting led to the purchase of the Triumph TR6 ridden by Bud Ekins in the 1962 ISDT. Bob was delighted with his purchase, which was un-restored and virtually original. Not one to rest on his laurels, Bob made contact with

Bud, and along with his daughter, eventually met Bud who generously donated a poster and trophy commemorating his individual class victory. Bud Ekins was a well-respected works rider and close friend of the late Steve McQueen.

Though Bob kept his collection private, family days out often coincided with exhibiting a machine at a VMCC stand at one of various events throughout Sussex, Surrey, and Kent. Bob was also a regular on club runs and this also took him farther afield, to the Isle of Man (Manx GP), Ireland, and Northern France, and he often participated in the Festival of 1000 Bikes at Brands Hatch. One of his last outings was to exhibit the ex-works AJS of Hugh Viney (winner of the SSdT 1947, 1948, and 1949), the bike being well received and admired by those who appreciated its importance in trials riding history.

Dressed in his blue overalls, Bob spent many hours restoring his collection and researching the history of each machine and of those of their riders. His knowledge was vast and he was well respected in Vintage motorcycling circles. His family has many happy memories of time spent with him, sharing his passion, and he is greatly missed by them and the motorcycling community.



308

Purchased new by Bob Gardiner; 1954 ISDT

1954 BSA 500CC GOLD STAR TRIALS

Registration no. JNJ 295

Frame no. CB32.955

Engine no. BB34.GS.1334

- One of six prepared by BSA for private entrants in the 1954 ISDT
- Purchased new, sold and reacquired
- First machine acquired for the Gardiner Collection
- An older restoration



'JNJ 295' is one of six machines prepared by the BSA Competitions Department for private entrants to ride in the 1954 International Six Days Trial (ISDT). Purchased new by Bob Gardiner, it was reacquired some 30 years later and is also the first machine of his collection.

In Bob's own words: '...(it) is of rare if not by now unique pedigree, many ISDT machines having been modified for other purposes, their special equipment being lost in the process. Much of the equipment on this machine, particularly the special waterproof magdyno, is to be found only on special "works" bikes.

'In 1954 Messrs Dinnages Garages of Haywards Heath, Sussex were Ford and Rootes Group dealers and they also had an agency for BSA motorcycles. Having dealings with Dinnages through the family garage business, an approach was made through them to BSA enquiring the possibility of them preparing a machine for the 1954 ISDT, held that year in Wales. BSA's response was favourable stating that as well as the official works entries, a limited number of Gold Stars (it turned out to be six) would be built in the competition department for private entries and that they would accept our order.

The order was confirmed and eventually we were advised that the machine would be available for collection, on I think, the Wednesday or the Thursday of the week prior to the weigh-in at Llandrindrod Wells on Saturday September 18th. I caught the early morning train to Birmingham and then a taxi to Armoury Road, arriving late morning only to find that the machine was not ready. To pass the time I was taken on a tour of the factory and finally to the Competition shop where I was eventually handed the machine late in the afternoon.'

The first day of the trial was completed without penalty, as was the daylight part of the second. However, within the last few miles of the second day Bob took a nasty tumble, damaging the front forks and snapping the right-hand scrambles footrest. Although only his pride was hurt, the bike was in a sorry mess. Nevertheless, he made the final control without penalty and handed the bike into the parc fermé. That evening saw the start of the trial's night section, but after a few miles Bob decided that the bike's handling was such that it would be prudent to retire.



R. J. Gardiner, 1954 ISDT



Back home and after repairs, the BSA became his road transport and was regularly ridden in NCC long distance events and at Silverstone until 1958 when various modifications were made, and the machine entered for the Scottish Six Days Trial. Bob started the SSDT with a right hand badly sprained during a practice tumble but nevertheless successfully completed the course, winning a 3rd Class award in the process. In its trials trim he rode the machine in one-day events until 1958 when he withdrew from competition.

Marriage and house purchase followed and the BSA was stored until 1966, when, in a moment of weakness, Bob sold it together with most of its special ISDT equipment to a fellow Crawley MCC member for £125. Some years later he was approached by Peter Bennett, proprietor of a small motorcycle business at Pease Pottage, who told Bob that he was commissioned to sell the machine on behalf of its current owner and would he like to buy it back. The BSA was standing in the showroom and had been fitted with a competition sidecar, apart from which it was just as Bob had sold it.

Eventually he agreed to buy the combination for £75. The sidecar was removed and sold back to its builder, Ernie Smallridge, for £5 plus the return of the compressed air bottle. Other items of special ISDT equipment were recovered from other people through whose hands the machine had passed, and Bob subsequently rebuilt the machine as near as possible to its original ISDT specification, being careful to mask off the scrutineers' seals before repainting the frame. Some of the paint seals are original (green for ISDT and silver/grey for SSDT) while others have been touched in, but all components are marked as originally at the weigh-ins. Otherwise the paint and chrome is largely original.

The accompanying file contains the machine's original logbook listing Bob Gardiner as first and last owner, and recording the names of the other four owners. It also contains correspondence between Bob and BSA Motor Cycles Ltd concerning the original order; a list of modifications made to bring the machine to ISDT specification; a copy of the original engine test sheet; and Bob's notes concerning preparation for the 1954 ISDT.

£8,000 - 10,000
€9,300 - 12,000

309

The ex-Bud Ekins; 1962 ISDT Gold Medal-winning
1962 TRIUMPH 649CC TR6SS TROPHY

Registration no. YSU 295
Frame no. D17866
Engine no. TR6SS D17866

- *Authenticated by Bud Ekins*
- *Purchased from Eric Cheney in 1989*
- *Outstandingly original*
- *4,478 miles from new*
- *Comes with a framed 1962 ISDT poster and the cup awarded to Bud Ekins for his individual class win*



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. For 1962, the final year of the traditional 'pre-unit' Triumph twins, the Trophy was designated 'TR6SS'. The TR6SS is one of the rarest of all post-WW2 Triumphs, being produced for the '62 season only.

That same year the TR6SS offered here was ridden by Bud Ekins in the ISDT in West Germany, enabling the great American rider to win his first Gold Medal in the event. A consummate off-road racer, bike restorer, occasional stunt rider, and all-American hero, Ekins was a close friend of actor Steve McQueen and performed the famous motorcycle jump (as McQueen's stunt double) in the movie *The Great Escape*. (Although the movie was set in WW2, Bud's bike was in fact a post-war Triumph dating from the mid/late 1950s).

The *Great Escape* was being shot in Germany in 1962 and Ekins thought it would be a good idea to combine his film work with participation in that year's ISDT, held at Garmisch Partenkirchen. Triumph agreed to supply a suitable factory-prepared machine, which was flown to Germany and first registered there. After the event, in which Bud not only gained a Gold Medal but also won the Unlimited Capacity Class, the Triumph was flown back to his home in California and registered there as 'CAL 142080'.



Bud Ekins, 1962 ISDT



Bud Ekins, 1962 ISDT

Many years later, when Bob Gardiner began assembling his collection of historic ISDT machinery, he got to know scrambles star turned master frame-builder Eric Cheney, who had developed business links with Bud Ekins. Bud had begun shipping consignments of British motorcycles to Eric for sale in the UK, and one of these batches of machines included his ex-ISDT Triumph Trophy of 1962. Knowing of his (Bob's) passion for such machines, Eric offered it to Bob Gardiner, who did not hesitate to add the Triumph - un-restored and virtually 100% original - to his collection, completing the purchase in October 1989.

In December 1989 Bob wrote to Bud asking for clarification of a couple of points, and received a reply confirming its provenance (see correspondence on file). Later on, when the American came to England, Bud gave Bob a poster for the 1962 ISDT and the most impressive cup he had been awarded for his individual class win. Both of these important items are included in the sale together with the aforementioned California license plate, while the history file contains the 1989 purchase invoice; the aforementioned correspondence (and other letters); numerous press cuttings; and old/current V5C documents (perusal recommended).

When acquired, the Triumph had covered a little over 4,000 miles from new and was original apart from the front mudguard, which had been trimmed to accommodate an oversize tyre.

Fortunately, an autojumble turned up a suitable replacement, which was not only the right colour but also appropriately patinated.

In an article written for The Classic Motor Cycle, Roy Poynting summed up Bud Ekins' achievement on his Triumph Trophy at the 1962 ISDT: 'There is nothing actually wrong with the Trophy - indeed there's a lot that is right - the machine floats imperturbably over rough terrain at an impressive rate. But it can still be a real handful. Its combination of bulk and speed means that when unexpected obstacles arise, they will more probably be demolished than avoided. And as for negotiating the steep, rocky and twisting mountain paths, likely to be encountered in the ISDT, the Triumph is just not in the same game as purpose-built lightweights.'

'It all just emphasises the brilliance of Bud Ekins, who was riding as a privateer on an unfamiliar machine. The weather conditions were appalling, too, with torrential rain turning Monday's route into what the Motor Cycle described as 'a morass of mud'. More riders retired than won Gold Medals; yet Bud featured in the latter group, and gained one of the most prestigious individual awards. Perhaps the Triumph was the right machine for the job, after all ... in the right hands!'

£20,000 - 30,000
€23,000 - 35,000

310

*Ex-works; Hugh Viney;
1947 Scottish Six Days Trial-winning*
1946 AJS 348CC 16MC TRIALS

Registration no. HXF 641
Frame no. 582/C
Engine no. 47/16MC 489

- *Believed to have also won the SSDT in 1948 and '49*
- *Widely featured in the motorcycling press*
- *Original logbook signed by Matchless founder Charlie Collier*
- *Bought from Michael Viney (son of Hugh) in 1992*



Using models based on the wartime Matchless G3 military machine, AMC dominated the UK trials scene in the immediate post-WW2 years. Stars such as Hugh Viney and Gordon Jackson riding for AJS and Artie Ratcliffe and Ted Usher for Matchless won countless national events, while clubmen everywhere favoured the Plumstead marques' products more than those of any of their rivals. Important steps in the evolution of AMC's trials models included revised steering geometry, alloy cylinder barrel and 'head, and a lightweight all-welded frame. Introduced for the 1954 season, the latter remained rigid at the rear despite evidence that a 'springer' worked better. In the event, AMC's first attempt at a sprung frame was not an outstanding success, but the much-revised chassis of 1958 worked much better and was further improved by a switch to shorter rear dampers in 1961. And although a 500cc model was not offered until the early 1950s, the works boys always favoured the milder and more easily managed 350, as did the vast majority of customers.

First registered to AMC in October 1946, this 350 AJS was ridden in period by one of the biggest trials stars of the day, Hugh Viney, who had left his job as a local government surveyor to join the London-based manufacturer. During the war, Sergeant Viney had been a riding instructor in the Royal Corps of Signals, honing his off-road skills in the Yorkshire Pennines and moors. By all accounts he was somewhat reserved, preferring to let his results do the talking. And what a sensation he would turn out to be, winning the arduous Scottish Six Says Trial (SSDT) on his debut in 1947 and going on to repeat that victory in 1948 and 1949, securing the first hat-trick in SSDT history.

As well as his SSDT successes, Viney won Gold Medals at every International Six Days Trials between 1949 and 1954, cementing his status as one of the greatest riders the sport has ever seen.

It is certain that Viney rode 'HXF 641' to win the 1947 SSDT - it was pictured in Motor Cycling magazine (22nd May 1947 edition) as part of an article by Bob Holliday entitled 'Gentlemen - The Winners' - and it is believed that he used this same mount in 1948 and '49. The original logbook (issued 10th October 1946) records Associated Motor Cycles Ltd of Plumstead as first owner and is signed by one of the Matchless founders, Charlie Collier. The first change of ownership is dated April 1950 when the machine passed to one Rodney Bainbridge of Shrewsbury. Many years later, in 1990, Hugh's son Michael was able to purchase his father's old SSDT winner, which he sold to Bob Gardiner in 1992 (see correspondence and V5 copies on file). A few years later the ex-Viney AJS was featured in The Classic Motor Cycle (December 2001 edition) in an article written by Roy Poynting. A text copy of the article is available, and the history file also contains a wealth of material accumulated by Bob Gardiner in the course of his researches (perusal recommended). A wonderful opportunity to own one of the most historic trials machines in existence

£10,000 - 14,000
€12,000 - 16,000



1946 Southern Experts © Mortons Archive



1947 SSDT © Mortons Archive



1947 SSDT © Mortons Archive



1948 Colmore Cup © Mortons Archive

311

Ex-works; Ron Langston; 1958 ISDT

1958 ARIEL 497CC HT5

Registration no. XOB 440

Frame no. CRT 582

Engine no. CAMB 1714

- ISDT Gold Medal winner
- An older restoration
- Purchased from the sale of the Autokraft Collection, March 1999



1958 Great Britain Vase A Team © Mortons Archive

Bob Gardiner purchased this historic ISDT Ariel at Brooks' sale of the Autokraft Collection at the RAF Museum, Hendon in March 1999 (Lot 24).

By the mid-1950s the swinging-arm frame's superiority had begun to be recognised in the trials world, overturning the conventional view that a rigid frame gave better grip. Ariel was one of the last manufacturers to introduce a trials frame with rear suspension, the prototype of what would become the HT5 first appearing at the 1955 Scottish Six Days event with production proper commencing in September of that year. Little was achieved by the works HT5s in their first season but the arrival of Ron Langston for 1956 brought with it the success Ariel had been seeking, their new signing winning the Cotswold and Greensmith trials. For the next few seasons the HT5 was the class of the field. Arguably the most capable of the 'heavyweight' trials irons, the HT5 disappeared along with the other Ariel four-strokes in 1959 after only 450-or-so had been made, though Sammy Miller's famous and much modified example - 'GOV 132' - would continue winning at the highest level well into the 1960s.



Between 1924 and 1953 the UK won the International Six Days Trial's Trophy competition 15 times, but by the mid-1950s British domination was a thing of the past. The succeeding decades would be the preserve of state-supported East European teams equipped with, in the main, lightweight two-strokes. However, despite the trend towards smaller machines the UK motorcycle industry's concentration on the production of large-capacity four-strokes meant that most British ISDT competitors continued to be mounted on the latter.

Britain's entry in the 1958 event in West Germany comprised mainly single-cylinder machines, the Ariel HT5 offered here being ridden by Ron Langston as part of the Vase A Team. Although the efforts of Britain's Trophy and Vase Teams were scuppered by machine failures, there were some notable individual performances, among them Langston's, the Ariel works rider finishing with no marks lost and a coveted Gold Medal.

After many years in obscurity, 'XOB 440' re-emerged in 1986, being featured in The Classic Motor Cycle's November issue (copy on file). Then owned by Phil Ives, it had been restored by its previous owner and was in one-day trials trim. Ives then set about acquiring the many missing parts necessary to return 'XOB 440' to ISDT specification and, at the time of the article's publication, the machine was not yet finished. It is not known when the project was completed, or the machine acquired by Autokraft.

As presented here, 'XOB 440' displays many of the features that differentiated the ISDT HT5 from its one-day trials counterpart: dual seat, tyre inflator, paired control cables, and front tyre 'mud claw' among others. It should be noted that the engine number is that of a roadster Red Hunter, possibly indicating an engine or crankcase swap. Accompanying documentation includes Bob's hand-written notes; photocopied literature; and old/current V5/V5C Registration Certificates.
£7,000 - 10,000
€8,200 - 12,000

312

The ex-works; Jack Stocker; 1951 ISDT Gold Medal-winning

1951 ROYAL ENFIELD 495CC TWIN

Registration no. KAB 547

Frame no. T1870

Engine no. T2423 (also stamped W2515 to crankcase)

- *The only known survivor of four built for the 1951 ISDT*
- *Pictured in numerous publications*
- *Purchased in 1997*



Jack Stocker, 1951 ISDT © Mortons Archive

Launched in 1948, Royal Enfield's twin followed orthodox lines, though the use of separate barrels and cylinder heads, and the incorporation of the oil tank within the crankcase - a feature inherited from the Redditch firm's singles - was unusual. The new engine was installed in what was basically the Bullet frame, the latter an advanced design featuring swinging-arm rear suspension. Royal Enfield's success in post-war trials owed much to its being first in the field with swinging-arm suspension, but arguably more to the talents of works rider Johnny Brittain, ably aided by the likes of Jack Stocker, Stan Holmes, Don Evans and younger brother Pat.

This historic Royal Enfield was used by the British team at the 1951 International Six Days Trial (ISDT), held that year at Varese, Northern Italy. It was assigned to works rider Jack Stocker, whose team-mates were Hugh Viney (AJS), Jim Alves (Triumph), Bob Ray (Ariel) and Fred Rist (BSA). The British team completed the trial without losing any marks, winning the International Trophy for Great Britain.



'KAB 547' was one of four Royal Enfield 500 twins prepared by the factory for the '51 ISDT, three of which (including 'KAB 547') won the Manufacturers' Team Prize for the British firm. The fourth was ridden by the Swedish Silver Vase team's Borje Nystrom, who also won a gold medal. Capitalising on this success, Stocker and his two team-mates were featured in Royal Enfield's post-ISDT advertising, sitting proudly on their mounts. 'KAB 547' was also displayed on Royal Enfield's stand at the 1951 Motor Cycle Show.

In the following year's ISDT, held at Bad Aussee in Austria, 'KAB 547' was ridden by Johnny Brittain as part of the British Vase B team. Unfortunately, he was sidelined on the fifth day with engine failure. A hand-written note on file states that the factory then rebuilt the engine with new parts while retaining the original cylinder heads. 'KAB 547' is the only known survivor of the four Royal Enfield twins built by the factory for the 1951 ISDT.

The Royal Enfield factory register records the following details:

Frame and engine number 1870
Model 500 Twin
Works International Six Days Trial
Date of manufacture 4.9.51 to works
Then on loan to W Moore c/o Comerfords of Thames Ditton (W Moore was Royal Enfield's Southeast England sales representative, living in Guildford)

Many years later, in 1997, Bob Gardiner was able to buy 'KAB 547' from the famous sports photographer, writer, and recognised off-road authority, Don Morley. Correspondence with Don may be found within the accompanying substantial file together with historical material relating to 'KAB 547' accumulated by Bob Gardiner, which includes a list of all the many publications in which this historic machine has appeared (perusal recommended). It should be noted that the V5C Registration Certificate still lists the original engine number, '1870'.

£8,000 - 12,000
€9,300 - 14,000

313

The ex-Billy Mills; 1967 ISDT

1966 ROYAL ENFIELD 499CC BULLET

Registration no. AFO 81D

Frame no. 46240

Engine no. JS 2568

- Built specially for Billy Mills
- Ex-works scrambles engine
- Gold Medal-winning machine (see below)
- Known ownership history
- Acquired by Bob Gardiner in 2009



This particular Bullet has an interesting history, having been ridden in the 1967 ISDT in Poland by Welsh motorcycling stalwart, William Basil 'Billy' Mills. A successful businessman in Llandrindod Wells - he owned a local mineral water company, Tiara Soft Drinks - Billy competed in a variety of off-road disciplines throughout the 1950s and 1960s. He was a member of the Rhayader Motor Cycle & Light Car Club together with his great friend Arthur Bates, another ISDT competitor, and they and ISDT Gold Medal-winner John Lewis won several Special Gold Medals in the Welsh Three Days Trial under the RMC&LCC banner.

Foreman/mechanic of the motorcycle division at Alexandra Palace Ltd, Arthur Bates prepared all of Billy's machines, including 'AFO 81D'. Before the latter's arrival Billy had been campaigning another Bullet, registered 'RAB 824', which had started its competitive life with John Lewis. Sold to Billy Wells, 'RAB 824' was ridden by him in the 1964 ISDT in East Germany. In 1966 the frame broke, and Arthur Bates contacted Royal Enfield seeking a replacement. At this time the factory was on the point of closure and Arthur was able not only to obtain a new frame but also a special 500cc scrambles engine. These components were used to build an entirely new machine, which was registered 'AFO 81D'.

Competing as a private entry, Billy rode 'AFO 81D' in the '67 ISDT and looked on course for a Gold Medal until he lost time on a special test, ending up with a Silver. However, some sources - including Billy's widow, Ruth Mills - state that he was awarded a Gold Medal, it is suggested following a successful appeal (see correspondence on file). Sadly, the 1967 ISDT would turn out to be Billy Mills' last international outing, as he was killed in a crash at a scrambles meeting at Abergavenny in July 1968.

'AFO 81D' comes with its original logbook recording William Basil Mills at first owner and listing only three subsequent owners, the last of whom, Anthony Bedwell, acquired the Bullet in December 1973. Bob Gardiner bought the machine from Tony Bedwell in February 2009. The purchase receipt is in the accompanying file, which also contains assorted correspondence, the aforementioned logbook, expired tax discs, and old/current V5C documents.

'AFO 81D' appears very original, retaining many ISDT-specific features and several scrutineering marks. The machine carries a tax disc that expired on 30th April 1968 and in all probability, has not been used on the road since then. The odometer reading is 2,991 miles, which may well be the distance travelled from new.

£5,000 - 8,000
 £5,800 - 9,300

314

The ex-Harry Voice; 1952 Isle of Man Clubman's TT
1952 BSA 349CC GOLD STAR CLUBMAN'S

Registration no. PAE 49
Frame no. ZB32 S 4443
Engine no. ZB.32.GS.6043

- *Genuine Clubman's model*
- *An older restoration*
- *Purchased in 1986 from Brian Verrall*



On Wednesday 30th June 1937, a specially prepared Empire Star 500 ridden by the great Wal Handley achieved a 100mph lap of the Brooklands circuit on its way to a debut race victory and award of the Gold Star that would give BSA's new super sports model its evocative name. Possibly the most successful production racing motorcycle ever, the post-war Gold Star formed the mainstay of Clubman's racing in the 1950s. In fact, it was the model's domination of the Isle of Man Clubman's TT which led to the event being dropped after Gold Star rider Bernard Codd's 1956 Senior/Junior double victory.

This BSA Gold Star ZB32, registration number 'PAE 49', was ridden in the 1952 Isle of Man Clubman's Junior TT by Harry Voice, finishing in 13th place, a highly creditable result on his first competitive visit to the Island. Born in New Jersey, USA as Hereward Albert Voice, but usually known as either Harry or Les, he lived in Bodmin, Cornwall and was an organ builder by trade. Harry had started racing in the late 1940s, and in 1951 visited the Isle of Man as a spectator, promising himself that one day he would race there. For 1952 he bought this BSA Gold Star from Fowler's of Bristol, and for the TT was entered by the Bishops Waltham Motorcycle Club.

In the race Harry averaged 75.93mph and finished only 4½ minutes behind winner Eric Houseley, with Bob MacIntyre in 2nd place. Harry Voice would compete in ten more races on the Isle of Man with a best result of 7th in the 1953 Manx Grand Prix Junior event.

Harry soon sold the Gold Star, but many years later, in 1969, was able to buy it back, his name appearing as 5th change in the old-style continuation logbook on file. Harry later sold 'PAE 49' to Robin Jung-Burton, who restored the machine to its former glory. Bob Gardiner bought the restored Gold Star from Brian Verrall in January 1986. The purchase receipt is in the accompanying file, which also contains V5C documents; copies of old V5s; period photographs; plentiful correspondence; a copy of the factory engine test sheet (confirming Clubman's specification); and other historical material accumulated by Bob Gardiner in the course of his researches (perusal recommended).

£8,500 - 10,000
€9,900 - 12,000

315

The ex-works; Roy Peplow

1961 TRIUMPH 490CC TRIALS

Registration no. 612 BFD

Frame no. H24122

Engine no. T100A 424122

- *Built by Roy Peplow while at Triumph*
- *The only unitary construction '500' works entry*
- *Known ownership history*
- *Owned by Bob Gardiner since 1993*



October 19th 1963, Cotswold Cup Trial © Mortons Archive

The unique machine offered here is the only unitary construction '500' built in trials specification at the Triumph factory, and was ridden as an official works entry by Roy Peplow. A works rider for Triumph and a regular ISDT competitor, Peplow is perhaps best known for his stunning overall victory in the 1959 Scottish Six Days Trial riding a 199cc Triumph Tiger Cub, a landmark victory that demonstrated the emerging capabilities of lightweight machines and sounded the death knell for the previously dominant heavyweight four-strokes.

Yet despite the Cub's many successes it never proved consistent enough to bring Triumph the British championship. Only a '200', the Cub was up against the 250cc BSA C15 and similar-sized Villiers-engined trials irons of Greeves and Dot. To counter this emerging threat, Peplow and team-mate John Giles pressured the Triumph management to produce a larger-engined twin for them to ride. Despite Triumph's twins having proved themselves in long-distance events, most notably the International Six Days Trial, the management refused to sanction development of a one-day trials version.

Determined to prove them wrong, Peplow decided to build his own, as he told Don Morley in 1985 for an article in *Classic Bike*: 'They (Triumph) wouldn't help at all. They charged me almost full price for a duff bike which had come back under guarantee, and what's more they asked the full price for all the bits I needed. Then when it all worked they claimed it back!'



October 19th 1963 Cotswold Cup Trial,
on the 500cc Triumph Twin © Mortons Archive



12.2.64 500cc Triumph
© Mortons Archive

Registered '612 BFD', Peplow's unit-construction trials special would be entered by Triumph as a works bike, after Roy had been repaid for it. Eventually Triumph realised that the unitary construction twin had potential and built a 350 version for John Giles. 'It (Peplow's) and Giles' 350 were relatively successful, winning regular first-class awards and numerous 350cc and 500cc cups during their short career in 1963-64,' wrote Morley. 'To this day he (Peplow) reckons it was the best trials bike he ever rode.' Giles, however, considered the more powerful 500 'an animal'.

After the factory trials team was disbanded, Peplow bought back '612 BFD', which he sold on to fellow trials competitor Harry Raynor in 1967. The Triumph was next owned by Paul Westbrook followed by Dick Archer, who went on to dominate the South Eastern Centre's new Pre-'65 four-stroke class on the ex-Peplow Triumph during the early 1970s, including winning the Talmag Trial. When he wrote the aforementioned article for Classic Bike (December 1985 edition) Don Morley had owned '612 BFD' for some ten years, having bought it from Dick Archer in 1975.

Stripping the engine for a top-end rebuild, Don was surprised to find that almost everything was non-standard; the valves were much larger, and the pistons were 10.5:1 compression – not at all what one would expect in a trials engine. Indeed, once run-in the rebuilt engine proved so fierce that Don had to de-tune it with low-compression pistons. He also found that the front fork internals were completely different from standard, and that in addition to its ultra-rare factory alloy cylinder barrel the Triumph also had a lightweight Dural clutch basket.

Don competed on the ex-Peplow Triumph in Pre-'65 events for many years before selling it to Stanley Robinson in June 1987. Bob Gardiner bought the machine from Stanley Robinson in November 1993. The accompanying file contains Bob's hand-written notes on the machine's specification and history; a list of publications in which it has featured; copy old V5 documents; and old/current V5C Registration Certificates.
£7,000 - 10,000
€8,200 - 12,000

316

The ex-Roy Peplow; ISDT; Gold Medal-winning
1967 TRIUMPH 504CC TRIALS

Registration no. NEA 1F

Frame no. RP 504

Engine no. RP 504

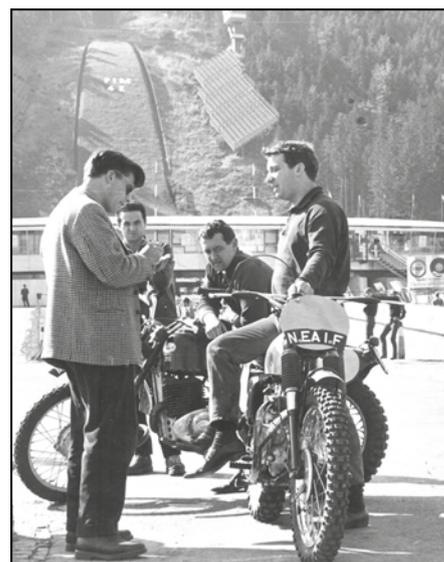
- Built by Roy Peplow
- Part of Great Britain's Trophy Team at the 1967, '68, and '69 ISDTs
- Gold Medal winner in 1968
- Known ownership history
- Owned by Bob Gardiner since 1988



British Trophy Team at ISDT 1967 © Mortons Archive

The unique machine offered here was built by trials star Roy Peplow and ridden by him as a member of Great Britain's team in the 1967, '68, and '69 International Six Days Trials. Roy is perhaps best known for his stunning overall victory in the 1959 Scottish Six Days Trial riding a 199cc Triumph Tiger Cub, a landmark victory that demonstrated the emerging capabilities of lightweight machines and sounded the death knell for the previously dominant heavyweight four-strokes.

Following the withdrawal of direct factory support for the British team after the 1966 ISDT, the A-CU launched a fund-raising scheme to finance participation in the '67 event, held that year in Poland. Already a seasoned ISDT veteran, Roy Peplow decided to build his own machine for the 1967 event, which is where 'NEA 1F' comes in. Having enjoyed many years as a works rider with Triumph, Roy knew all there was to know about making Meriden's unitary construction twins work on the rough stuff, and put this knowledge to good use in building 'NEA 1F', which was bored out to 504cc to compete in the 750 Class.



Roy Peplow 1967 ISDT © Mortons Archive

Peplow, together with team-mates John Giles (Cheney Triumph) and Ken Heanes (Triumph Metisse), formed the backbone of the British Trophy team, though only Giles would finish the event, winning a Gold Medal. Heanes' and Peplow's machines retired, the latter with clutch trouble. Roy and 'NEA 1F' enjoyed better fortune in the 1968 ISDT in Italy, winning a Gold Medal, and the pairing added a Silver Medal to their tally the following year in Germany.

First registered to Roy Peplow Ltd of Wednesbury in 1967, 'NEA 1F' comes with the original and first continuation logbooks tracing its ownership as far as 1977 when it was acquired by Wards Garage of Sherwood, Nottingham. The next recorded owner in Minster Garage of Southwell, Nottinghamshire (from October 1985), followed by Thomas King of Lincoln, who acquired the Triumph on 2nd June 1987 (copy old V5 on file). Bob Gardiner purchased 'NEA 1F' from dealer Brian Verrall on 20th April 1988 having been made aware of its whereabouts by Don Morley.

Bob then proceeded to contact Roy Peplow and some of the Triumph's previous owners, and the resulting correspondence may be found in the history file (perusal recommended). 'NEA 1F' remains highly original, retaining Roy's dealer plaque and its many ISDT scrutineering marks, though the ultra-rare works alloy cylinder barrel was replaced with a stock cast-iron component in the 1970s. In 1988, Don Morley got the opportunity to compare 'NEA 1F' with one of the last works Triumph ISDT machines, 'HUE 256D', the latter being Lot 317 in this sale, for an article in *Classic Bike* magazine (November 1988 edition). The text of Don's article is in the accompanying file, which also contains press cuttings; the 1988 purchase receipt; old/current V5/V5C Registration Certificates; and the aforementioned documentation.

Competition motorcycles with ISDT credentials are offered for sale only rarely and are highly sought after by collectors. 'NEA 1F' represents a wonderful opportunity to acquire one that has the extra cachet of being a Gold Medal-winner at the 'Olympics of Motorcycling', ridden by one of this country's foremost off-road stars of the day.

£8,000 - 10,000
€9,300 - 12,000

317

The ex-works; Gordon Farley; Colin Dommatt; ISDT; Gold Medal-winning
1966 TRIUMPH 504CC TRIALS

Registration no. HUE 256D
Frame no. H45150
Engine no. H45150

- Official ISDT entry in 1966 and 1969
- Gold Medal winner in 1966 with Gordon Farley
- Ridden by Colin Dommatt in 1969
- Formerly owned by Don Morley
- Purchased by Bob Gardiner in 1989



'HUE 256D' Colin Dommatt 1969

The ex-works Triumph offered here was ridden by Gordon Farley in the 1966 International Six Days Trial (ISDT) and by Colin Dommatt in the 1969 event. A works rider for the Triumph factory, Farley was a member of Great Britain's Vase team in the '66 ISDT, held that year in Sweden. Farley's mount, 'HUE 256D', had been bored-out slightly to qualify for the 750 class, and for what might be termed 'political' reasons was badged as a BSA, as recounted by off-road authority Don Morley in an article published in *The Classic Motor Cycle* (January 1987 edition).

Great Britain was represented at the '66 ISDT by some of this country's finest off-road exponents: Johnny Giles, Arthur Lampkin, Ken Heanes, Roy Peplow, Ray Sayer, and Sammy Miller making up the Trophy team. The Vase A squad consisted of Alan 'Sid' Lampkin (BSA), Jim Sandiford (Greeves), John Lewis (AJS), and Farley. Riding 'HUE 256D', Farley won a Gold Medal. The year 1966 would be the last that British manufacturers supported the ISDT.



For the next couple of years little is known of 'HUE 256D', which resurfaces in 1969 as part of Great Britain's effort for that year's ISDT, held in Germany. That year the A-CU, together with some leading motorcycle dealers and with a supporting grant from the Sports Council, fielded a team in the Trophy competition. 'HUE 256D' was again entered in the 750 class and on this occasion, was ridden by Colin Dommert (competitor number '316'), supported by Slocombes of Neasden. His team-mates were Malcolm Rathmell (Greeves), John Pease (Greeves), Jim Sandiford (Triumph), John Giles (Triumph), and Roy Peplow (Triumph), the latter being a private entry. Sadly, there would be no repeat of its 1966 success for 'HUE 256D', which retired with ignition trouble.

It seems that after the event Slocombes retained the machine for Bill Slocombe to use. Slocombes later sold it to Comerfords Ltd. Circa 1972 the ex-works Triumph was bought by Ray Weller, who turned to Don Morley for assistance in identifying it. Don ended up buying the bike from Ray Weller. Following the publication of Don's article, he was contacted by Colin Dommert who confirmed that the bike was his 1969 mount (see letter on file).

Colin had found the original logbook, confirming the registration number, but had subsequently mislaid it! In order to retrieve the original registration number, Don had to stamp the engine number on the hitherto unmarked frame. Bob Gardiner bought 'HUE 256D' from Don Morley in February 1989. The purchase receipt is on file together with much assorted correspondence; numerous in-period press cuttings; a selection of photographs; framed pictures of Colin Dommert; and the current V5C Registration Certificate.

Ex-works competition motorcycles with ISDT credentials are offered for sale only rarely and are highly sought after by collectors. 'HUE 256D' represents a wonderful opportunity to acquire one that has the extra cachet of being a Gold Medal-winner at the 'Olympics of Motorcycling', ridden by two of this country's foremost off-road stars of the day.

£5,000 - 8,000
€5,800 - 9,300

318

The ex-Mike Martin; 1958 ISDT

1953 BSA 500CC GOLD STAR TRIALS

Registration no. NOV 474

Frame no. BB32 R 105

Engine no. BB34 GS 249 (appears re-stamped)

- Prepared in the BSA Competitions Department
- Ridden as a private entry in the 1958 ISDT
- Known ownership history



Arguably the most successful production racing motorcycle ever, the BSA Gold Star formed the mainstay of Clubman's racing in the 1950s, while its trials and scrambles derivatives demonstrated the design's versatility by chalking up an equally impressive record in off-road competition. In the early post-war years BSA's top trials rider was the Irish star Bill Nicholson who, together with rider/engineer Brian Martin, would develop the B32/34 and later ZB Gold Star into formidable trials machines.

BSA factory records show that a rigid-framed Gold Star with frame number 'BB32 R 105' and engine number 'BB34 GS 249' left the factory on 13th August 1953 consigned to 'Griffiths' in Birmingham (Mr Griffiths was employed in BSA's Service Department). According to a BSA Gold Star OC letter on file, the engine had been supplied originally in a plunger-framed machine on 3rd July 1953 and then was reissued in 'BB32 R 105' the following month. This letter goes on to state that 'BSA (reportedly) on occasion used old reg numbers and stamped up the details to match the logbook'.



Bob Gardiner later discovered that this has been done by another BSA employee, Mike Martin, brother of the more famous Brian, accomplished rider/engineer and the Competitions Department manager. Bob had visited Mike in 1994 and obtained his first-hand account of the machine's history (see letter on file). Bought from Griffiths, 'NOV 474' was prepared in the BSA Competitions Department by the Martin brothers for Mike to ride as a private entry in the 1958 ISDT in Garmisch, Germany. Mike had been riding the rigid Goldie for a few years in trials and scrambles, and in 1958 was able to purchase - at a staff discount - a new and unused swinging-arm frame, which was stamped to match the existing documentation.

Brian too was competing at the '58 ISDT, on his works Gold Star, but unfortunately neither of the Martins finished the event as both machines succumbed to electrical problems. In 1962 Mike Martin converted the engine to accept the later CB-type 'big-fin' top end. Mike rode the BSA in that year's Welsh Three Days Trial, coming away with a Silver Medal. He also rode a BSA registered 'NOV 474' in that year's ISDT in Germany, but that was a 350 carrying this 500's number plates! Sadly, his second ISDT outing resulted in another 'DNF'.

In 1963, 'NOV 474' was sold, disappearing from view until circa 1968/1969 when it was acquired by Mike Bradbrooke, who had the machine rebuilt by Gordon Bartlett and rode it in the 1972 Welsh International 2 Day Trial (programme on file). In 1983, Bradbrooke sold the BSA to Bill Moran (Don Morley's solicitor), who owned it until his death in 1992 whereupon Mike Bradbrooke bought back it from his widow. 'NOV 474' next changed hands in 1994, passing via Brian Verrall to Bob Gardiner. Further details may be found in the machine's history file, which also contains expired MoTs, V5 and V5C documents, etc.

Representing a rare opportunity to acquire a genuine BSA Gold Star with factory connections and in-period competition history, 'NOV 474' retains many original ISDT features, including painted-on scrutineering marks.

£5,000 - 7,000

€5,800 - 8,200

319

The ex-works; Jeff Smith

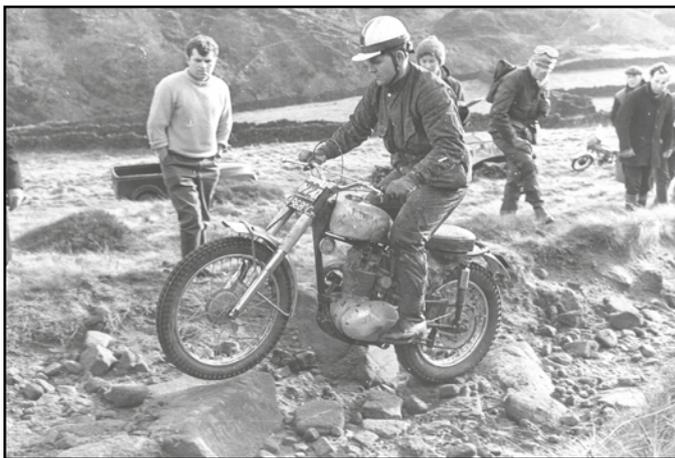
1960 BSA 250CC C15T TRIALS

Registration no. 486 BOC

Frame no. C15S 1893

Engine no. C15T 1098

- Ridden by Jeff Smith in the 1963 British Experts Trial (the last of any importance he won)
- First registered to the Birmingham Small Arms Co Ltd
- An older restoration
- Owned by Bob Gardiner since 2012



1964 Northern Experts Trial © Mortons Archive

'Equally at home in trials or scrambles, Jeff Smith won the British Experts three times, the British Trials Championship twice, the Scottish Six Days once, plus just about every other national event, sometimes more than once, in the fixture list over a period from 1950 to the mid-Sixties.' – Ralph Venables, British Trials Motorcycles. The supremely versatile Smith also found time to win the World Motocross Championship twice in between his trials-riding activities.

With its heavyweight B32 and B34 models becoming increasingly un-competitive, BSA had begun developing a trials version for the lightweight C15 '250' roadster in the late 1950s, before the latter's official launch. The trials C15 made its official debut at the start of the 1959 season when Jeff Smith secured a remarkable victory in the St David's Trial. Smith followed this up with wins in the Scott and Perce Simon events, and at the season's end the model was offered to customers for 1960 'as ridden by the works'.



1964 Northern Experts Trial © Mortons Archive



Jeff Smith, date unknown © Mortons Archive

In production form the C15T incorporated many design compromises that were not inflicted on the works bikes, which continued their run of success throughout the 1960 season. The following year, experiments began with bikes using the 343cc B40 engine in the C15T frame, one such prototype winning the Scottish Six Days 350cc cup in 1963 courtesy of Jeff Smith.

In a letter on file written to Ian Wilson, Jeff Smith's cousin, Jeff states: 'The last trial of any importance which I won was the 1963 Experts. That was on 486 BOC. The engine at that time was a 250 with the mushroom distributor. The frame may well have been one of our early MX versions (ultimately becoming the 420-440-Victor).

'The history after 1963 is rather chequered and based for the time being on memory... Almost certainly I did fit various engines into the frame. A 350 at one stage and later on a 440. However, I was never happy with the larger engines mainly I think because the flywheel weights were too light and hence the engines were not smooth. Inevitably, I went back to the 250 after only a few rides on the bigger engines.'

'486 BOC' come with its original logbook recording the Birmingham Small Arms Co Ltd as first owner, and Jeff Smith as '1st change' in October 1968. The last (7th change) owner listed is Anthony Allison of Patrick Brompton, Yorkshire, who acquired the BSA in June 1974.

From other documents on file it can be deduced that '486 BOC' was purchased by Bill Hall and registered in his name on 1st September 2006 (see V5C). A display card on file states: 'This bike was purchased in Lancashire in about 2007, in a sorry state and in bits, not even big ones. It came with a B40 engine, but a 250cc engine was rebuilt and put in the frame.' Bob Gardiner, the BSA's next registered keeper, acquired the machine on 9th February 2012.

The accompanying history file contains the aforementioned logbook and letter; a current V5C document; photocopies of the many publications that have featured Jeff Smith and '486 BOC'; and a photograph of the bike, signed by Jeff.

£6,000 - 8,000
€7,000 - 9,300

320

1954 BSA 499CC GOLD STAR TRIALS

Registration no. YSU 294

Frame no. CB32.604

Engine no. BB.34.GS.1358

- *Acquired by Bob Gardiner circa 1985*
- *Non-original engine*
- *An older restoration*



Arguably the most successful production racing motorcycle ever, the BSA Gold Star formed the mainstay of Clubman's racing in the 1950s, while its trials and scrambles derivatives demonstrated the design's versatility by chalking up an equally impressive record in off-road competition. In the early post-war years BSA's top trials rider was the Irish star Bill Nicholson who, together with rider/engineer Brian Martin, would develop the B32/34 and later Gold Star competition models into formidable trials machines.

Dating from the last year of the BB series (both it and the new 'Big Fin' CB were offered in 1954) this 500 Goldie had previously been raced as a scrambler and also used for stunts in a motorcycle display team. According to Bob Gardiner, writing in 1987: 'At some time it had also pulled a sidecar and generally speaking had led a very hard life.'

'It had belonged to Mr Yates Senior and was sold to me by his son Tony after his father's death. At the time of purchase the machine was housed in a standard CB31 frame, but fortunately the correct CB32 Gold Star frame was supplied with the bike as part of the deal.'

Although badly bent, this frame was jugged and straightened for me by frame maestro Eric Cheney and was subsequently used in the rebuild. Gold Stars using GS engine prefix and CB32 frames are quite rare in trials trim and this should ultimately reflect in the value of the machine.

'The crankcase halves had obviously been replaced possibly due to an engine blow up and consequently were not stamped with an engine number. These halves were therefore used in the rebuild of the DB32 scrambler and another pair of crankcase halves bearing a BB number contemporary to the frame number have been used in the rebuild.'

More detailed hand-written notes on the machine's rebuild are in the file together with a complete list of new parts, etc used. The file also contains old/current V5C documents; BSA Gold Star OC and Science Museum dating letters; assorted correspondence; photocopied literature; Engine Brake Test Sheet (copy); and Eric Cheney's invoice for straightening the frame.

£4,000 - 6,000

€4,700 - 7,000

321

C.1949 BSA 350CC 'GOLD STAR' TRIALS (SEE TEXT)

Registration no. NYL 925

Frame no. ZB31 5989

Engine no. ZB.32.GS.6077

Arguably the most successful production racing motorcycle ever, the BSA Gold Star formed the mainstay of Clubman's racing in the 1950s, while its trials and scrambles derivatives demonstrated the design's versatility by chalking up an equally impressive record in off-road competition. In the early post-war years BSA's top trials rider was the Irish star Bill Nicholson who, together with rider/engineer Brian Martin, would develop the B32/34 and later Gold Star competition models into formidable trials machines. This Goldie trials iron consists of a rigid frame dating from 1949 and a 1952 ZB32 engine. It is not known what model the frame left the factory in, as at this time both the Gold Stars and the ordinary roadsters (B31, B34, etc) used frames prefixed 'ZB31'. Bob Gardiner purchased 'NYL 925' at a UK auction in February 1987 (sales invoice on file) and for a brief period in the 1990s the BSA was registered in the name of his motorcycle shop, G & W Motors Ltd (see old V5 copies on file). Apparently, an older restoration (photographs on file show it looking very fresh in 1995), the machine currently displays a total of 3,467 miles on the odometer and would respond well to detailing. Additional documentation includes correspondence and a V5C Registration Certificate.

£3,500 - 4,500

€4,100 - 5,200



322

1959 BSA 646CC A10 ISDT REPLICA

Registration no. 965 GKO

Frame no. FA7 16419 (see text)

Engine no. DA10 7543

Bob Gardiner built this A10 'ISDT Replica' in the mid-1980s having been inspired by the picture of Eric Chilton's works A7 ISDT twin in Don Morley's book *Classic British Trials Bikes* (page 87). He already had the donor bike, an A10 bought around 1973. Bob began by overhauling the engine, which was reassembled with standard pistons and cams and the alloy cylinder head from an A7, and fitted a wide-ratio trials gearbox. The 2-into-1 exhaust pipes are standard Rocket Gold Star, feeding into a modified A10 silencer. The wheels are 21" (front) and 19" (rear), shod with trials tyres, while the '59 A10's full-width hubs have been replaced with more appropriate single-sided items (as first built the original hubs were retained). The fuel tank is an aluminium item and the seat is from a BSA scrambler, while the air bottle carrier, chain oiler, chain guard, and modified primary chain case are copies of those used on BSA's works machines. The oil tank and primary chain case filler caps are early A7 rocker caps, a recognised factory practice. Bob completed the initial build in 1986 and used the ISDT Rep as his principal road bike. The accompanying file contains an old-style continuation logbook (issued 1969); sundry bills; Bob's notes; assorted correspondence; a current V5C document; and a quantity of MoTs (most recent expired March 2005). It should be noted that the frame number appears to have been re-stamped.

£3,500 - 5,000

€4,100 - 5,800





323
1938 VELOCETTE 349CC MAC
 Registration no. GPE 608
 Frame no. CMD 7372
 Engine no. MAC 4130

In 1933 Veloce Limited augmented its established range of overhead-camshaft models with an overhead-valve 250 - the MOV. The newcomer's power unit was a 'high camshaft' design with enclosed valves, and the compact and sprightly machine featured a four-speed gearbox equipped with the company's new foot-change mechanism. The following year an overhead-valve 350 built along MOV lines appeared. This was the long-stroke MAC, which was subsequently bored out to create the 500cc MSS. Post-war, the trio of overhead-valve Velos continued much as before, with rigid frames and - initially - Webb girder forks. The MAC gained an alloy cylinder barrel and 'head for 1951, as well as Velocette's own telescopic front fork in place of the previous Dowty, and was further updated with a swinging-arm frame in 1953. This pre-war MAC was in a dismantled state when acquired by previous owner Kenneth Harman in 1970. Restored by him, it returned to the road in 1972 and carries a tax disc that expired in May 2002, which almost certainly is when it was last on the road. Bob Gardiner acquired the Velo in July 2004. In storage for many years, 'GPE 608' would benefit from mechanical re-commissioning and an 'oily rag' wipe-over. The machine is offered with sundry bills; assorted correspondence, a quantity of expired MoTs and tax discs; old-style continuation logbook (issued 1972); and old/current V5C documents.

£3,000 - 5,000
£3,500 - 5,800



324
1953 TRIUMPH 499CC TROPHY
 Registration no. YSU 293
 Frame no. 45638
 Engine no. TR5 45638

From the time of its introduction in 1948 the Triumph Trophy was established as a true all-rounder: a machine that could be ridden to work during the week and then, with extraneous components removed, competed on at weekends in its owner's chosen branch of motorcycle sport. Although catalogued primarily as a trials machine, its true forte was scrambles and the ISDT, events in which the power of the tuneable Triumph twin worked to its advantage and its weight was less of a handicap. The arrival of a new swinging-arm frame for 1955 finally put paid to the Trophy's pretensions as a one-day trials mount, for although the rear suspension enhanced traction and improved the handling, the lengthened wheelbase and increased weight rendered it un-competitive. Nevertheless, the TR5 remained an extremely competent and stylish roadster until the end of production in 1958. Imported from the USA, this example was purchased by Bob Gardiner from Bol d'Or Motorcycles in March 1989 (receipt on file). Bob immediately commenced a restoration to original specification, as evidenced by numerous invoices and copious correspondence on file. 'YSU 293' carries a tax disc that expired on 28th February 2006, and it is almost certain that it has not been used since then. Accompanying documentation includes a quantity of MoTs (most recent expired March 2005); Certificate of Authenticity; VMCC dating letter; a V5C Registration Certificate; and a book of photographs showing the machine before and immediately after restoration.

£6,500 - 8,500
£7,600 - 9,900



325

1954 BSA 500CC GOLD STAR

Registration no. MRK 342

Frame no. CB32.583

Engine no. BB34.GS.1235

- Rare Touring model
- Owned by Bob Gardiner since 1985
- An older restoration



In 1952 the '350' Gold Star adopted the new die-cast engine top-end with separate rocker box, first seen on the '500', and the pair continued as the 'BB' series after the swinging-arm frame was introduced in '53, changing to 'CB' for '54. This change marked the introduction of the classic 'big fin' engine but the designation lasted only until the arrival of the 'DB' series in 1955. The 'DB' incorporated a much-improved lubrication system and, in the 350's case only, a stronger cylinder assembly; as such it represented the 'Junior' Goldie in its final form, there being no 350cc equivalent of the final 'DBD' 500. Today, the Gold Star remains one of the most highly sought after of post-war British motorcycles and is supported by a most enthusiastic owners' club.

Dating from the last year of the 'BB' series (both it and the new 'CB' were offered in 1954) this 500cc Goldie is an original Touring model, a relative rarity when compared with the ubiquitous Clubman version. The machine was delivered new to Godfrey's of West Croydon. In a note on file dated 15th February 1987, Bob Gardiner has this to say about 'MRK 342': 'This machine was the shared property of two brothers who ran an engineering business in, I think, Potters Bar.

'It had been stored unused for 15 years prior to its purchase by me on 23.4.85. The photographs (on file) show its rusty condition although fortunately the machine was substantially complete and original. In this state they are much easier to restore.

'The gearbox was stripped and thoroughly checked, but apart from slight wear on the constant mesh gear, the layshaft ends and bushes, was found to be in good order. The engine was considered to be in good order and stripping would not be justified. The rear suspension legs are of the original ESA pattern and are rarely seen nowadays.'

Subsequently restored, the machine is offered with old/current V5C documents, notes concerning its specification, and a copy of the factory Certificate of Engine Performance recording the specification as 'Touring'.

£8,000 - 10,000

£9,300 - 12,000



326
C.1956 BSA 499CC GOLD STAR CLUBMAN'S
 Registration no. 321 APL
 Frame no. CB.32.2496
 Engine no. DBD.34.GS.5333

Possibly the most successful production racing motorcycle ever, the post-war Gold Star formed the mainstay of Clubman's racing in the 1950s. Indeed, it was the model's domination of the Isle of Man Clubman's TT that led to the event being dropped after Gold Star rider Bernard Codd's 1956 Senior/Junior double victory. While its trials and scrambles derivatives demonstrated the design's versatility by chalking up an equally impressive record in off-road competition, for the majority of enthusiasts the 500cc DBD34 in Clubman's trim is the epitome of the 'Goldie'. The DBD, the ultimate road going 500 Gold Star, appeared in 1956 when the famous RRT2 close-ratio gearbox and 190mm front brake became standard equipment. From then on BSA's perennially popular sporting single changed little until its much-lamented demise in 1963. Today, the Gold Star remains one of the most highly sought after of post-war British motorcycles and is supported by a most enthusiastic owners' club. Bob Gardiner purchased this Gold Star Clubman's on 27th October 1986. He realised the engine had been swapped (for a later unit) but pursued a legal claim against the seller as the Goldie did not have the correct RRT2 gearbox (see correspondence and purchase receipt on file). A correct 'box was duly purchased and installed. Additional documentation includes old/current V5C Registration Certificates, and copies of old V5s and the engine Brake Test sheet.

£6,000 - 8,000
€7,000 - 9,300



327
1962 BSA 646CC ROCKET GOLD STAR REPLICA (SEE TEXT)
 Registration no. WSK 923
 Frame no. GA10 692 (see text)
 Engine no. DA10R 8305

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. Bob Gardiner bought this machine from Bol d'Or Classics in July 1986 (sales invoice on file). It should be noted that the engine is not a match for this frame; furthermore, it has not proved possible to establish whether or not the frame number is a genuine factory stamping. Accordingly, prospective purchasers should satisfy themselves with regard to this motorcycle's originality and correctness prior to bidding. The machine is offered with (copy) old V5, current V5C document, and a history file.

£4,500 - 6,500
€5,200 - 7,600



328

1971 BSA 247CC B50/B25 GOLD STAR (SEE TEXT)

Registration no. MRC 972K

Frame no. B50SS HE15532

Engine no. XC8689B25 S

BSA-Triumph's revamped range for 1971 included five BSA singles, all sporting the new oil-bearing frame and conical-hub brakes. The two 250s continued to use the B25 engine in virtually un-changed form, while the larger B50 models were now a full 500cc. In both capacities there was an 'SS' - Street Scrambler - which featured the larger 8" front brake and high-level exhaust system. The famous Gold Star name was revived for the duo, to the chagrin of motorcycling traditionalists. Despite adequate performance and excellent handling, the newcomers were swamped by the tide of financial failure which soon overtook BSA-Triumph, the 250s disappearing in August 1971 and the 500s the following year. This machine appears to consist of a 1971 B50SS frame and a B25SS engine, the latter possibly an exchange unit. However, in all respects the cycle parts of these two models are identical and it may be that all frames were prefixed 'B50SS', in the same way that frames of 1950s/1960s 350 and 500 Gold Stars were all prefixed 'CB32'. On the other hand, given BSA's dire straits in 1971, it could be that they were happy to build machines with whatever combination of parts happened to be available. Bob Gardiner purchased 'MRC 972K' from a UK auction in September 1985. The sales invoice is on file and the machine also comes with copies of old V5s, an expired MoT (1986), and old/current V5C documents.

£1,000 - 1,500

€1,200 - 1,700

No Reserve



329

1972 BMW 599CC R60/5

Registration no. NYK 60L

Frame no. 2943653

Engine no. 2943653

The long-awaited replacements for BMW's long-running Earles-fork flat twins finally arrived in 1969. As well as a telescopic, leading-axle front fork, the newcomers featured a lightweight, welded, duplex frame - innovations first seen on the Bavarian company's ISDT machines. The engine too had come in for revision, now employing a one-piece forged crankshaft and aluminium-alloy cylinder barrels while carrying its camshaft below the crank. Coil ignition and 12-volt electrics were other new departures for the Munich firm. The new '5' models came in three capacities; the variation being achieved by different bore sizes in what were otherwise virtually identical machines. The R60/5 produced a claimed 46bhp, which was good enough to propel the 419lbs machine to a top speed of 103mph. Built to the Bavarian manufacturer's traditional standards of excellence, this highly original R60/5 was purchased new by Bob Gardiner and has covered only 1,200 miles. The machine carries a tax disc that expired on 30th November 1974, and has almost certainly not been used on the road since then. Bob bought 'NYK 60L' from Slocombe's of Neasden and by doing so qualified for a free holiday weekend for two in Tunisia! The BMW comes with its original owner's manual; assorted correspondence; old/current V6C documents; a BMW range brochure for 1972; and its original old-style logbook recording Bob's family business, G & W Motors Ltd, as first owner.

£3,000 - 5,000

€3,500 - 5,800



330

1956 BSA 499CC GOLD STAR SCRAMBLER

Registration no. not registered
Frame no. CB32 5712
Engine no. DB.34.GS 1439

- *Exported from the USA by Bud Ekins*
- *Dispatched to former motocross and ISDT star Eric Cheney*
- *Science Museum dating letter*



The supremely versatile BSA Gold Star formed the mainstay of Clubman's racing in the 1950s while its trials and scrambles derivatives demonstrated the design's adaptability by chalking up an equally impressive record in off-road competition. Indeed, throughout that decade the Gold Star scrambler was as dominant on the dirt as the Clubman's version was on the racetrack.

Gold Star-mounted John Avery won the British Championship for BSA in 1952 while Jeff Smith took the title in '55, '56, '60 and '61, by which time the Goldie had effectively been superseded by the new B40-based scrambler. Like the bulk of production, this Gold Star Scrambler was exported new to the USA, destined for BSA's West Coast distributor, Hap Alzina.

USA-specification Gold Star Scramblers were more akin to trail bikes when compared with the competition-only version made for the UK, being delivered with mudguards, folding footrests, centre stand, trials 1st gear ratio, 19" diameter front wheel, and 8" front brake. In 1989 this machine was exported from the USA by Bud Ekins, off-road racer, movie stunt man, and close friend of film star Steve McQueen.

Bud despatched the bike to former moto-cross and ISDT star Eric Cheney, another of the greatest names in the world of off-road competition, who sold it to the current vendor's father (see document on file). Subsequently restored, the Goldie is described by the private vendor as in clean running condition. Offered with Science Museum dating letter.
£16,000 - 18,000
€19,000 - 21,000

END OF COLLECTION

The Mike Tylour Collection

The following 18 machines were acquired by their late owner over a lifetime of collecting and many have been standing unused for some time. Accordingly, all will require an element of restoration or recommissioning to a greater or lesser extent.

As with all Lots in the Sale, they are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.

Michael Richard Dale Tylour, or Mike as he preferred to be known, was born on 3rd February 1940 in Eastbourne. Home was to be in West London until he was six years old when the family moved to St Cross in Norfolk. Although the family eventually moved back to London, Mike's love of the countryside was firmly established. He left home at 15 to work on a farm in Somerset. This led him to study at the Berkshire College of Agriculture. An ambitious young man, and with no farm in the family, he subsequently decided to make some real money by working on the construction of the M1, which is how he arrived in Rugby.

It was in Rugby that Mike Tylour established himself in business and began to race stock cars, competing in the World Championship. Mike Tylour built up a considerable presence and reputation in the town as the proprietor of Rugby Fuel Supplies and ROS Oils.

In 1976 Mike Taylor bought Harrow House, which he and the family restored and would finally become their home in 1978. This no-nonsense, hands-on approach was applied to all problems, standing Mike in good stead as he built his businesses, restored over 40 Ariel motorcycles, and took on other challenges that many would think impossible.

Mike Tylour created and then ran the 'Black Ariel' spares section of the Ariel Club, inspired by his own struggles to complete such bikes when his interest grew in that direction and he was unable to source spares. His research and attention to detail was legendary, and countless hours were spent sourcing skilled producers to manufacture the spares. This knowledge has now been passed on to the Ariel Club.

Mike Tylour was a very driven man, right until the end. He was also a man who cared deeply for others. His work with the Coal Trade Benevolent Association, where he had been Chairman of the Midlands Branch, continued right up until last Christmas. Despite his own illness, he was still out visiting retired miners and others from within the coal trade who had fallen upon hard times. When he saw someone who needed help, he would always step in.

Mike Tylour was justifiably very proud of his success in business, of his collection of Ariel motorcycles, of Harrow House and, of course, his family. He left the world a better place than he found it and he did it with a smile.





331

1936 ARIEL 497CC RED HUNTER PROJECT

Registration no. not registered

Frame no. F3394

Engine no. CB2139

Arriving at Ariel in 1925, Val Page designed new models to replace the existing range, the first of which - a pair of singles displacing 600cc (sidevalve) and 500cc (overhead-valve) - debuted later that year. By 1930 the Ariel single had gained a rear-mounted magneto and its distinctive timing cover, and the engine's basic design - though frequently revised - would stand the company in good stead well into the post-war era. In 1932 the sports versions were christened 'Red Hunter' and under Page's successor Edward Turner developed into fast and stylish machines. In mid-1946 the Hunters became the first models to feature Ariel's new telescopic front fork, and the following year could be ordered with the optional Anstey Link plunger rear suspension. A new duplex loop frame with swinging-arm rear suspension was adopted for 1954 and the 500cc VH gained an alloy 'head at the same time (a feature the 350cc NH would not enjoy until the 1956 range was announced). In 1956 full-width alloy hubs were adopted across the range and the Red Hunters continued in this form until production ceased in 1959. This dismantled Red Hunter is offered for restoration and sold strictly as viewed. Offered with an Ariel OC dating letter.

£3,000 - 4,500

€3,500 - 5,200



332

1938 ARIEL 497CC RED HUNTER PROJECT

Registration no. not registered

Frame no. XG 5539

Engine no. None visible

Val Page's arrival at Ariel in 1925 as Chief Designer would trigger a welcome upturn in the firm's fortunes. Page designed new models to replace the existing range, the first of which - a pair of singles displacing 600cc (sidevalve) and 500cc (overhead-valve) - debuted later that year. By 1930 the Ariel single had gained a rear-mounted magneto and its distinctive timing cover, and the engine's basic design - though frequently revised - would stand the company in good stead well into the post-war era. In 1932 the sports versions were christened 'Red Hunter' and under Page's successor Edward Turner developed into fast and stylish machines. In mid-1946 the Hunters became the first models to feature Ariel's new telescopic front fork, and the following year could be ordered with the optional Anstey Link plunger rear suspension. A new duplex loop frame with swinging-arm rear suspension was adopted for 1954 and the 500cc VH gained an alloy 'head at the same time (a feature the 350cc NH would not enjoy until the 1956 range was announced). In 1956 full-width alloy hubs were adopted across the range and the Red Hunters continued in this form until production ceased in 1959. Offered with an Ariel OC dating letter, this incomplete Red Hunter is offered for restoration and sold strictly as viewed. This Lot includes a quantity of spares.

£2,800 - 3,800

€3,300 - 4,400



333

1945 ARIEL 497CC VH2 RED HUNTER PROJECT

Registration no. not registered

Frame no. BP1285

Engine no. CK300

Val Page's arrival at Ariel in 1925 as Chief Designer would trigger a welcome upturn in the firm's fortunes. Page designed new models to replace the existing range, the first of which - a pair of singles displacing 600cc (sidevalve) and 500cc (overhead-valve) - debuted later that year. By 1930 the Ariel single had gained a rear-mounted magneto and its distinctive timing cover, and the engine's basic design - though frequently revised - would stand the company in good stead well into the post-war era. In 1932 the sports versions were christened 'Red Hunter' and under Page's successor Edward Turner developed into fast and stylish machines. In mid-1946 the Hunters became the first models to feature Ariel's new telescopic front fork, and the following year could be ordered with the optional Anstey Link plunger rear suspension. This dismantled twin-port Red Hunter is offered for restoration and sold strictly as viewed. The machine is offered with an Ariel OC dating letter showing that it was despatched to Alexanders of Edinburgh in November 1945, only three months after the end of WW2.

£2,000 - 2,500

€2,300 - 2,900



334

1938 ARIEL 499CC MODEL VG PROJECT

Registration no. GZ 2790

Frame no. XG5992

Engine no. CE562

Val Page's arrival at Ariel in 1925 as Chief Designer would trigger a welcome upturn in the Selly Oak firm's fortunes. Page designed new models to replace the existing range, the first of which - a pair of singles displacing 600cc (sidevalve) and 500cc (overhead-valve) - debuted later that year. By 1930 the Ariel single had gained a rear-mounted magneto and its distinctive timing cover, and the engine's basic design - though frequently revised - would stand the company in good stead well into the post-war era. In 1932 the sports versions were christened 'Red Hunter' and under Page's successor Edward Turner developed into fast and stylish machines. Coded NH and VH (350/500), the sporting Red Hunters resumed production after WW2 alongside their deluxe NG and VG counterparts. This dismantled pre-war VG is offered for restoration and sold strictly as viewed. The machine is offered with an Ariel OC dating letter, an old-style continuation logbook (issued in Northern Ireland in November 1956), and a V5C Registration Certificate.

£2,800 - 3,200

€3,300 - 3,700





335

1928 ARIEL 3½HP MODEL C PROJECT

Registration no. not registered

Frame no. Illegible

Engine no. W4030

Discontinuing all of its existing models, Ariel introduced an entirely new range for 1910 powered by the White & Poppe 3½hp engine. Essentially Edwardian in conception, the 3½hp remained in production until 1925 when new Val Page-designed singles took over. Ariel's design department was blessed with a surfeit of talent as the Selly Oak firm approached the 1930s, Chief Designer Page having under his wing both Edward Turner and Bert Hopwood. The Ariel range at this time encompassed a dazzling variety of models: vertical engines, sloping engines, side valves, overhead valves - two or four per cylinder - all were represented along with Turner's revolutionary Square Four. It was Page though, who had laid down the basics of Ariel's four-stroke singles range in 1926, moved the magneto behind the engine for '27 and thus established the form in which the engine would survive for the next 30 years. This overhead-valve Model C is offered as a dismantled project with all major components apparently present and repainted, some in multiples (cylinder heads, engines, forks, fuel tanks, silencers, etc). Offered with an Ariel OC dating letter.

£4,000 - 6,000

€4,700 - 7,000



336

1926 ARIEL 3½HP MODEL D

Registration no. BF 5820

Frame no. P4280

Engine no. P4226

Discontinuing all of its existing models, Ariel introduced an entirely new range for 1910 powered by the White & Poppe 3½hp engine. Essentially Edwardian in conception, the 3½hp remained in production until 1925 when new Val Page-designed singles took over. Ariel's design department was blessed with a surfeit of talent as the Selly Oak firm approached the 1930s, Chief Designer Page having under his wing both Edward Turner and Bert Hopwood. The Ariel range at this time encompassed a dazzling variety of models: vertical engines, sloping engines, side valves, overhead valves - two or four per cylinder - all were represented along with Turner's revolutionary Square Four. It was Page though, who had laid down the basics of Ariel's four-stroke singles range in 1926, moved the magneto behind the engine for '27 and thus established the form in which the engine would survive for the next 30 years. Last taxed to 30th June 2015, this overhead-valve Ariel is an older restoration in age-related condition that would respond well to detailing. Noteworthy features include a Brown & Barlow carburettor and correct-for-the-year Burman gearbox. The machine is offered with an Ariel Owners Club dating certificate, SORNs, and a V5C Registration Certificate. An opportunity to acquire a rare overhead-valve Ariel of the late Vintage period.

£6,500 - 8,500

€7,600 - 9,900



337

1927 ARIEL 3½HP MODEL D

Registration no. SV 9041

Frame no. V7665

Engine no. V8134 T

Discontinuing all of its existing models, Ariel introduced an entirely new range for 1910 powered by the White & Poppe 3½hp engine. Essentially Edwardian in conception, the 3½hp remained in production until 1925 when new Val Page-designed singles took over. Ariel's design department was blessed with a surfeit of talent as the Selly Oak firm approached the 1930s, Chief Designer Page having under his wing both Edward Turner and Bert Hopwood. The Ariel range at this time encompassed a dazzling variety of models: vertical engines, sloping engines, side valves, overhead valves - two or four per cylinder - all were represented along with Turner's revolutionary Square Four. It was Page though, who had laid down the basics of Ariel's four-stroke singles range in 1926, moved the magneto behind the engine for '27 and thus established the form in which the engine would survive for the next 30 years. Last taxed to 30th June 2015, this overhead-valve Ariel is an older restoration in age-related condition that would respond well to detailing. Noteworthy features include a Brown & Barlow carburettor and Lucas 'King of the Road' headlamp, and a bulb horn. The machine is offered with an Ariel Owners Club dating certificate, SORNs, and a V5C Registration Certificate. An opportunity to acquire a rare overhead-valve Ariel of the late Vintage period.

£6,500 - 8,500

€7,600 - 9,900



338

1928 ARIEL 3½HP MODEL D PROJECT

Registration no. not registered

Frame no. W5023

Engine no. W10116 (see text)

Discontinuing all of its existing models, Ariel introduced an entirely new range for 1910 powered by the White & Poppe 3½hp engine. Essentially Edwardian in conception, the 3½hp remained in production until 1925 when new Val Page-designed singles took over. Ariel's design department was blessed with a surfeit of talent as the Selly Oak firm approached the 1930s, Chief Designer Page having under his wing both Edward Turner and Bert Hopwood. The Ariel range at this time encompassed a dazzling variety of models: vertical engines, sloping engines, side valves, overhead valves - two or four per cylinder - all were represented along with Turner's revolutionary Square Four. It was Page though, who had laid down the basics of Ariel's four-stroke singles range in 1926, moved the magneto behind the engine for '27 and thus established the form in which the engine would survive for the next 30 years. This Ariel Model D is offered as a dismantled project and is offered with an Ariel Owners Club dating certificate, it represents an opportunity to acquire a rare overhead-valve Ariel of the late Vintage period, ripe for sympathetic restoration. It appears the engine number has been over stamped.

£3,500 - 4,500

€4,100 - 5,200



339

1930 ARIEL 497CC MODEL G

Registration no. TX 9827

Frame no. 8639

Engine no. K8091 T

- *Top-of-the-range sports model with polished engine internals*
- *An older restoration*
- *Eligible for the Banbury Run*



Discontinuing all of its existing models, Ariel introduced an entirely new range for 1910 powered by the White & Poppe 3½hp engine. A 482cc sidevalve single featuring widely-spaced valves in 'T-head' configuration, this unmistakable unit would power the half-litre Ariels for the next 15 years. Indeed, so successful were these new models that Ariel's parent company, Components Ltd, acquired the rights to White & Poppe's design in 1911 and began producing it in house. The bore was soon enlarged, increasing the swept volume to 498cc, and in this form the engine appeared in the new 3½hp model at the 1919 Olympia Motor Cycle Show, the first to be held after The Great War.

Ariel's half-litre model was available in two basic configurations: Sports (with a choice of all-chain or chain-cum-belt drive) and Touring, which featured all-chain drive. A three-speed countershaft gearbox was standard throughout the range, and although its 8hp twin-cylinder contemporary enjoyed the benefits of expanding-drum brakes, the '3½' kept faith with dummy belt-rim stoppers. Essentially Edwardian in conception, the 3½hp Ariel remained in production until 1925 when new Val Page-designed singles took over.

Ariel's design department was blessed with a surfeit of talent as the Selly Oak firm entered the 1930s, Chief Designer Val Page having under his wing both Edward Turner and Bert Hopwood. It was Page though, who had laid down the basics of Ariel's four-stroke singles range in 1926, moved the magneto behind the engine for '27 and thus established the form in which the engine would survive for the next 30 years. Ariel's range at this time encompassed a dazzling variety of models: vertical engines, sloping engines, side valves, overhead valves - two or four per cylinder - all were represented along with Turner's revolutionary Square Four.

Mike Taylor was particularly proud of this overhead-valve Ariel Model G sports roadster, which was taken to Holland in September 2018 and is one of the last machines he exhibited. 'TX 9827' is a nicely patinated older restoration that would respond well to detailing. Noteworthy features include an Amal carburettor, Smiths 100mph speedometer, Lucas 'King of the Road' headlamp, and a Lucas magneto. The machine is offered with a purchase receipt (2011), an old-style logbook (issued 1947), two bills, and a V5C Registration Certificate. An opportunity to acquire a rare overhead-valve Ariel of the late Vintage period.

£7,000 - 10,000
€8,200 - 12,000

340

1928 ARIEL 497CC MODEL E

Registration no. BF 8701

Frame no. W13017

Engine no. W12963

- *Rare overhead-valve model*
- *An older restoration*
- *Eligible for the Banbury Run*



Discontinuing all of its existing models, Ariel introduced an entirely new range for 1910 powered by the White & Poppe 3½hp engine. A 482cc sidevalve single featuring widely-spaced valves in 'T-head' configuration, this unmistakable unit would power the half-litre Ariels for the next 15 years. Indeed, so successful were these new models that Ariel's parent company, Components Ltd, acquired the rights to White & Poppe's design in 1911 and began producing it in house. The bore was soon enlarged, increasing the swept volume to 498cc, and in this form the engine appeared in the new 3½hp model at the 1919 Olympia Motor Cycle Show, the first to be held after The Great War.

Ariel's half-litre model was available in two basic configurations: Sports (with a choice of all-chain or chain-cum-belt drive) and Touring, which featured all-chain drive. A three-speed countershaft gearbox was standard throughout the range, and although its 8hp twin-cylinder contemporary enjoyed the benefits of expanding-drum brakes, the '3½' kept faith with dummy belt-rim stoppers. Essentially Edwardian in conception, the 3½hp Ariel remained in production until 1925 when new Val Page-designed singles took over.

Ariel's design department was blessed with a surfeit of talent as the Selly Oak firm entered the 1930s, Chief Designer Val Page having under his wing both Edward Turner and Bert Hopwood. It was Page though, who had laid down the basics of Ariel's four-stroke singles range in 1926, moved the magneto behind the engine for '27 and thus established the form in which the engine would survive for the next 30 years. Ariel's range at this time encompassed a dazzling variety of models: vertical engines, sloping engines, side valves, overhead valves - two or four per cylinder - all were represented along with Turner's revolutionary Square Four.

For 1928 Ariel offered three 500s: the Model E (standard), F (deluxe) and G (sports), the machine offered here being an example of the standard version. The last motorcycle that Mike Taylour worked on, 'BF 8701' is a nicely patinated older restoration that would respond well to detailing. Noteworthy features include a Lucas 'King of the Road' bulb horn, Miller headlamp, and a Lucas magneto. The machine is offered with DVLA correspondence and a V5C Registration Certificate. An opportunity to acquire a rare overhead-valve Ariel of the late Vintage period.

£6,000 - 8,000
€7,000 - 9,300



341
1930 ARIEL 497CC MODEL F
Registration no. BF 5821
Frame no. K7644
Engine no. K6757 T

Ariel's design department was blessed with a surfeit of talent as the Selly Oak firm entered the 1930s, Chief Designer Val Page having under his wing both Edward Turner and Bert Hopwood. It was Page though, who had laid down the basics of Ariel's four-stroke singles range in 1926, moved the magneto behind the engine for '27 and thus established the form in which the engine would survive for the next 30 years. Ariel's range at this time encompassed a dazzling variety of models: vertical engines, sloping engines, side valves, overhead valves - two or four per cylinder - all were represented along with Turner's revolutionary Square Four. Last taxed to 30th June 2015, this overhead-valve Ariel is a nicely patinated older restoration that would respond well to detailing. Noteworthy features include an Amal carburettor, Smiths 80mph speedometer and a Burman gearbox. The machine is offered with an Ariel Owners Club dating certificate, pre-restoration photographs, Swedish registration papers, SORNs, and a V5C Registration Certificate. An opportunity to acquire a rare overhead-valve Ariel of the late Vintage period.

£6,000 - 8,000
€7,000 - 9,300



342
1928 ARIEL 557CC MODEL A PROJECT
Registration no. SC 1260
Frame no. W.10997
Engine no. W10260

Ariel's design department was blessed with a surfeit of talent as the Selly Oak firm entered the 1930s, Chief Designer Val Page having under his wing both Edward Turner and Bert Hopwood. The Ariel range at this time encompassed a dazzling variety of models: vertical engines, sloping engines, side valves, overhead valves - two or four per cylinder - all were represented along with Turner's revolutionary Square Four. It was Page though, who had laid down the basics of Ariel's four-stroke singles range in 1926, moved the magneto behind the engine for '27 and thus established the form in which the engine would survive for the next 30 years. First registered in Edinburgh and last taxed to 31st May 2002 and is an older restoration. The machine is offered with an old-style continuation logbook (issued 1947), some old tax discs, an Ariel Owners Club dating letter, and old/current V5/V5C registration documents.

£5,500 - 7,500
€6,400 - 8,700



343

1935 ARIEL 557CC MODEL VA

Registration no. YVL 348

Frame no. Y9903B

Engine no. KA 2063 (see text)

By 1930 Ariel's new single-cylinder range, designed by the great Val Page, had gained a rear-mounted magneto and its distinctive timing cover, and the basic engine design - though frequently revised - would last well into the post-war era. Both overhead-valve and sidevalve versions were made, the 557cc VA (basic) and VB (deluxe) sidevalve singles being newly introduced for 1933 and intended primarily for sidecar pulling. The VA was dropped after 1935 but the VB was regularly updated along with the rest of the Ariel singles, gaining plunger rear suspension, a telescopic front fork and, finally, a swinging-arm frame as the 1950s progressed. Production ceased in January 1959 when parent company BSA decided to axe Ariel's four-stroke models. This rare Ariel VA is an older restoration that would respond well to detailing. The accompanying Ariel OC dating certificate reveals that this machine was despatched new to Rowland Smith in London on 9th May 1935 fitted with sidecar gearing and the optional four-speed gearbox (standard on the VB). The machine is offered with a V5C Registration Certificate. It should be noted that the engine number appears re stamped.

£4,000 - 6,000

€4,700 - 7,000



344

1948 ARIEL 350CC RED HUNTER

Registration no. WXG 971

Frame no. BP 14512

Engine no. AJ 2196 (see text)

Val Page's arrival at Ariel in 1925 as Chief Designer would trigger a welcome upturn in the Selly Oak firm's fortunes. Page designed new models to replace the existing range, the first of which - a pair of singles displacing 600cc (sidevalve) and 500cc (overhead-valve) - debuted later that year. By 1930 the Ariel single had gained a rear-mounted magneto and its distinctive timing cover, and the engine's basic design - though frequently revised - would stand the company in good stead well into the post-war era. In 1932 the sports versions were christened 'Red Hunter' and under Page's successor Edward Turner developed into fast and stylish machines. In mid-1946 the Hunters became the first models to feature Ariel's new telescopic front fork, and the following year could be ordered with the optional Anstey Link plunger rear suspension. This Ariel Red Hunter is an older restoration in age-related condition that would respond well to detailing. Noteworthy features include a Lucas magneto and a Smiths 80mph speedometer. The engine turns over with good compression. The machine is offered with Ariel Owners Club and Draganfly dating certificates, SORNs, and a V5C Registration Certificate. It should be noted that the engine number appears to be over stamped.

£3,500 - 4,500

€4,100 - 5,200





345

1941/1952 ARIEL 497CC 'VCH TRIALS SPECIAL' (SEE TEXT)

Registration no. not registered

Frame no. XG28151

Engine no. TR216

Ariel recommenced civilian production in 1945 with a range similar to that of 1939. A telescopic front fork soon replaced the pre-war girder - at first only on the sporting Red Hunter models - and in 1948 an experimental trials version of the latter appeared equipped with an all-alloy engine. Production of the new alloy-engined, competition Hunter - coded VCH - commenced in time for the 1950 season, the model being offered in either trials or scrambles specification and in rigid-framed form only. Weight was substantially reduced and the motor turned out a respectable 25bhp. The VCH proved more successful in scrambles than in trials where its 56" wheelbase proved something of a handicap, though the latter shortcoming was addressed for 1953 with the introduction of a 54"-wheelbase works-type frame. Major one-day trials success continued to be elusive however, the result being a switch to separate HT trials and HS scrambles models in 1954. Its accompanying Ariel OC dating letter reveals that this machine consists of a roadster frame supplied to the RAF in 1941 and a VCH Competition Model alloy engine of 1952. Mike Taylour started its restoration over 20 years ago, only finding some necessary parts very recently. Unused since the rebuild's completion, the machine requires re-commissioning. There is no registration document with this motorcycle, which is sold strictly as viewed.

£3,500 - 5,500

€4,100 - 6,400



346

1951 ARIEL KH500 TWIN

Registration no. 211 YUB

Frame no. WB627

Engine no. none visible

Produced between 1948 and 1957, the KH500 twin started out as the Red Hunter, becoming the Hunt Master and finally the Fieldmaster. With a top speed of around 90mph, the KH was as fast as a BSA A7 or Triumph Speed Twin and a real eye-catcher with its red-and-chrome petrol tank. A sister model - the slightly less-powerful KG De Luxe - was available in black. The KH's cycle parts had much in common with the singles'; a rigid frame was standard, with Anstey-designed rear suspension optional. The tele-forks were shared with parent company, BSA. A new model with an all-alloy engine (the KHA) appeared in 1953, by which time the KH had gone. Although the KHA lasted for one year only, the alloy head was fitted to the KH from 1954. That same year the cycle parts came in for major revision, a duplex swinging-arm frame being adopted for the entire Ariel range, Square Four excepted. Two years later the single-sided hubs were superseded by Ariel's handsome full-width alloy ones, and the KH continued in this form until production ceased. Last taxed to 31st May 2015, this KH500 is a nice example that would respond well to detailing. The machine is offered with an Ariel Owners Club dating certificate, SORNs, engine rebuild paperwork from Reeds Classics, and a V5C.

£3,000 - 4,000

€3,500 - 4,700



347

1947 ARIEL 499CC MODEL VG PROJECT

Registration no. not registered

Frame no. BP5905

Engine no. none visible

Val Page's arrival at Ariel in 1925 as Chief Designer would trigger a welcome upturn in the Selly Oak firm's fortunes. Page designed new models to replace the existing range, the first of which - a pair of singles displacing 600cc (sidevalve) and 500cc (overhead-valve) - debuted later that year. By 1930 the Ariel single had gained a rear-mounted magneto and its distinctive timing cover, and the engine's basic design - though frequently revised - would stand the company in good stead well into the post-war era. In 1932 the sports versions were christened 'Red Hunter' and under Page's successor Edward Turner developed into fast and stylish machines. Coded NH and VH (350/500), the sporting Red Hunters resumed production after WW2 alongside their deluxe NG and VG counterparts, the entire range boasting girder forks pending the arrival of Ariel's own telescopic fork for 1946. Ariel Owners' Club records show that frame number 'BP5905', together with engine number 'CK3688', formed part of a machine despatched to Shovelbottoms on 1st January 1947. This motorcycle is offered incomplete and for restoration. It should be noted that there is no registration document with this Lot, which is sold strictly as viewed.

£2,500 - 3,500

€2,900 - 4,100



348

1946 ARIEL 499CC VH2 RED HUNTER PROJECT

Registration no. not registered

Frame no. BP2441

Engine no. CK1563

Val Page's arrival at Ariel in 1925 as Chief Designer would trigger a welcome upturn in the Selly Oak firm's fortunes. Page designed new models to replace the existing range, the first of which - a pair of singles displacing 600cc (sidevalve) and 500cc (overhead-valve) - debuted later that year. By 1930 the Ariel single had gained a rear-mounted magneto and its distinctive timing cover, and the engine's basic design - though frequently revised - would stand the company in good stead well into the post-war era. In 1932 the sports versions were christened 'Red Hunter' and under Page's successor Edward Turner developed into fast and stylish machines. Coded NH and VH (350/500), the sporting Red Hunters resumed production after WW2 alongside their deluxe NG and VG counterparts. The entire range boasted girder forks pending the arrival of Ariel's own telescopic fork for 1946, while all the overhead-valve models could be ordered with a twin-port cylinder head, as seen here. Ariel Owners' Club records show that this machine was despatched to Philpott's Garage, Kent on 14th May 1947 equipped with a pillion seat and footrests. This motorcycle is offered incomplete and for restoration. It should be noted that there is no registration document with this Lot, which is sold strictly as viewed.

£2,200 - 2,600

€2,600 - 3,000



END OF COLLECTION

Motorcycles - Day 2

Sunday 28 April at 10am

Lots 401 - 662

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





401



403



402



404

401
1973 HONDA C90 CUB MOPED

Registration no. PUE 545M

Frame no. C90B0856969 Engine no. C90E183839

Introduced in 1958, Honda's classic Cub 'step-thru' moped gave millions of people the world over their first taste of two-wheeled mobility. Larger-engined versions of the original 50cc Super Cub were soon made available, the nominally 90cc C90 arriving in 1965. Better built, more powerful and more reliable than the majority of contemporary mopeds, while endowed with handling superior to that of the small-wheeled scooter, the Cub family set new sales records for motorcycle production and continues to be immensely popular today. This Honda C90 was acquired by the present registered keeper in 1979 and ridden every day until 2000, since when it has been stored. Re-commissioning and the customary safety checks will be required before returning it to the road. Accompanying documentation consists of an old-style V5 registration document.

£300 - 500 €350 - 580 No Reserve

402
1983 HONDA MOTOCOMPO 49CC FOLDING SCOOTER

Registration no. to be advised

Frame no. AB12-1048805 Engine no. AB12E-1048935

Produced between 1981 and 1983, the Motocompo was marketed as a 'Trunk Bike' to fit inside the trunk (boot) of small hatchbacks such as the Honda Today and Honda City. With the handlebars, seat, and footrests folded into its rectangular plastic body, the Motocompo presents itself as a streamlined box measuring approximately 1,185x240x540mm (L/W/H). The speedometer was calibrated to 50km/h (31mph) though speeds from 30km/h upwards were marked in red. Available in three alternative colour schemes - red, white, and yellow - in excess of 53,000 Motocompos had been sold by the end of production. A charming little two-wheeler rarely seen in the UK, this Motocompo is presented in original and un-restored condition and was running only a few weeks ago. Ideal for camping, caravanning, or for use as a pit bike, it is offered with a VJMCC dating certificate and V5C document.

£2,200 - 2,800 €2,600 - 3,300

403
1977 GITANE-TESTI 49CC CHAMPION PROJECT

Registration no. TLO 988R

Frame no. CH 50295 Engine no. none visible

Italian bicycle firm turned motorcycle manufacturer, Testi built a wide variety of mopeds and lightweight motorcycles using proprietary engines from around 1949 until its final closure in 1993. Sachs power units were used initially followed by Demm and then Minarelli. Collaboration with French bicycle manufacturer Gitane led to Testi's motorcycles being marketed in France and the UK under the 'Gitane-Testi' brand name. Gitane-Testi mopeds were imported into the UK between October 1975 and July 1977, coinciding with the 'Sixteener Special' boom, and this sports model has the Italian-built Minarelli engine. Somewhat modified, the machine is offered for restoration and sold strictly as viewed. Its mechanical condition is not known. A total of 6,375 kilometres is displayed on the odometer. There is no registration document with this machine, though it is recorded in the DVLA database.

£400 - 600 €470 - 700 No Reserve

404
1999 BUELL 1,200CC M2 CYCLONE

Registration no. not UK registered

Frame no. 4M2KS56J923320012 Engine no. KS562320012

A marque that didn't exist 40 years ago, Buell had travelled a long way in a relatively short time before its recent demise. Founded by Erik Buell, the company established its own unique brand image, building a range of Harley-Davidson-powered sports bikes combining the Milwaukee twin's traditional 'stump pulling' torque with a state-of-the-art chassis possessing the dimensions and geometry of a Grand Prix 250. As Buell production steadily increased so did Harley-Davidson's stake in the company. With H-D's resources behind him, Erik Buell was able to take his unique concept a stage further, introducing an entirely new aluminium-alloy beam chassis. Innovative as ever, the latter contained fuel within its main spars and oil in the swinging arm. This example of Buell's streetfighter-style M2 Cyclone was imported from the USA many years ago. Kept in storage, the machine will require re-commissioning before returning to the road. There are no documents with this Lot.

£3,000 - 3,400 €3,500 - 4,000



405



407



406



408

405 N

1988 HONDA 600CC XBR500

Registration no. not UK registered

Frame no. PC15-5001150 Engine no. PC15E-5000952

One Honda's first large-capacity single-cylinder roadsters was the XBR500 of 1985, the styling of which was unashamedly 'retro' apart from the Comstar wheels (later models had conventional wire-spoked wheels). The dry-sump, radial four-valve motor featured electric starting and delivered its claimed 44bhp via a five-speed gearbox, while the entire ensemble weighed in at around 380lbs. Representing a rare opportunity to acquire one of these collectible Honda singles, the unique example offered here was converted into a café racer' two years ago in much the same style as Honda's own GBR500. Featuring a sports exhaust system, solo seat, miniature indicators and other modifications, including an engine enlarged to 600cc using a Honda XL600 piston, it is described by the vendor as in beautiful condition. A total of 43,172 kilometres (approximately 26,800 miles) is currently displayed on the odometer. The machine is offered with Netherlands registration papers.

£3,500 - 4,000 €4,100 - 4,700

406 N

1991 YAMAHA FZR1000 EXUP

Registration no. not UK registered

Frame no. 3GM-020068 Engine no. 020068

Dating from an era when one-litre sports bikes could afford to be relatively roomy and comfortable, Yamaha's FZR1000 Genesis arrived in 1987 as the class leader, boasting the FZ750's pioneering five-valves-per-cylinder engine technology and a race-developed aluminium twin-spar 'Deltabox' frame. With a maximum output of 125bhp, the Genesis was good for a top speed of over 150mph and had handling and brakes to match. It lasted for only two years before being replaced by the extensively redesigned 'EXUP' model, which took its name from Yamaha's 'Exhaust Ultimate Power Valve', designed to boost mid-range power while at the same time making it easier to meet noise and emissions targets. Said to be standard apart from a Devil exhaust, this one-owner EXUP is described as in excellent original condition and running order. The machine is offered with a Netherlands registration card.

£2,300 - 2,800 €2,700 - 3,300

407 N

1996 YAMAHA GTS1000

Registration no. not UK registered

Frame no. 4BH 001729 Engine no. 4BH 001729

Rated by Bike magazine as among the 50 'Coolest Bikes of all Time', and winner of the 'Rare Cool' category, the hub centre-steered GTS1000 was unveiled to a disbelieving world back in 1993. 'Bold, daring, peerless, Yamaha's GTS1000 is the embodiment of unconventionality,' declared Britain's No.1 motorcycle magazine of a machine that also incorporated fuel injection and anti-lock brakes. It wasn't all new technology though, the engine being that of the FZR1000 EXUP, fitted with fuel injection and tuned for touring rather than outright top-end speed. Expensive to develop and priced accordingly, the GTS1000 sold in relatively small numbers and is both rare and highly sought after today. This matching-numbers example is described by the vendor as in standard trim and running condition. A total of 76,421 kilometres (approximately 47,480 miles) is currently displayed on the odometer. The machine is offered with Netherlands registration papers.

£2,700 - 3,200 €3,100 - 3,700

408 N

1994 LAVERDA 668CC 650 SPORT

Registration no. not UK registered

Frame no. ZLV650SP 100001052 Engine no. 1022

Following a succession of financial upheavals, Laverda re-emerged with a new range of machines for the 1990s. The first of these was the 650 Sport, which used a 668cc development of the old Alpino '500' 8-valve twin-cylinder engine housed in a state-of-the-art aluminium twin-spar chassis designed by frame and suspension guru, Nico Bakker. Sadly, Laverda's new owners Gruppo Zanini collapsed in 1992 after only a handful of machines had been assembled, leaving the new owners to build the first production 650 Sports using Zanini's component stocks. These early examples, which feature White Power suspension, are generally considered of better quality than later ones, which tended to suffer from engine problems. This early 650 Sport has had only one private owner and is described by the vendor as completely original and in generally very good condition, running well. The machine is offered with Netherlands registration papers.

£3,100 - 3,500 €3,600 - 4,100



409



411



410



412

409

1981 TRIUMPH 744CC T140 ROYAL WEDDING BONNEVILLE

Registration no. GGC 303X

Frame no. T140ES HDA30671 Engine no. T140ES HDA30671

Following the Jubilee Bonneville in 1977, as the wedding of Prince Charles to Lady Diana Spencer approached, Triumph announced the limited edition Bonneville Royal with 250 to be made for UK. UK buyers were able to specify whether they wanted their machine to be a UK or USA specification. This (British) US specification machine is number 21 of the 250 machines, and was not registered until 1982. This Bonneville Royal was purchased by the vendor in 2010 and used for limited mileage in summer months for two years, before being declared SORN and laid up in dry storage. When consigned, it had only 2,742 miles recorded on the odometer, and remains in unrestored condition. It will require re-commissioning before use on the road by a new owner. Documentation comprises a certificate of ownership (although this has never been completed), a current V5C, the original owner's handbook, another handbook, a quantity of expired MoTs, and sundry papers.

£6,000 - 8,000 €7,000 - 9,400

410

1977 TRIUMPH 744CC T140J SILVER JUBILEE BONNEVILLE

Registration no. UDB 140S

Frame no. T140V CP81571J Engine no. T140V CP81571J

As so many modern motorcycles are now made in 'Limited Editions', it is hard to imagine that the term was virtually unheard of in 1977 when the Triumph Silver Jubilee Bonneville was announced, to celebrate the 25th anniversary of Queen Elizabeth II's ascension to the throne. One thousand were made for the UK, with the same for the USA, plus some for other countries. This Jubilee was purchased by the vendor in 2010, and used for limited mileage in summer months for two years, before being declared SORN and laid up in dry storage. When consigned, it had only 4,558 miles recorded on the odometer, and remains in unrestored condition. It will require re-commissioning before use on the road by a new owner. Documentation comprises a current V5C, the original owner's handbook (with handwritten notes of previous owners, mileage etc.), a quantity of expired MoTs, and sundry papers.

£5,000 - 7,000 €5,900 - 8,200

411

1969 ROYAL ENFIELD 736CC INTERCEPTOR SERIES II

Registration no. YPG 56G

Frame no. 5527 Engine no. IB1168

Although it sold in relatively small numbers compared to the more popular BSA and Triumph twins, Royal Enfield's Interceptor had a character all of its own and even today commands a loyal following. A US market model, this Series II Interceptor has covered some 2,000 miles since the engine was rebuilt with re-sleeved cylinder barrels and standard-size Hepolite pistons. Other recent works include renewing the timing, primary, and final drive chains; fitting two new Amal Concentric carburettors; and fitting two new tyres. In addition, the electrics have been upgraded with a Boyer Bransden stator plate, transistor box, and voltage regulator, while other enhancements include a Bob Newby clutch, oil cooler, oil pressure gauge, and flashing indicators. Described by the private vendor as in generally good condition, though slightly smoky on the left cylinder, the machine is offered with sundry bills and a V5C document.

£7,000 - 9,000 €8,200 - 10,000

412

1974 NORTON COMMANDO 850 INTERSTATE MARK II PROJECT

Registration no. GSP 394N

Frame no. 850 F113269 Engine no. 320759

The current vendor purchased this 850 Interstate in March 2017 from the deceased first owner's estate and continued the refurbishment started by the previous owner after the machine had suffered a complete electrical meltdown. Consequently, the machine has no wiring, switches, or battery and will require a complete rewire. The fuel tank paintwork shows signs of heat. The offside silencer is in poor condition at the joint with the exhaust, while the hydraulic front brake hose is missing. Works carried out include fitting new tyres/tubes, clutch, rear brake cable, new headlamp fittings, and indicators. All parts fitted by the vendor were supplied by Andover Norton (receipts available). The vendor was advised that 'GSP 394N' last ran some 8-10 years ago. He has not run the machine, which will require re-commissioning before further use and thus is sold strictly as viewed. Offered with a V5C Registration Certificate.

£3,500 - 5,000 €4,100 - 5,800 No Reserve



413



415



414



416

413
1960 TRIUMPH 649CC THUNDERBIRD AND GARRARD GRAND PRIX SINGLE SEAT SIDECAR
 Registration no. VWV 486

Frame no. D3931 Engine no. 6T-D3931
 This stunning outfit has belonged to the vendor since 2006 when he bought it from Dave Langston, brother of the famous Ron Langston. Dave had owned it since July 1975 and restored it to a very high standard. In the current ownership it has benefitted from a new clutch, clutch cage, and primary chain. Other than this it has needed only routine maintenance. The vendor thinks that the displayed mileage of 16,723 may well be the total from new, and describes the outfit's condition as being "very good" in every respect. The Triumph is being offered for sale with great regret, and only because of his advancing years. Ridden recently, it is supplied with a V5C and two old log books, one of which is the original from 28.4.1960. Prospective bidders should satisfy themselves as to the motorcycle's mechanical condition.
£5,000 - 7,000 €5,800 - 8,200

414
C.1954 TRIUMPH 649CC THUNDERBIRD / TIGER 110
 Registration no. 115 YUP

Frame no. SABTVRO367C279520 (See text) Engine no. T110 59747
 Many Triumphs were updated with the more powerful Tiger 110 motor, as with this one. Whilst there is no supporting paperwork, the vendor advises us that this machine has been the subject of much work, including replacement tyres, rebuilt wheels, new bearings, fork stanchions, bushes, seals, fork springs, seat, seat springs, wiring loom, voltage regulator, silencers, exhaust pipes, rear chain, battery, big end shells, pistons, valve guides, valves, valve springs, main bearings, big end bolts, oil pump, and other parts. He also advises that the dynamo, magneto, speedometer, and auto advance unit have all been reconditioned. The VIN number appears to be one provided by DVLA. There is another number stamped to the left-hand side of the steering head. Documentation comprises a current V5C, an expired MoT, and some invoices/receipts. 115 YUP should only need basic checks before returning to the road with a new owner.
£4,000 - 6,000 €4,700 - 7,000

415
1946 TRIUMPH 349CC 3T
 Registration no. FHP 862

Frame no. TC5569 Engine no. 3T 77348
 Built for military purposes in wartime, Triumph's first 350cc vertical twin would form the basis for the civilian 3T when hostilities ceased. The basic engine design followed that laid down pre-war by Edward Turner for the trend-setting Speed Twin, although with detail differences, while the running gear was essentially Speed Twin and featured Triumph's new telescopic front fork. Unlike the later 'unit' 350, the 3T possessed a measure of the low-down 'grunt' associated with Triumph's larger vertical twins and is arguably a much more pleasant machine to ride as a result. This 3T was acquired by the present registered keeper in 1994. The machine was ridden and maintained until 2010, since when it has been stored. Re-commissioning and the customary safety checks will be required before returning it to the road. Accompanying documentation consists of an old-style logbook, petrol rationing coupons, and a V5C Registration Certificate.
£3,500 - 5,500 €4,100 - 6,400

416
1967 TRIUMPH 350CC TIGER 90
 Registration no. MTX 816E

Frame no. T90 H46880 Engine no. T90 H33931
 Triumph re-entered the 350cc class in 1957 with the introduction of the 'Twenty One', its first unitary construction model, and quickly followed up with a 500cc version. The latter was first to undergo the 'sports' treatment - in the form of the Tiger 100SS - the equivalent 350 not appearing for another five years. Launched in October 1962, the Tiger 90 featured a tuned engine equipped with a revised ignition system that used points instead of the previous distributor. The 'baby' Tiger looked smart and went well too, top speed under favourable conditions being a genuine 90mph. This Tiger 90 was acquired by the present registered keeper in September 1992. The machine was ridden and maintained until 2013, since when it has been stored. Re-commissioning and the customary safety checks will be required before returning it to the road. Offered with a V5C Registration Certificate.
£2,500 - 3,500 €2,900 - 4,100



417



419



418



420

417
1958 MV AGUSTA 124CC TURISMO RAPIDO

Registration no. GSK 522
Frame no. TRA*645105* Engine no. 644924
MV Agusta's small capacity machines were initially modest two-strokes, but in time they were supplanted by more powerful four-strokes with a decent turn of speed, such as the Turismo Rapido offered here. Purchased by the vendor in June 2017, GSK 522 has had only limited mileage with the present owner. In June 2018 a pair of new tyres, tubes and tapes were fitted (receipt on file), and in October 2018 the bike was serviced by North Leicester Motorcycles, when the valve clearances were adjusted, the carburettor stripped and cleaned, and the ignition points were cleaned and reset (invoice on file). It appears to be ready for the forthcoming season with a new owner. Documentation comprises a current V5C, the aforementioned receipt and invoice, a quantity of expired MoT certificates, and sundry other papers.

£1,500 - 2,000 €1,700 - 2,300 No Reserve

418
1965 DUCATI 204CC ELITE PROJECT

Registration no. DDA 76C
Frame no. DM200E*155279* Engine no. 157135 DM200E
The Ducati four-stroke singles of the 1960s comprised 100, 125, 175 and 200 capacities. The first 200 Elites were an enlarged 175, with bevel-driven overhead camshaft. Introduced in 1959, they stayed in the model range until 1966. Arguably the most beautiful of the small Ducatis, it had a bright, attractive colour scheme of red and bronze/gold, and possibly the most gorgeous sculpted petrol tank ever made. Purchased by the deceased owner prior to 1984, DDA76C has been partly dismantled. The owner had the petrol tank refurbished, re-chromed and repainted many years ago, and it has been kept in warm dry conditions since. Other than the fuel tank, little appears to have been done by way of restoration, and prospective bidders should satisfy themselves as to the completeness, or otherwise, of this project prior to bidding. Documentation consists of an old-type V5 and an old VE60 log book.

£1,500 - 2,500 €1,700 - 2,900 No Reserve

419
1967 DUCATI 250 MARK 3 PROJECT

Registration no. RYK 788E
Frame no. DN250*94969* Engine no. DM250M3 103642
The overhead-camshaft Ducati 250 first appeared in 1961 as the Monza, followed by the sportier Diana (Daytona in the UK). They were further refined with the Diana 250 Mark 3, which had more power, and again with the 250 Mark 3 for 1965, which incorporated a 5-speed gearbox, the engine being identical to the Mach 1. This example is one of the last narrowcase 250 Mark 3s, registered on 15th July 1967, the widecase version appearing for 1968. Purchased by the deceased owner in 1985, RYK 788E has been partly dismantled. The owner presumably intended to carry out some refurbishment work, but the project obviously stalled, and the machine has been stored in dry conditions since. No restoration work appears to have been done, and prospective bidders should satisfy themselves as to the completeness, or otherwise, of this project prior to bidding. Documentation consists of an old-type V5.

£800 - 1,200 €930 - 1,400 No Reserve

420
C.1958 MV AGUSTA 83CC OTTANTATRE PROJECT

Frame no. 83 557709 Engine no. 557554
One of MV Agusta's smallest four-stroke roadsters was the Ottantatre (the name means '83', referring to both the engine's capacity in cubic centimetres and the model's dry weight in kilograms), which featured an overhead-valve engine with inclined cylinder, suspended beneath a spine-type tubular frame. The engine's maximum output of 3.69bhp was transmitted via a three-speed gearbox, giving a top speed of around 45mph, though the Ottantatre's exceptional frugality – up to 200mpg was claimed – would have been of greater interest to the majority of potential customers. This almost completely dismantled Ottantatre is offered for restoration and sold strictly as viewed. The extent of its completeness or otherwise is not known, though it appears that some restoration work has already been carried out. There are no documents with this Lot.

£350 - 500 €410 - 590 No Reserve



421



423



422



424

421 N
1965 BSA 172CC D7 BANTAM SUPER

Registration no. not UK registered
Frame no. D7 43484 Engine no. FD7 8749

The introduction of the first 172cc model - the D5 - for 1958 marked a number of developments to BSA's perennially popular Bantam, the most important of which were a stronger big-end bearing and improved lubrication. A raised compression ratio and larger carburettor increased maximum power to 7.4bhp and the top speed to 59mph. Introduced for 1959, successor D7 model - known as the Bantam Super - featured the 172cc engine while boasting a new frame, hydraulically damped front fork, bigger brakes, and up-swept handlebars. The vendor advises us that this Bantam Super was restored around ten years ago and is still running well. Accompanying documentation consists of Netherlands registration papers, an expired MoT certificate (1972), and its original UK logbook. It should be noted that the engine has been changed to another of correct type.

£2,000 - 2,300 €2,300 - 2,700

422
C.1968 BSA 172CC D7 BANTAM SUPER

Registration no. AFM 758G
Frame no. D7 18865 Engine no. D14B 11950

Many a now-mature motorcyclist's first two-wheeled experience will have been gained aboard a BSA Bantam, a model that was produced in various forms for over 20 years. The introduction of the first 172cc model - the D5 - for 1958 marked a number of developments, the most important of which were a stronger big-end bearing and improved lubrication. A raised compression ratio and larger carburettor increased maximum power to 7.4bhp and the top speed to 59mph. Introduced for 1959, successor D7 model - known as the Bantam Super - featured the 172cc engine while boasting a new frame, hydraulically damped front fork, bigger brakes and up-swept handlebars. This particular Bantam Super has been fitted with later and more powerful D14 four-speed engine/gearbox unit. Described by the private vendor as 'restored', the machine last ran in March 2018. Offered with a V5C document and current MoT.

£1,000 - 1,500 €1,200 - 1,700 No Reserve

423
Property of a deceased's estate

1950 BSA 172CC BANTAM (SEE TEXT)

Registration no. 215 YUF
Frame no. YD126714 (see text) Engine no. ND06663 B175 (see text)

Modified in enduro style, this BSA Bantam features extended shock absorbers, alloy wheels rims, plastic mudguards, a Nippon Seiki speedometer, and numerous other changes from original specification. The machine comes with a V5C Registration Certificate stating that it was first registered in 1950 as a 125cc model. However, it should be noted that the frame number has been re-stamped and that the engine currently fitted is of the later 172cc type (the V5C records a different engine number). Accordingly, prospective purchasers should satisfy themselves with regard to this machine's authenticity and correctness prior to bidding. It should also be noted that the headlight is missing and that the machine's mechanical condition is not known. Sold strictly as viewed, this motorcycle will require re-commissioning at the very least, or possibly more extensive restoration, before returning to the road. Accompanying documentation consists of SORN paperwork and the aforementioned V5C.

£800 - 1,200 €930 - 1,400 No Reserve

424
1957 BSA 70CC DANDY

Registration no. TUC 26 Frame no. DS3522 Engine no. DSE3435
The 1950s was a boom time for the moped, a 'no frills' utility machine that offered basic transport for the masses. The Dandy, BSA's entry into this highly competitive market, was over engineered to say the least. The single-cylinder two-stroke engine formed the righthand side of the swinging arm, pivoting on the frame; no bad thing in itself, but the contact breaker points were inaccessible until the engine had been removed, and the two-speed pre-selector gearbox was an unnecessary expense on a machine that had to compete with NSU's less complicated Quickly. In the present family ownership for at least the last 35 years, this example has not been used for some time and is offered for restoration. Sold strictly as viewed, the machine comes with its original logbook and old/current V5/V5C documents.

£250 - 450 €290 - 530 No Reserve



425



427



426



428

425

C.1979 CZ 380CC MOTO-CROSSER PROJECT

Registration no. not registered

Frame no. none (VIN plate missing) Engine no. 981 5 003817

Throughout the 1950s, 1960s, and 1970s CZ's main claim to fame was an outstanding run of success in the ISDT and international moto-cross. Having established dominance in the 250cc class, Viktor Arbekov winning one World Championship and Joel Robert three, CZ introduced a 360cc two-stroke into the 500 class in 1964, sounding the death knell of four-strokes in the premier category and providing Paul Friedrichs with three World Championships on the trot between 1966 and 1968. Modern mono-shock rear suspension had been introduced in the early 1970s (by Yamaha) and as the decade progressed would be adopted by all major manufacturers of moto-cross motorcycles. Believed to date from around 1979, this 380cc CZ, with its laid-down shock absorbers, 'banana' swinging arm, and long-travel front fork represents the 'twin-shock' moto-crosser in its ultimate expression. The machine is offered for restoration and sold strictly as viewed. Its mechanical condition is not known
£1,200 - 2,000 €1,400 - 2,300 No Reserve

426

C.1959 DOT 200CC GRASS TRACK SPECIAL

Registration no. not registered

Frame no. unable to locate Engine no. unable to locate

That the Manchester marque's initials stand for 'Devoid of Trouble' is known by almost every motorcycle enthusiast, though curiously the company did not use the slogan until 1923, by which time 'The Dot' had been around for 20 years. In post-war years the company concentrated on the production of (mainly) Villiers-engined lightweights, becoming a major force to be reckoned with in the trials and scrambles fields. Indeed, the Dot was the most successful lightweight scrambler from the late 1940s right up to the 1960s when Greeves took over. This DOT has been fitted with a Triumph Tiger Cub engine, reputedly assembled from new parts (supplied by Hughes of Colliers Wood), mildly tuned, and running on methanol. We are advised by the private vendor that this machine was used all over Southeast England for grass track and hill climb racing in the 1960s, ridden with some success by Les Mitchell.
£800 - 1,200 €930 - 1,400 No Reserve

427

C.1959 BSA 498CC GOLD STAR CATALINA

Registration no. 881 XUF

Frame no. CB32C.138 Engine no. DBD.34.GS.3737

A 1959 model, this matching-numbers Catalina was despatched to BSA Inc in the USA and is listed in the factory records as a 'B34 Scrambler'. Its late owner purchased the BSA from Baxter Cycle of Marne, Iowa, USA in June 2005. A modified example, the machine is fitted with a Marzocchi front fork, Brembo disc brake, Japanese carburettor, and a VAPE electronic magneto. The fuel tank likewise is not standard, but the original Catalina tank is included in the sale. Lacking a headlamp and displaying light surface corrosion in places, the machine will require re-commissioning at the very least, or possibly more extensive restoration, before returning to the road. Returning it to original specification should be relatively straightforward. Accompanying documentation includes a BSA Gold Star OC certificate, two MoTs (most recent expired August 2010), SORN paperwork, expired tax discs, and a V5C.
£5,000 - 7,000 €5,800 - 8,200 No Reserve

428

C.1956 TRI-BSA 650CC SPECIAL

Registration no. VSL 868

Frame no. CA7 7554 Engine no. T110 03159

Second in popularity among specials builders only to the Triton, the Tri-BSA combined the fine handling qualities of BSA's proven duplex frame with the robustness and tune-ability of the Triumph twin-cylinder engine. According to certificates issued by the respective marque's owners' clubs, this example consists of a BSA B31 frame and a Triumph Tiger 110 engine, both dating from 1956. The front end is more modern and the machine also features Akront wheel rims, an external oil filter, oil pressure gauge, 2-into-1 stainless steel exhaust system, Gold Star-type silencer, solo seat, and a Smiths rev counter. The engine turns over with little compression and thus the machine will require re-commissioning at the very least, or possibly more extensive restoration, before returning to the road. Its mechanical condition is not known. Accompanying documentation includes an expired MoT (July 2012), SORN paperwork, a V5C, and the aforementioned dating certificates.
£3,000 - 4,000 €3,500 - 4,700 No Reserve



429



431



430



432

429
C.1963 NORTON 498CC DOMINATOR 88

Registration no. 403 FXO (see text)
Frame no. 88 105455 (see text) Engine no. 88 105455 (see text)
Introduced in 1948, Norton's 500cc twin-cylinder engine appeared in the racing singles' 'Featherbed' duplex frame in November 1951, having debuted in the cradle-framed Model 7. Updated year by year, the Dominator had received an alloy cylinder head, full-width hubs, welded rear sub-frame, alternator electrics, coil ignition by the decade's end and - for 1960 - the narrower 'Slim-line' Featherbed frame among countless other improvements. Last taxed in 2014, this Dominator 88 is presented in age-related condition for re-commissioning or restoration. It should be noted that both the frame and engine numbers have been re-stamped. Both should include a '122' (Model 88) prefix/suffix (at no stage did Norton ever use '88' as a prefix/suffix in their identifying numbers). Accordingly, prospective purchasers should satisfy themselves with regard to this machine's authenticity and correctness prior to bidding. There are no documents with this Lot, which is sold strictly as viewed.
£2,500 - 4,500 €2,900 - 5,200 No Reserve

430
1955 NORTON 500CC DOMINATOR 88 DE LUXE

Registration no. LRD 13
Frame no. K122 61737 Engine no. N122 75895
Designed by the legendary Bert Hopwood and introduced in 1948, Norton's 500cc twin-cylinder engine appeared in the racing singles' 'Featherbed' duplex frame in November 1951, having debuted in the cradle-framed Model 7. Initially for export only, the newcomer - titled 'Dominator 88' - was the first production Norton roadster to feature the lightweight, race-proven chassis. First registered in November 1955, the Dominator 88 offered here is fitted with an engine dating from 1958. The machine was acquired by the current owner in July 2013 having been extensively restored by previous owner Terry Hoare, whose advertisement and letter describing the works carried out is on file (perusal recommended). Last MoT'd in June 2014, 'LRD 13' has been garage-stored since and is only offered for sale due to the owner's ill health. The machine is offered with numerous restoration invoices and a V5C.
£4,000 - 6,000 €4,700 - 7,000

431 N
C.1956 MATCHLESS 348CC MODEL G3L

Registration no. not UK registered
Frame no. to be advised Engine no. 56 16M 28093 (see text)
Associated Motor Cycles announced its post-war range of AJS and Matchless heavyweight singles in June 1945. Coded Model 16M and G3L respectively, the two 350cc models shared the same 93mm stroke as their 500cc brethren, coupled to a 69mm bore. Housed in a rigid frame with Teledraulic front fork, the ruggedly built overhead-valve engine drove through a four-speed gearbox. Hairpin valve springs were adopted for 1949 and a swinging-arm frame introduced, the latter initially for export only but available in the UK from 1950, machines so-equipped being suffixed 'S'. Offered with Netherlands registration documents, this swinging arm-framed Matchless G3L is described by the vendor as in excellent running condition. It should be noted that the engine number is prefixed '16M', indicating that the left-side crankcase half (at the very least) started life in an AJS.
£3,300 - 3,800 €3,800 - 4,400 No Reserve

432 N
C.1957 AJS 348CC MODEL 16MS

Registration no. not UK registered
Frame no. A49987 Engine no. 10761 (see text)
Associated Motor Cycles announced its post-war range of AJS and Matchless heavyweight singles in June 1945. Coded Model 16M and G3L respectively, the two 350cc models shared the same 93mm stroke as their 500cc brethren, coupled to a 69mm bore. Housed in a rigid frame with Teledraulic front fork, the ruggedly built overhead-valve engine drove through a four-speed gearbox. Hairpin valve springs were adopted for 1949 and a swinging-arm frame introduced, the latter initially for export only but available in the UK from 1950, machines so-equipped being suffixed 'S'. Offered with a Netherlands registration card, this swinging arm-framed AJS Model 16MS is described by the vendor as in generally good running condition. It should be noted that the engine number is prefixed 'G3L', indicating that the left-side crankcase half (at the very least) started life in a Matchless.
£2,700 - 3,200 €3,100 - 3,700



433



435



434



436

433

C.1938 CALTHORPE 350CC MODEL K5

Registration no. not registered

Frame no. 132820 Engine no. K5/1661

The first Calthorpe motorcycle appeared in 1909. In 1928 the first of the famous 'Ivory' Calthorpes appeared, so called because of its distinctive finish to fuel tank and mudguards, and by 1930 the Ivory had gained a new 350cc overhead-valve inclined engine with twin-port cylinder head. South London dealers Pride & Clarke held exclusive sales rights to the range for 1937, adopting its own distinctive all-red livery, but Calthorpe would not survive for much longer, going into receivership in 1938.

The brand was revived briefly post-war by DMW, though production machines used the latter's name only. Last taxed in June 1963, which in all probability is when it was last used, this rare Calthorpe is offered for restoration and sold strictly as viewed. Its mechanical condition is not known. It should be noted that this machine is not recorded in either the DVLA or HPI database.

£1,800 - 2,500 €2,100 - 2,900 No Reserve

434

1936 CALTHORPE 350CC BROOKLANDS IVORY SPECIAL PROJECT

Registration no. not registered

Frame no. unclear (corroded) Engine no. K4/1517

Manufactured by the Minstrel & Rea Cycle Company of Birmingham, the first Calthorpe motorcycle appeared in 1909. In 1928 the first of the famous 'Ivory' Calthorpes arrived, so called because of its distinctive finish to fuel tank and mudguards. South London dealers Pride & Clarke held exclusive sales rights to the range for 1937 but Calthorpe would not survive for much longer, going into receivership in 1938. The brand was revived briefly post-war by DMW, though production machines used the latter's name only. This rare Calthorpe was purchased by the owner in March 1965 and comes with an old-style continuation logbook issued shortly thereafter, describing the machine as a 'Brooklands Ivory Special' and listing the frame number as 'K3/1369'. Last taxed to 30th November 1965, this incomplete machine is offered for restoration and sold strictly as viewed. It should be noted that this machine is not recorded in either the DVLA or HPI database.

£1,200 - 2,000 €1,400 - 2,300 No Reserve

435

C.1940 ARIEL 346CC MILITARY MOTORCYCLE PROJECT

Registration no. not registered

Frame no. none visible Engine no. RBH 41597

By 1930 the engine of Ariel's Val Page-designed single-cylinder range had gained a rear-mounted magneto and its distinctive timing cover, and this basic design - frequently revised - would last well into the post-war era. For the 1936 season the Standard models were dropped and two new overhead-valve De Luxe models introduced: the 250cc LG and 350cc NG, complementing the sporting Red Hunters. When WW2 broke out, existing stocks of Ariel motorcycles (and those of other makes) were requisitioned for allocation to the British Armed Forces, pending the development of a military version of the 350 single, designated 'W/NG', which first appeared in 1940. This military Ariel's 'RBH' engine number prefix indicates that it was produced for the RAF. The machine carries a tax disc that expired at the end of March 1972, which in all probability is when it was last used. Incomplete, the machine is offered for restoration and sold strictly as viewed. It should be noted that this machine is not recorded in either the DVLA or HPI database.

£1,200 - 1,800 €1,400 - 2,100 No Reserve

436

C.1952 ARIEL 499CC SPECIAL

Registration no. Unregistered

Frame no. None Visible Engine no. TCA381

Val Page's arrival in 1925 as Chief Designer would trigger an upturn in Ariel's fortunes. By 1930 the Page-designed Ariel single had gained a rear-mounted magneto and its distinctive timing cover, and the engine's basic design - though frequently revised - would last well into the post-war era. In 1932 the sports versions were christened 'Red Hunter' and, under Page's successor Edward Turner, developed into fast and stylish machines. This machine has been converted for competition purposes and is believed to have been raced in period (reputedly on methanol). It consists of an Ariel engine, a Burman gearbox, and an unknown frame topped by an alloy Manx-style fuel tank. Its mechanical condition is not known and thus the machine is sold strictly as viewed.

£1,800 - 2,800 €2,100 - 3,300 No Reserve



437



439



438



440

437

C.1925 NORTON 490CC MODEL 16H PROJECT

Registration no. not registered
 Frame no. 17379 Engine no. 24810

In 1911, Norton's '500' single adopted the classic 79x100mm bore/stroke dimensions that would characterise the half-litre (actually 490cc) Norton for the next 50 years. The sidevalve engine was revised for 1914 and the following year a new frame with lowered riding position was introduced together with the option of a Sturmey Archer three-speed gearbox. When fitted with chain drive, the '500' became the Model 16 in Norton's numbering system, changing to 16H in 1921 when a new lower frame was introduced. Carrying a 1938 tax disc - quite likely the last time it was used - this spectacularly rusty 16H is an incomplete 'barn find' offered for restoration. The frame and engine numbers suggest a manufacturing date of circa 1925, while the saddle tank is clearly a later modification. The engine turns over but otherwise the machine's mechanical condition is not known. Sold strictly as viewed.

£2,500 - 4,500 €2,900 - 5,200 No Reserve

438

1927 SUNBEAM 493CC MODEL 9

Registration no. RM 3956
 Frame no. D1210 Engine no. L1185

Sunbeam began experimenting with overhead valves on their factory racers in the early 1920s and these duly appeared on production models in 1924. The new '500' sports roadster was known as the Model 9 - the '350' as the Model 8 - while its race bike counterpart, which could top 90mph, was accordingly designated the Model 90. The overhead-valve Model 9's frame and cycle parts, which had much in common with those of Sunbeam's larger sidevalve models, evolved slowly while changes to the engine were confined mainly to its top-end. This Vintage-era Model 9 has been off the road since the early 1970s. Offered from a private collection, it is described by the vendor as in good running order and rideable condition, although in need of the customary safety checks and re-commissioning before further use. The engine is said to sound good and the gearbox to work properly. Offered with an old-style logbook.

£12,000 - 14,000 €14,000 - 16,000

439

1934 MATCHLESS 245CC MODEL F

Registration no. AYF 196
 Frame no. 546 Engine no. 34F 562

Featuring an inclined, overhead-valve engine like many of its contemporaries, the 245cc single-cylinder Model F (later F4) was introduced towards the end of 1933 just as the fashion for 'sloper' models was beginning to wane. The result was a production run of only two seasons and today the handsome Model F is one of the rarer of 1930s Matchless motorcycles. This F4 was restored in 2017 and last used in September 2018. We are advised by the private vendor that the fuel tank has been lined, the engine checked over, new tyres fitted, and the wheel bearings and steering head bearings replaced. In addition, some of the electrical components have been renewed and a new seat fitted. The machine is said to start easily and is described as very lively. Offered with a V5C document.

£3,000 - 4,000 €3,500 - 4,700 No Reserve

440

1928 SCOTT 596CC FLYING SQUIRREL

Registration no. WW 6779
 Frame no. 2027M Engine no. FY1139A (see text)

This 1928 Scott Flying Squirrel comes to the market only because of the vendor's advancing years, having been in his ownership since 2008. During this period work undertaken includes a full engine rebuild, gearbox and clutch overhaul, new taper roller front wheel bearings, final drive sprocket with correct self aligning bearing, new chains, tyres etc. Although it bears the original engine number, it is thought that the crankcase is a replacement featuring the later scalloped rear faces. We are told that a new battery will be required. A substantial history file includes invoices from Roger Moss, Eddie Shermer, and Moathouse Magnetos, VMCC extract from Scott records etc. Offered with a V5C and two old MoT certificates, the Scott has not been ridden since 2013 so re-commissioning will be required. Prospective bidders should satisfy themselves as to the motorcycle's mechanical condition.

£6,000 - 9,000 €7,000 - 10,000 No Reserve

441

1928 SCOTT 596CC 3 SPEED SUPER SQUIRREL

Registration no. DK 4900

Frame no. 1600

Engine no. Y777A

The Scott factory hoped that their 3 speed Super Squirrel would appeal to the motorcyclist who had always aspired to Scott ownership, but wanted a three-speed gearbox rather than the two-speed transmission which was a feature of most Scotts up to this point. It is a relatively rare model, probably because its production overlapped with the new Flying Squirrel. This new very modern looking machine must have outsold the 3 speed Super by a considerable margin. In 1928, the last year of 3 speed Super production, the model reached its peak, finally gaining a proper gearchange gate in place of the previous "wobbly walking stick" gear lever. Owned by the vendor since 2009, this Scott comes to the market only because of his advancing years and with great sadness. The preceding owner had been its custodian for over 50 years. It is a rare matching numbers machine which, in the current ownership, has had both engine & magdyno overhauled, new chains, a new rear rim, & new tyres. We are told that a new battery will be required, the Cowey speedometer needs attention, and that the switch of the lovely original headlamp is faulty and has therefore been by-passed. It is offered with a V5C, a buff log book dating from 1959, VMCC copy of the factory despatch record, and a substantial history file with correspondence, invoices etc. Following a period of inactivity, re-commissioning will be required. Prospective bidders should satisfy themselves as to the motorcycle's mechanical condition.

£6,000 - 9,000

€7,000 - 10,000

No Reserve



442

1925 DOUGLAS CW 348CC

Registration no. MO 5355

Frame no. CF3461

Engine no. 80256

The Douglas CW features the company's trademark 348cc fore and aft horizontally opposed twin engine, with a three-speed gearbox and clutch, and all chain drive. It comes to the market only because of the vendor's advancing years, and is offered with great regret, having been in his ownership since 2002. It was once owned by the renowned Douglas rider Henry Body; whose name appears on a copy of an old V5. The gearbox was rebuilt sometime between 2008 and 2012, and a new final drive sprocket fitted at the same time. A new old stock carburettor was fitted in 2012. The substantial history file includes numerous invoices from suppliers including East Restorations for the restoration of the petrol/oil tank in 2012, and Moathouse Magnetos for the magneto restoration in 2008, as well as correspondence, a copy of the original handbook, etc. It is offered with a V5C, a green log book dating from 1976, a number of old tax discs and old MoT certificates. A later drum braked front wheel is fitted in the interest of better stopping, but the original dummy belt rim braked front wheel is included in the sale. The vendor tells us that to preserve originality, no parts of the forks or original wheel have been altered in any way. It was last ridden in March/April 2017 so following a period of inactivity, light re-commissioning will be required. Prospective bidders should satisfy themselves as to the motorcycle's mechanical condition.

£5,000 - 8,000

€5,800 - 9,300

No Reserve





443

1928 FRANCIS-BARNETT 172CC SUPER SPORT TT MODEL 9

Registration no. WK 6388

Frame no. 16754

Engine no. BZ5529

Founded by Gordon Francis and Arthur Barnett, Francis-Barnett set up shop in the old Excelsior works in Coventry in 1919. The downturn in the motorcycle market in the early 1920s prompted F-B to switch from producing expensive, high quality machines to the more utilitarian. First seen in 1923, the first of these was the triangulated, pin-jointed, straight-tube frame models whose novel method of construction gave rise to the 'Built Like A Bridge' advertising slogan. To publicise its new models, F-B turned to racer Tommy Meeten. For Meeten's Brooklands campaign a machine was constructed using Villiers' recently announced 172cc Sports engine. Villiers was much more actively involved with the production of sports and racing engines in the between-the-wars years than they would be after WW2, and the Sports was the first of a family of 172cc high-performance engines. Riding the special Francis-Barnetts, Meeten set several speed records for the '175' class and won numerous races at Brooklands. Capitalising on his successes, Villiers introduced further evolutions of the Sports engine in the form of the Brooklands and Super Sport TT units. This rare Super Sport TT Model 9 has belonged to the late owner's family for many years. An older restoration still in very good condition, the machine is offered with an old-style V5 document and an old-style continuation logbook (issued July 1939) recording ownership by only one family previously.

£2,000 - 4,000

€2,300 - 4,700



444

1927 SCOTT FLYING SQUIRREL TOURING DE LUXE (SEE TEXT)

Registration no. NF 7008

Frame no. 1465

Engine no. none present (see text)

"This machine is unique. It is the only survivor of its model...and probably the only one manufactured..." so said the late John Underhill, highly respected VMCC Scott marque specialist & Scott club registrar, in a VMCC dating letter dated 16.10.95 (supplied). The Scott Flying Squirrel Touring De Luxe variant merited a small entry and picture in the 1927 Scott brochure, but it seems that the marketing department saw a demand where none existed. John Underhill also said: "Frame no. 1465 is of 1927 manufacture & cycle parts, petrol tank, forks, wheels, mudguards, hubs, A shaped handlebars, and footboards are correct for this rare model. Rear carrier and leg shields are missing, twin exhaust system is correct. Amal carburettor would originally have been Binks 3 jet type. Gearbox no. 72W is of correct type. Lucas Magdyno and lighting set are all original". The Scott records list engine no. FZ552A of 1927 manufacture & 498cc capacity, however no engine numbers are present on the straight-backed crankcase which is the correct type for 1927. The V5C shows the capacity as 596cc although the original FZ engine prefix indicates 498cc. As with many Scotts, it is not known whether the engine's capacity is actually 498cc or 596cc. Prospective bidders should satisfy themselves as to the pedigree and originality of the machine. This rare Scott was restored by the vendor's late father. The engine has been regularly turned over, but it has not been run for several years and re-commissioning will be required. Prospective bidders should satisfy themselves as to the motorcycle's mechanical condition.

£8,000 - 10,000

€9,300 - 12,000





445



447



446



448

445

1924 SCOTT 486CC SQUIRREL

Registration no. NW 6510

Frame no. 104 Engine no. 6789

Scott's familiar Squirrel model name was introduced for their first production sports machine in 1921. It differed in a number of respects from the ongoing Standard model, but the fundamentals of a water cooled twin cylinder two stroke engine, two speed gear, telescopic forks, chain drive, and triangulated frame were of course retained. This Squirrel was first registered in April 1924, and appears to have been re-registered in 1980 on its original "NW" Leeds number. It is accompanied by a V5C, buff log book from 1946, and a receipt for £14 relating to its sale in 1949. It was restored by the vendor's late father. The engine has been regularly turned over, but it has not been run for several years and re-commissioning will be required. Prospective bidders should satisfy themselves as to the motorcycle's mechanical condition.

£7,000 - 10,000 €8,200 - 12,000

446

1926 SCOTT 596CC SUPER SQUIRREL

Registration no. RY 2819

Frame no. 2067 Engine no. Y9002

New for 1925, Scott's Super Squirrel was based on the 1924 TT machines. The most significant changes for this new model were water cooling for the cylinder head, and a different bore and stroke for the engine. This "Super" was acquired by the vendor's late father from the late Colin Missen, the well known veteran Triumph expert. It is accompanied by a V5C and continuation buff log book dating from 1938 which indicates that the original engine was probably no. Z9272 (498cc). The current 596cc engine dates from 1926, the same year as the rest of the machine. All Scott enthusiasts know that the "Z" 498cc & "Y" 596cc engines are interchangeable. The engine has been regularly turned over, but it has not been run for several years, and re-commissioning will be required. Prospective bidders should satisfy themselves as to the motorcycle's mechanical condition.

£7,000 - 10,000 €8,200 - 12,000

447

1924 NER-A-CAR 285CC

Registration no. BF 4559

Frame no. 3795 Engine no. 4834

Brainchild of an American, Carl Neracher, the Ner-a-car was as close as a vintage motorcycle got to a car on two wheels. In fact, it was the most successful hub-centre steering motorcycle ever produced, comfortably outselling the much later Yamaha GTS and Bimota Tesi. About 10,000 were manufactured in the USA, and about 6,500 over here by Sheffield Simplex at Kingston upon Thames. Built on car principles, it featured twin low chassis members with the engine and transmission mounted in between, and sweeping protective mudguarding. Ultimately it was too unconventional to survive in the always conservative motorcycle market. This very smart 1924 model B was restored by the vendor's late father. The engine has been regularly turned over, but it has not been run for several years and re-commissioning will be required. Prospective bidders should satisfy themselves as to the motorcycle's mechanical condition.

£6,500 - 9,500 €7,600 - 11,000

448

1931 MATCHLESS 397CC SILVER ARROW

Registration no. VE 9924

Frame no. 1344 Engine no. A1409

This Matchless Silver Arrow is a fascinating and rare survivor. It was manufactured in 1931, but these were difficult times, and it sat in a dealer's showroom until it found a buyer in January 1933. The design was very innovative: the engine was a narrow angle in line V twin, with rear suspension and coupled brakes, but less than 2,000 were manufactured before it was quietly dropped in 1934. This very smart example was restored by the vendor's late father. No instrument panel is fitted, but a 2 piece metal binnacle is included in the sale. It is offered with a V5C and old style buff log book. The engine has been regularly turned over, but it has not been run for several years and re-commissioning will be required. Prospective bidders should satisfy themselves as to the motorcycle's mechanical condition.

£8,000 - 12,000 €9,300 - 14,000



449

1925 NORTON 490CC MODEL 16H

Registration no. MH 8444
Frame no. 18291 (see text)
Engine no. 25647

Norton's model 16H was to remain in production until 1954, but it is possibly at its most desirable in the form of the vintage flat-tanker. This 16H dates from 1925 at which time the factory claimed, "This machine is beyond doubt the fastest side valve 3½ hp. machine on the market". We understand that it was in barn find condition when bought jointly in 2004 by the vendor's late father (who undertook the restoration) and a close friend. Subsequently the friend's half share was bought out. We were unable to locate the frame number on our initial inspection of the bike, which is accompanied by a V5C registration document. The engine has been regularly turned over, but it has not been run for several years and re-commissioning will be required. Prospective bidders should satisfy themselves as to the motorcycle's mechanical condition.

£11,000 - 13,000

€13,000 - 15,000



450

C.1919 ABC SKOOTAMOTA

Registration no. not registered
Frame no. unable to locate
Engine no. 3251

Introduced in 1919, the Skootamota was the work of engineering genius Granville Bradshaw, creator of the advanced ABC flat-twin motorcycle. Although designed and introduced while Bradshaw was working for ABC, the Skootamota was manufactured and marketed by Gilbert Campling Ltd of London W1. Bradshaw's Skootamota was powered by a 123cc 'exhaust-over-inlet' engine mounted horizontally above the rear wheel, which was driven directly by chain, with the cylinder pointing backwards. Later versions had an overhead-valve engine. Hailed by its maker as 'the dependable little motor-machine that will take you anywhere you want to go in comfort, at little cost and with safety – anywhere, anytime,' the Skootamota lasted into the early 1920s by which time the first ever 'scooter boom' was at an end. Offered without documents, this Skootamota is an older restoration, the mechanical condition of which is not known.

£1,600 - 2,200

€1,900 - 2,600

No Reserve



451

C.1950 VÉLOSOLEX 49CC MOPED

Registration no. KLJ 48
Frame no. none visible
Engine no. 69553

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 in Britain 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. This example was purchased at a UK auction in 2012 and has not been used since then. Offered with a V5C document (the registration is non-transferrable).

£900 - 1,000

€1,000 - 1,200

452

1921 ABC 398CC

Registration no. CE 7031

Frame no. 1472

Engine no. 1472

- *Advanced design by Granville Bradshaw*
- *Present family ownership since 1938*
- *Ideal lightweight Banbury Run mount*



Designed by Granville Bradshaw and produced by the Sopwith Aircraft Company, the ABC drew heavily on its designer's wartime experience in the development of air-cooled aero engines. A ground-breaking design, the ABC engine was a 398cc overhead-valve flat twin with integral four-speed gearbox. Legend has it that the power unit was designed in under three weeks, but Bradshaw did not stop there, going on to pen the duplex loop frame and sprung front and rear forks that marked out the ABC as one of the most advanced motorcycles of its day. It was fast too, J L E Emerson breaking the one-hour record twice at Brooklands, the second time at an average speed of 70.44mph, a feat that necessitated exceeding 80mph on occasions. Despite these successes, this promising design was hamstrung by production difficulties and price increases, only 3,000-or-so being made up to 1921 when the Sopwith factory ceased manufacture, though production of a modified version was continued by Gnome & Rhone in France.

For many years Godfrey Moore, now in his mid-80s, was co-owner and/or joint MD of Moores Motorcycles Ltd, established by his father in Hemel Hempstead in 1936 and a highly respected dealership that continues today under a third generation.

Godfrey's father acquired the ABC via a part-exchange transaction, circa 1938, and used it as personal transport until WW2, at which point it was laid up. Godfrey then used it for recreational riding in post-war days, which included a couple of Banbury Runs. He states it was last 'actively ridden about 10 years ago', and most recently ran in 2016, since when it has been stored inside his residence.

This ABC is very generously equipped for the period, featuring lights, Smiths speedometer, foot-boards, saddlebag, tools, etc, though its original bulb horn is no longer present. Although some restoration work has been undertaken (in the late 1970s), the aim has always been to preserve the bike's originality and to ensure it was well maintained, rather than achieve a 'concours' appearance. New tyres (26"x2.5") were sourced from Ken Cobbing some years ago and an inlet manifold specially fabricated, while the leather saddle was re-covered relatively recently. Godfrey fleetingly mentioned that the ABC was once 'temporarily owned by his mechanic/restorer' for a few months' time while some work was carried out. The machine is offered with a V5C Registration document and an old-style logbook.

£8,000 - 12,000
€9,300 - 14,000



453
1927 VELOCETTE 348CC KS/KTT SPECIAL
 Registration no. YH 9347
 Frame no. K1068
 Engine no. KTT268

This fascinating and much modified cammy Velo was sprinted by the vendor with considerable success. He told us "this Velocette was reliable and consistently fast, sprinting all over the UK in the 1960s". At Duxford in 1967 it recorded a very impressive best time of 13.87 seconds for a standing start quarter mile. He reports that it has a thick flanged barrel, TT carb, 17/4 cam, mark VIII crankshaft, mark IV type lower frame rails, it runs on Castrol R, and that the fuel used was 50% methanol and 50% nitromethane. The 11.25:1 high compression Martlett piston was apparently the last piston ever made by Brooklands Engineering in Weybridge. Amongst the many modifications noted were small sprint tanks, the 1927 frame (originally with the small headstock and straight lower tank rail) now features larger headstock bearings and a cranked lower tank rail, while the saddle tube has been reinforced at the bottom. The original engine has been replaced by a KTT unit displaying no. KTT 268. It should be noted that the engine number stamp is not in the original Hall Green font or size. This fascinating Velocette is accompanied by an old buff logbook from 1949 and a V5. The logbook shows frame no. K 1068, and the original engine no. which was K 1082. However on the V5 these numbers have been transposed. We're advised by the vendor it has not been run for some considerable time and is sold strictly as seen. Re-commissioning and/or restoration will be required. Prospective bidders should satisfy themselves as to the motorcycle's authenticity, completeness, and mechanical condition.

£4,000 - 6,000
€4,700 - 7,000



454
1929 VELOCETTE 348CC KSS
 Registration no. MT 3184
 Frame no. X2660
 Engine no. KNSS2563

Following Veloce's stunning win in the 1926 Junior TT, when Alec Bennett fell off on the last lap, but still won by over 10 minutes, the company went from strength to strength. Greater manufacturing capacity was badly needed, and production moved from the old Aston factory to Hall Green, where Velocettes continued to be made until the end came in February 1971. OHC Velocette production increased from 431 in 1926 to 1050 in 1929, but interestingly, in 1928 more of the new model U two strokes were turned out than cammies. At the beginning of the cammy line the standard model was the 'K' (for Kamshaft). The KSS (K Super Sports) followed shortly afterwards and was top of the range until the KTT (K Tourist Trophy) started coming off the production line in late 1928. The Velocette featured here is a matching numbers KSS and was invoiced to Motormyles in London on 30th January 1929, with it being sold on a few weeks later on April 6th, to one J. F. Hillman of Hayes, Middlesex. It is accompanied by a continuation buff log book from 1949 and a V5. Amongst many modifications it is fitted with a high-level exhaust system, non standard petrol tank and saddle mounting, and a foot operated gear change. We're advised it has not been run for some considerable time and is sold strictly as seen. Re-commissioning and/or restoration will be required, therefore prospective bidders should satisfy themselves as to the motorcycle's authenticity, completeness, and mechanical condition.

£3,000 - 5,000
€3,500 - 5,800



455

1929 VELOCETTE 348CC KSS

Registration no. UW 373 (see text)

Frame no. X3213

Engine no. KNSS3116

This 1929 Velocette KSS could be the basis for a very nice vintage Velo, combining as it does the desirable late vintage frame with the larger headstock bearings, a KSS engine (which appears to be partially dismantled and possibly incomplete at the top end), a sought after square ML magneto, foot operated gearchange etc. The engine left the factory in September 1929 in frame no. 3335 and was sold by Taylor Matterson of Balham to one A. G. Wallis of Southfields near Wimbledon. Meanwhile frame no. X3213 was supplied via Alec Bennett in Southampton to R.G. Midgely of Bournemouth in July 1929. The original engine for this frame was KTT133, and unusually this was a KTT supplied with a Miller SUS lighting set. A petrol tank is supplied but will require some modification for it to fit. No documents are supplied. A 1957 tax disc displaying registration no. UW 373 is fitted however, the HPI register indicates that while it does relate to a 1929 Velocette, and the engine is indeed listed as 3116, the frame number is given as 3335 and not the current frame number. In addition the engine capacity is listed as 200cc. Accordingly, prospective bidders must satisfy themselves as to its eligibility together with the condition, completeness and authenticity of all components prior to bidding. We're advised by the vendor it has not been run for some considerable time and is sold strictly as seen. Re-commissioning and some restoration will be required.

£3,000 - 5,000

£3,500 - 5,800



456

1935 VELOCETTE 348CC KSS

Registration no. BKP 769

Frame no. KTL5446

Engine no. KSS5797

This matching numbers machine is one of the last of the much loved mark one cammy Velocettes. It was despatched from the factory in March 1935 to C. Haywood & Son of Ashford in Kent, and was purchased just a few days later by one Harry Holroyd Camburn of Folkestone. He must have liked it a lot because the accompanying buff log book shows that he kept it for the next twenty four years. It has some interesting period modifications, the most obvious being the addition of swinging arm rear suspension. We also noted strutted Webb forks from a KTT, a dual seat, hairpin valve springs, a rear carrier, a rev counter, and an oil pressure gauge mounted on the right hand side of the petrol tank. No exhaust system is currently fitted. Bills to the previous owner from the late Arthur Lavington, the highly regarded Velo specialist, are included in the sale. The vendor rode it two up from London to the Isle of Man and back for the 1962 TT, and it still bears the "tank pumped out" sticker on the headlight glass. A 1962 tax disc is displayed, and this tallies with the last stamp in the old log book. It should be noted that the accompanying V5 shows the engine no. as K555797. We're advised by the vendor it has not been run for some considerable time and is sold strictly as seen. Re-commissioning and/or restoration will be required. Prospective bidders should satisfy themselves as to the motorcycle's authenticity, completeness, and mechanical condition.

£2,500 - 3,500

£2,900 - 4,100



457

C.1931 VELOCETTE 348CC PROJECT

Registration no. RT 7808

Frame no. KV-4055

Engine no. KTT168



This is a selection of Velocette components and not a complete motorcycle. The frame (no. KV 4055) was part of a Velocette KSS invoiced by the factory in May 1931. Incidentally, the 'KV' prefix of the frame is uncommon, and its significance is unknown. Engine no. KTT 168 in frame no. 3407 was supplied via a local Velo dealer to a G. Barnes of Lozells, Birmingham during October 1929. Also included are: a girder fork blade, front and rear wheels with brake plates and an inner and outer timing cover. These components are accompanied by a buff log book (from 1947) and a V5, both of which show the frame number as V-4055 and the original engine number which was KSS 3672. Close inspection is recommended, and prospective bidders should satisfy themselves as to the suitability, authenticity, completeness and mechanical condition of the individual components.

£1,000 - 2,000

€1,200 - 2,300

No Reserve



458 N

C.1935 KOEHLER-ESCOFFIER RACING MOTORCYCLE

Frame no. 142

Engine no. BZ13425

The French Koehler-Escoffier marque was founded in Lyons in November 1912 by partners Marcel Koehler, an engineer, and Jules Escoffier, who had previously been employed at Magnat-Debon as a works rider/mechanic. Escoffier died in 1914 and at the war's end Koehler sold the firm, which was acquired by another engineer, Raymond Guignet. These days Koehler-Escoffier is best remembered for its Guignet-designed, overhead-camshaft 'Mandoline' 500cc single, so called because of the shape of the timing cover and cam drive, and the closely related 1,000cc ohc v-twin, which was unique at the time of its introduction in 1927. Manufacturing these expensive, relatively low-volume models, both of which were underdeveloped, effectively crippled Koehler-Escoffier, which was taken over by Monet-Goyon in 1929. From then onwards the two ranges became virtually identical, most models featuring Villiers two-stroke engines after WW2. Presented in generally good condition, this restored Villiers-powered Koehler-Escoffier was purchased for the Pamplona Collection from a French private owner in Alcañiz, Spain. In February 2010 it was offered for sale by Bonhams at the RAF Museum Hendon (Lot 80) together with rest of the Collection and purchased there by the current vendor. There are no documents with this Lot.

£3,000 - 4,000

€3,500 - 4,700



459 N

1925 AUTOMOTO 125CC

Registration no. not registered

Frame no. 50847

Engine no. A811564

According to Tragatsch, the French Automoto of pre-1939 days was 'a typical "farmers machine" of great durability'. Founded in 1902 in Saint-Étienne, the firm specialised in the manufacture of robust, high quality motorcycles using proprietary engines supplied by Chaise, Zürcher, JAP, and Villiers, as well as those of its own manufacture. After WW2, they also used the French AMC engines. During the 1930s, the Automoto range included two-stroke-powered models ranging from 100cc to 250cc in capacity, and four-strokes from 175cc to 500cc. Offerings in the latter category included models powered by sidevalve, overhead-valve, and overhead-camshaft engines, the 'cammy' model having a unitary-construction Chaise engine. Consolidation of the French motorcycle industry saw Automoto join the group headed by Peugeot in 1930, which also included Terrot and Magnat-Debon. After WW2, the Automoto range continued to feature both two-stroke and four-stroke models, the former powered by Aubier-Dunne engines and the latter by AMC overhead-valve units. Automoto was later fully absorbed by Peugeot and ceased to exist in 1962. An older restoration, this rare French lightweight would benefit from detailing. There are no documents with this Lot.

£3,000 - 4,000

€3,500 - 4,700



460 N

C.1930 PEUGEOT 174CC P109S

Registration no. not registered

Frame no. P109 94590

Engine no. 103805 P109S

Formerly producers of tools, coffee mills, umbrella spikes and corsetry, Peugeot commenced its long-standing connection with transportation in 1882 when it added cycle manufacture to its portfolio. One of the pioneering firms of the French motorcycle industry, Peugeot followed the familiar progression: first adding proprietary clip-on engines to its bicycles before building complete machines of its own manufacture. A wide range of machines was manufactured between the wars, one landmark development being the introduction of a range of unitary construction four-stroke singles in the mid-1920s. At this time, almost all motorcycles had a separate engine and gearbox, linked by an exposed primary drive chain. Combining the engine and gearbox within a single assembly made for a compact and clean layout, which was a strong selling point for many prospective customers. By the decade's end the range had expanded to include five different models with engines ranging from 174cc to 346cc in capacity, all with side valves apart from the overhead-valve P105 sports roadster. These advanced Peugeots would turn out to be an immense commercial success, enabling the French manufacturer to increase production by some 85% between 1927 and 1930. This unitary construction Peugeot P109S is an older restoration that is still in generally good condition. There are no documents with this Lot.

£2,600 - 3,400

€3,000 - 4,000





461

1929 LEVIS 247CC '6 PORT'

Registration no. BF 5880 (see text)

Frame no. 20593

Engine no. 24817

Deriving its name for the Latin word for 'light', the Levis was manufactured by Butterfield Ltd of Stechford, Birmingham. One of the pioneers of the two-stroke motorcycle, the firm commenced manufacture of its immensely successful 211cc, single-gear 'Popular' lightweight in 1911. Levis dominated 250cc racing in the early 1920s, winning the Lightweight category at the Isle of Man TT in 1920 and 1922, and duly introduced a new 247cc production model alongside the Popular for 1921. This Vintage-era Levis two-stroke lightweight is an example of the sporting '6 Port' model, which was produced alongside the cheaper, four-port Model Z and advertised as 'the 60mph 250cc two-stroke'. A 'barn find' in 2002, 'BF 5880' subsequently underwent a complete 'last nut and bolt' rebuild, which was completed by the previous owner in 2009. It was displayed at the annual 'Levis Cup' event in 2011. The machine has been ridden recently in club runs and has performed well in hill climbs including Kop Hill. Only minor work has been needed. The machine is currently Guernsey registered and a re-importation NOVA submission has been made, which should enable the original UK registration to be recovered by the purchaser. The two-stroke enthusiast's ideal 'Banbury' mount, this beautiful little Levis is offered with sundry restoration invoices and photographs, an expired MoT, and a copy of Martin Squires' drawing of the Levis at Kop Hill.

£4,500 - 6,500

€5,200 - 7,600



462

1939 VELOCETTE 248CC MOV

Registration no. FUV 853

Frame no. MD9255

Engine no. M3684

The vendor of this MOV is only the fifth owner from new. It has a known history from its sale in 1939 to the present. Recorded mileage on consignment was 12,056, which is believed to be the total mileage from new. It was supplied new to Edward Turney of Billericay on 9th April 1939, who was still the owner on the 1948 continuation RF60 on file. It changed hands for the first time in June 1967 when it went to Leonard Ellis in Leytonstone, who kept it until May 1968, when it passed onto Roger Lucke in Leyton, London. Roger moved to Cambridge in 1972, taking the bike with him. He sold it in September 1996 to Roger Nicholls of Canterbury (confirmed by reference to an old V5 on file) who eventually sold it to the present owner, in October 2009. He has used it in summer months only, for limited mileage. A dating certificate on file from Ivan Rhodes confirms the original owner, the invoice date (9th April 1939), and that the machine has the original engine, frame and gearbox. FUV 853 has featured in articles in Motorcycle Enthusiast (June 1988) and Classic Motorcycle (May 1997) (copies on file). A comprehensive history file contains the current V5C, an old V5, the aforementioned RF60, copy articles, together with a letter from the first owner, expired MoT certificates, a 1952 engine rebuild invoice, and a miscellany of other interesting paperwork. Also included are a handbook, spares list, 2 maintenance books, and a quantity of spares comprising a spare dismantled engine and gearbox (condition and completeness unknown) and some MAC spares.

£4,000 - 5,000

€4,700 - 5,800



463

1922 CHATER-LEA 8HP NO.7 'BIG TWIN' & SPORTS SIDECAR

Registration no. XK 5198

Frame no. 103

Engine no. 10377

- Premier British make
- An older restoration
- Eligible for the VMCC's Banbury Run



Founded in London during the closing years of the 19th Century, Chater-Lea turned to the manufacture of lugs and fittings for motorcycle frames around 1900. Incorporated that same year as the Chater-Lea Manufacturing Company Limited, the firm was soon supplying its high-quality products to the greater part of the emerging British motorcycle industry. The manufacture of components soon led to the supply of entire frames and, in 1903, the firm offered its first complete motorcycle.

Prior to WWI, Chater-Lea motorcycles accommodated a bewildering range of engines from more than a dozen different suppliers before the firm began offering its own, alongside those of Blackburne and Villiers, in the mid-1920s. Earlier in the decade the firm offered two Blackburne-engined models: a 350cc overhead-valve sports roadster and a 545cc sidevalve-engined 'sidecar tug' alongside the long-established 8hp 'Big Twin'. Following the record-breaking successes of Dougal Marchant's Blackburne-based overhead-camshaft Chater-Lea at Brooklands, the company introduced its own design in 1925.

This was A C Woodman's famous 'face-cam' engine that used two contoured plates at the top of a vertical, gear-driven shaft to operate the rocker arms. Chater-Lea motorcycle production was scaled down from 1930 and finally ceased in 1936 after a total of around 5,000 machines had been built.

This Chater-Lea combination's history can be traced back as far as 1957 when it was owned by one Frederick Joseph Regis of East Ham, London E6, who was followed by Robert J Spicely of Coulsdon, Surrey and then Stan Gilks. All three are listed in the accompanying old-style buff logbook, and there is plentiful correspondence – much of it from the Chater-Lea factory - on file together with a selection of before/after restoration photographs and an old-style V5.

'XK 5198' appears to be an earlier restoration still in good cosmetic condition, although its mechanical condition is not known. The make of the sidecar is unknown, but it appears of sound construction and the upholstery and paintwork are very good.

£12,000 - 16,000
€14,000 - 19,000



464 * N

C.1930 MOTO GUZZI 498CC SPORT 14 (SEE TEXT)

Registration no. not UK registered

Frame no. 8465

Engine no. L8337

The prototype Moto Guzzi motorcycle was exceptionally advanced for its day: unitary construction of the 500cc engine and gearbox, over-square bore/stroke, geared primary drive, an overhead camshaft, and four valves per cylinder being just some of its salient features. However, the Normale (standard) model that entered production in 1921 was necessarily less ambitious, the most obvious difference being its engine's inlet-over-exhaust (IOE) valve arrangement, adopted to reduce costs. Guzzi's IOE engine would last well into the 1930s, albeit considerably changed as development progressed, and was used in its latest form for the Sport 14. Introduced towards the end of 1928, the Sport 14 was notable for its three-spring girder fork, inherited from the racers, and Miller dynamo electric lighting, engines so-equipped having an 'L' suffix to their number. Although produced for only two years, the Sport 14 was one of Guzzi's best-selling models of the period. Believed to be a Sport 14, this Moto Guzzi roadster appears to be an earlier restoration that has since mellowed. Nothing is known of its history or mechanical condition, except that the engine turns over. Offered from a private collection, this motorcycle will require re-commissioning at the very least, or possibly more extensive restoration, before returning to the road. Accordingly, prospective purchasers should satisfy themselves with regard to this motorcycle's age, originality, correctness, and mechanical condition prior to bidding. There are no documents with this Lot, which is sold strictly as viewed. Should the vehicle remain in Europe, import VAT of 5% will be added to the Hammer Price and Buyer's Premium.

£10,000 - 14,000

€12,000 - 16,000



465 * N

C.1928 MOTO GUZZI 498CC GT 'NORGE'

Registration no. not registered

Frame no. 53230

Engine no. (see text)

Powered by a four-valves-per-cylinder overhead-camshaft engine, the prototype Moto Guzzi motorcycle was exceptionally advanced for its day. However, the Normale (standard) model that entered production in 1921 was necessarily less ambitious, the most obvious difference being its engine's inlet-over-exhaust (IOE) valve arrangement, adopted to reduce costs. The dependable IOE engine, regularly updated, would continue to power the majority of Guzzi roadsters well into the 1930s. On the chassis side, though, developments were more radical, none more so than engineer Giuseppe Guzzi's innovative sprung frame. One of Giuseppe's promotional stunts was a ride to the Arctic Circle aboard a sprung-frame GT, hence that model's 'Norge' nickname, but despite his efforts the buying public remained sceptical at first. This splendid Moto Guzzi GT 'Norge' appears to be an earlier restoration showing some signs of age. Nothing is known of its history or mechanical condition, except that the engine turns over. It should be noted that the engine number has been obliterated and re-stamped. Offered from a private collection, this motorcycle will require re-commissioning at the very least, or possibly more extensive restoration, before returning to the road. Accordingly, prospective purchasers should satisfy themselves with regard to this motorcycle's age, originality, correctness, and mechanical condition prior to bidding. There are no documents with this Lot, which is sold strictly as viewed. Should the vehicle remain in Europe, import VAT of 5% will be added to the Hammer Price and Buyer's Premium.

£7,000 - 10,000

€8,200 - 12,000



466 * N

C.1932 MOTO GUZZI 498CC GT 16 (SEE TEXT)

Registration no. not UK registered

Frame no. 1277

Engine no. L19092

The prototype Moto Guzzi motorcycle was exceptionally advanced for its day: unitary construction of the 500cc engine and gearbox, over-square bore/stroke, geared primary drive, an overhead camshaft, and four valves per cylinder being just some of its salient features. However, the Normale (standard) model that entered production in 1921 was necessarily less ambitious, the most obvious difference being its engine's inlet-over-exhaust (IOE) valve arrangement, adopted to reduce costs. Guzzi's IOE engine would last well into the 1930s, albeit considerably changed as development progressed, and was used in its latest form for the Sport 15 and GT 16 models, launched in 1931. The touring GT featured Giuseppe Guzzi's advanced sprung frame, but this innovation was viewed with suspicion by a conservative public and the GT 16 did not sell as well as its maker hoped, lasting only until 1934. Believed to be a GT 16, this splendid Moto Guzzi tourer appears to be an earlier restoration that would respond well to detailing. Nothing is known of its history or mechanical condition, except that the engine turns over with good compression, while it should be noted that the headlight assembly is missing. Offered from a private collection, this motorcycle will require re-commissioning at the very least, or possibly more extensive restoration, before returning to the road. Accordingly, prospective purchasers should satisfy themselves with regard to this motorcycle's age, originality, correctness, and mechanical condition prior to bidding. There are no documents with this Lot, which is sold strictly as viewed. Should the vehicle remain in Europe, import VAT of 5% will be added to the Hammer Price and Buyer's Premium.

£7,000 - 10,000

€8,200 - 12,000



467 * N

C.1939 MOTO GUZZI 498CC MODEL W (SEE TEXT)

Registration no. not UK registered

Frame no. 25819

Engine no. W81915

Overhead valves made their first appearance on Moto Guzzi's '500' horizontal single in 1934, two such models - the V and GTV - making their debut that year alongside the S and GTS. The latter were developments of the existing 500cc inlet-over-exhaust models: the S being equipped with rigid frame and hand gearchange, the GTS having Guzzi's sprung frame and a foot-change gearbox. The overhead-valve V and GTV models were similarly specified, but the latter also featured leg shields and valanced mudguards as standard. In 1935 the models W and GTW were added to the range, being essentially identical to the V and GTV apart from more powerful (22bhp) engines. Identified on the basis of its engine number prefix, this sporting Moto Guzzi roadster appears to be a Model W. Apparently an earlier restoration that has since deteriorated, it carries a restorer's sticker to front mudguard reading: 'libero Galanti Figlio officina restauro Belgioioso-pv'. Nothing is known of this machine's history or mechanical condition, except that the engine turns over. Offered from a private collection, this motorcycle will require re-commissioning at the very least, or possibly more extensive restoration, before returning to the road. Accordingly, prospective purchasers should satisfy themselves with regard to this motorcycle's age, originality, correctness, and mechanical condition prior to bidding. There are no documents with this Lot, which is sold strictly as viewed. Should the vehicle remain in Europe, import VAT of 5% will be added to the Hammer Price and Buyer's Premium.

£4,000 - 6,000

€4,700 - 7,000



468 * N

C.1935 MOTO GUZZI 250CC RACING MOTORCYCLE

Registration no. not UK registered
Frame no. 1.P.E.4004 & 27244
Engine no. D209

- *Believed TT250 engine*
- *PE250 roadster frame and cycle parts*
- *An older restoration*



The importance of racing as a means of publicising Carlo Guzzi and Giorgio Parodi's fledgling marque had been recognised right from the start, at least by the latter, and although Moto Guzzi's first racer - the 500cc C2V (Corsa 2 Valvole) - proved to be an effective competitor in Italian national events, it was only when Carlo Guzzi adopted the overhead camshaft and four-valve layout of his original prototype for the C4V (Corsa 4 Valvole) that international success was achieved.

Capitalising on the success of the '500' racer, Carlo Guzzi introduced a broadly similar 'TT250' early in 1926, though the quarter-litre Guzzi made do with only two valves. The latter were disposed at a relatively narrow (60-degree) angle, and the overhead-cam engine had 'square' bore/stroke dimensions of 68mm. The result was a class-leading power unit with a specific output of 60bhp/litre, an exceptional performance for a normally aspirated engine at that time. As its designation suggests, the TT250 was intended for the Isle of Man TT. Sadly, the 1926 event would prove a bittersweet experience for the Moto Guzzi team, its rider Piero Ghersi failing to finish the Senior race and being disqualified from 2nd place in the Lightweight having used a unspecified spark plug.

Nevertheless, the TT250 proved good enough to win at that year's Circuito del Lario and Grand Prix des Nations at Monza, and at the season's end a customer version was made available to privateers alongside a slightly more powerful variant: the SS250 with bronze cylinder head. Production ceased at the end of 1930.

The machine offered here is believed to consist of the sprung frame and cycle parts of a mid-1930s PE250 roadster, and a TT250 engine. Other noteworthy features include a Magneti Marelli magneto, Dell'Orto carburettor, racing fuel tank, and 19" alloy wheel rims front and rear. A dealership sticker to the front mudguard reads: 'MARCOMINI Moto Guzzi - MONTEBELLUNA-TV'.

Presented in age-related condition, the machine appears to be an older restoration with some patina. Nothing is known of its history or mechanical condition, except that the engine turns over. Offered from a private collection, this motorcycle will require re-commissioning at the very least, or possibly more extensive restoration, before returning to the road. Accordingly, prospective purchasers should satisfy themselves with regard to this motorcycle's age, originality, correctness, and mechanical condition prior to bidding. There are no documents with this Lot, which is sold strictly as viewed.

Should the vehicle remain in Europe, import VAT of 5% will be added to the Hammer Price and Buyer's Premium

£7,000 - 10,000

€8,200 - 12,000

469

Ex-Tom Arter

C.1936 AJS MODEL 38-7 GRASS-TRACK RACING MOTORCYCLE

Frame no. 7-856

Engine no. none visible

- Arter family ownership from new
- Brand Hatch grass-track lap record holder
- Numerous in-period modifications
- Restored in 2015



Brands Hatch August 1936, Arter leading Jock West (Ariel) and Les Scweso (AJS)



The unique AJS offered here was delivered new in May 1938 to Tom Arter, renowned grass-track and trials competitor of the 1930s/1940s, who would go on to pursue an equally successful career as a tuner/entrant, supporting stars such as Bill Lomas, Dickie Dale, Mike Duff, and Peter Williams. AJS Motor Cycles' letter concerning Tom's purchase is on file together with another congratulating him on winning the 'Silver Wings' race at the Ashford Speedway in April 1939.

Like most extensively campaigned competition machines, the Arter AJS would be extensively modified, gaining a Manx Norton cylinder barrel, telescopic front forks, and McCandless-type swinging-arm rear suspension as the seasons progressed. Ridden by Albert Roger, this machine set the Brands Hatch grass-track lap record in 1949, a mark that will stand forever as the Kentish circuit has been Tarmac-surfaced since the winter of 1949/1950. Although the engine started life as a '350', its present capacity is not known.

In April 2000 the Arter Collection, including the famous ex-works AJS 'Porcupine' racer, was sold by Bonhams at Stafford, though Tom kept his much-loved old grass-tracker. The machine languished in a corner of the now emptied workshop for many years before Tom Arter Jnr asked a family friend, Richard Mummery, to rebuild what he referred to as 'a family heirloom'.

Undertaken during 2015, the restoration included rebuilding the engine with a new big-end assembly and new piston rings, and grinding-in the valves (the piston crown was found to be flat, indicating a compression ratio of around 8.5:1). The cycle parts were powder-coated, and the magneto overhauled, while replacement parts fitted include a stainless-steel exhaust pipe, vacuum valve (to prevent wet-sumping), new oil pipes, new fasteners, an Amal carburettor body (found in the race workshop), and a suitable fuel tank. A list of the parts fitted, and their costs is on file.

Since the rebuild's completion in 2015, Richard has displayed the Arter AJS at the International West Kent Run (2015 and 2016), the Barham Vintage Rally (2017), and the Ashford Classic Motorcycle Show (Easter Monday 2017). The machine was last run in October 2018. The accompanying history file contains period photographs, press cuttings, and the aforementioned rebuild details and letters from the AJS factory. Offered for sale by the Arter family, this unique AJS represents a wonderful opportunity to own a purpose-built competition machine raced by one of the biggest names in British motorcycle sport.

£16,000 - 18,000

€19,000 - 21,000

470

Reputedly ex-works; Frank Longman; 1928 IoM Lightweight TT-winning
1928 OK SUPREME 250CC TT RACING MOTORCYCLE

Registration no. CG 1150
Frame no. 11282
Engine no. PORY/C 13680/S

- *Special JAP racing engine*
- *Known ownership history since 1932*
- *Restored condition*
- *Present ownership since 2003*
- *Comprehensive history file*



'CG 1150' has been widely accepted since the mid-1930s as the machine ridden to victory in the 1928 Lightweight TT by Frank Longman. The OK's history between 1928 and the early 1930s is not known but there is overwhelming evidence that it is the actual TT winning machine, albeit with some components changed, most notably the front forks.

Longman's victory, OK Supreme's only TT win, was all the more remarkable given the team's inauspicious start to its 1928 Island campaign. The new duplex bolted-up frames, designed by G H Jones, had proved fragile in practice, prompting Jones to return to the factory to fetch some 1927-specification replacements (see Jones's letter on file). It seems that these replacement frames were then hastily, and untidily, stamped up to match the paperwork submitted to the A-CU.

In the race, Longman led from start to finish, averaging 62.9mph, only 0.32mph slower than the Senior winner, coming home some 17 minutes ahead of 2nd place finisher C S Barrow's Royal Enfield. Although Longman's team-mate Alec Bennett had retired, the three other OK Supremes ridden by George Himing, Cecil Ashby, and Vic Anstice came home in 4th, 5th, and 6th places respectively, with only Ashby using the 1928-type frame. One factor undoubtedly contributing to OK Supreme's dominance was a new JAP racing engine featuring a Jones-designed cylinder head with 12-degree downdraft inlet port, which was not made available to OK's rivals. Examples of this engine sold to the general public had the horizontal inlet tract. Sadly, Frank Longman would lose his life in the 1933 Lightweight TT following a crash at Glentrammon Corner while riding an Excelsior.

The original logbook shows 'CG 1150' to have been first registered on 18th April 1932 to one Richard Wallis of Monk Sherborne near Basingstoke, Hampshire. Richard Wallis was the son of Arthur Wallis of Wallis & Steevens Ltd, Basingstoke-based manufacturers of steam-powered traction engines, road rollers, and agricultural equipment. The OK was licensed for just two months, as evidenced by the logbook's solitary stamp. Importantly, this logbook records the Type or Model as 'Special TT Racing', while at the same time omitting the 'C' from the engine number.

'CG 1150' then passed to Christopher Child. A collector of racing motorcycles with Isle of Man TT history, Child had once owned the 1927 TT Triumph sold by Bonhams at Stafford in April 2012 (Lot 335). He lived at Ramsdell near Basingstoke, a mere one-and-a-half miles from Richard Wallis's home in Monks Sherborne. Child was a friend of collector Lorenzo Piper and the machine and some literature was passed to Piper on Child's death circa 1963. In a letter on file Piper states that Christopher Child had been a great friend of his father.

'CG 1150' was owned for a period by Norman Webb, the well-known collector of historic racing motorcycles, and it appears likely that Webb bought it from Piper. Norman Webb sold the OK to TT rider Arthur West, who sold it on to Bernard Harding on 29th March 1966, Bernard having responded to West's advertisement in Exchange & Mart dated 24th March 1966. A copy of the advertisement is on file together with the sales receipt (for £50). Incidentally, Norman Webb repeatedly tried to buy back the OK from both Arthur West and Bernard Harding.



Lorenzo Piper aboard the machine in 1934

The current vendor obtained 'CG 1150' from Bernard Harding in October 2003. Documents supporting the foregoing history may be found within the history file.

The OK's restoration was started by Norman Webb and continued by both Arthur West and Bernard Harding. When the vendor acquired 'CG 1150' the restoration was largely completed except for the front forks. Bernard had been unable to find some appropriate Webb forks, but the vendor had a pair, which have been fitted. It is clear that the machine had heavyweight Webb forks fitted when raced, even though OK Supreme used Brampton forks at the time. Longman was known to be autocratic and would not race unless he could prepare machines to his liking. The Webb forks were no doubt his doing, probably because of their superior handling or perhaps because Webb gave him more sponsorship. It appears that the machine remained in the factory after the race until being sold in 1932. If, as is suspected, the forks were Longman's doing, the factory would have refitted Bramptons. The machine certainly had Brampton forks when Christopher Child and Lorenzo Piper owned it as can be seen in the photograph on file. This photograph was lent to Bernard Harding by Lorenzo Piper and is dated 9th September 1934. It shows Piper on the bike with female pillion passenger, presumably while being exercised by Child on Piper's father's land (see file). Following the restoration's completion, the OK took part in the Isle of Man TT 100th Anniversary celebrations in 2007 (a copy of programme is in the file).

There is good evidence that 'CG 1150' is the actual TT-winning machine as it was viewed by Manxman Harold Rowell during the war. Rowell had an encyclopaedic knowledge of TT machinery and although it appears he never published anything, people who met him confirm his obsessive recall of detail. Rowell and his brother both rode in the TT pre-war and were best known as stunt riders in the George Formby film 'No Limit'. Wearing battledress, Rowell viewed the OK at Lorenzo Piper's farm having assumed that it had been scrapped as part of the war effort. Piper confirms Rowell's visit (see references on file).

Perhaps the most convincing evidence of the machine's authenticity is the cylinder head. As mentioned above, OK Supreme's designer G H Jones designed a special head with a downdraft inlet tract. This machine has a head with a 12" downdraft inlet tract, whereas the standard 250cc JAP racing head had a horizontal tract. In addition, the Burman gearbox is stamped 'TT' in addition to the customary markings. A gearbox of this same type is clearly visible in the action picture of Longman's machine reproduced on page 190 of Motor Cycling, 13th June 1928 edition.

In short: what we have here is a machine that is, beyond reasonable doubt, Frank Longman's 1927 Lightweight TT winner. As such, it represents an exceptionally rare opportunity to acquire an ex-works TT-winning motorcycle of the Vintage era.

£50,000 - 70,000
€59,000 - 82,000

471

To be sold as a pair

C.1948 VELOCETTE 350CC KTT MKVIII DUKE REYNOLDS REPLICA

Frame no. n/a

Engine no. KTT 980 (see text)

1936/1949 VELOCETTE 350CC KTT MKVIII SPECIAL

Frame no. SF7

Engine no. KTT 936



Peter Crew aboard the Duke Reynolds Replica, Goodwood Revival 2009 © Mick Robinson

This racing motorcycle has been constructed as a replica of the famous 'Duke Reynolds' Velocette KTT built for World Champion Geoff Duke by master frame-builder Ken Sprayson of Reynolds Tubes. As Ken recalls in his book 'Ken Sprayson The Frame Man', 'The first major Duke Reynolds project was a frame to accommodate a 348cc KTT Velocette engine, a works engine that had been reputedly previously used by Les Graham. Up to this time most of the frames had been based on the duplex Featherbed design, but this was impractical due to the positioning of the exhaust. The solution seemed to be a frame in which twin loops were connected to a single downtube.'

The Duke Reynolds Velocette made its international debut at the Isle of Man TT races in 1956 ridden by Jack Wood. Although he retired from the Junior event, Wood finished 24th in the Senior race, the first '350' home. In total, three frames were made. The Duke Velocette chassis is notable as the first to feature Reynolds' leading-link front fork that became the favoured suspension for future Reynolds specials. The original frame is currently owned by the Rhodes Collection.

An on-file letter from Ivan Rhodes to the current owner, well-known collector and classic racer, Robert Lusk, states: 'The Duke Reynolds Replica frame you have was built initially for Simon Goodman who at that time as you know had the original works engine. Simon provided the taper down tube whilst the rest of the frame was faithfully copied from our original No.2 frame by Bill Cooper of Derby, a reputable frame builder and sidecar racer of the time. Bill used T45 tubing, but did not include an oil reservoir for the chain oiler. As you know, Simon did not take up the project. We have fabricated all the additional pieces, which were then taken to Spondon Engineering along with our original frame to complete the work required. Engine plates were laser cut from the original samples and the swinging arm pivot bearings made up and fitted locally.

Front forks were built up from sound used components and new stanchions, seals etc from the Velocette Club spares. Our Club technician built up a set of two-way damping rod units which will need charging with 120cc of fork oil adding to each leg before use. I have built you a gearbox which is unmarked, as new shell incorporating new bearings throughout plus a full set of new internals to KTT spec from the Velocette Company in Meriden and using a KTT cover-plate which doesn't carry a neutral notch - the whole built up on Morris Castrol R40 oil.' Ken Sprayson (who built the original) has stated that the Rhodes replica frame is an excellent copy.

- *Replica frame commissioned by Ivan Rhodes*
- *Duke Reynolds Replica completed by Peter Crew in 2008*
- *Duke Reynolds Replica last used in 2017*
- *'KTT 936' is the original Duke Reynolds Special engine*
- *'SF7' is a 1936 development frame*



Circa 2006, Robert Lusk bought the Replica frame from Ivan Rhodes and the original Duke Reynolds engine ('KTT 936') from Simon Goodman of the Velocette-owning Goodman family (Simon had purchased it from his father). The machine was purchased an unfinished project together with the Velocette KTT MkVIII that forms part of this Lot. That KTT, frame number 'SF7', currently houses engine number 'KTT 936', the original works engine from the Duke Reynolds Special (see below). '936' is loosely assembled in the frame and, it should be noted, has 'W H Foster' engraved in the cylinder head. The engine currently fitted to the Replica is stamped 'KTT 980', though there is evidence of a previous engine number having been removed; whether or not by the factory is not known. Records show that engine 'KTT 980' was despatched 21st May 1948 to Taylors, Shipston for their customer, 'Mr Woods'.

In another letter, Ivan Rhodes states: 'Frame SF7 is a 1936 development frame. A spare intended for 1936 racing but never used. SF1-3 were development machines and SF4-6 works machines. SF7 remained in the store as a spare and is not recorded as being issued in the records book.'

'Engine No. 936 originally left the factory 13.7.1949 in frame SF192, despatched to dealer Wing/Daybrook for customer H Lomas & Son.

'Engine No. 936 was later loaned to Cliff Bennett to form part of his Earles Velo before being removed and reused in the newly built Duke Reynolds Velocette and ridden by Jackie Wood.'

CRMC stalwart Peter Crew was recruited to rebuild the Replica, which returned to the racetrack for the first time in 2008. Peter even managed to find a correct 'humming top' (replica) twin-leading-shoe front brake (second mechanism is on inside of brake). Engine '980' was chosen for the Replica because its wider cylinder stud spacing permitted the use of a big-fin barrel. The engine incorporates an Alpha-rebuilt crankshaft and has been converted from hairpin to coil valve springs by Ron Lewis.

While in Robert Lusk's possession, the Duke Reynolds Replica has been ridden by both Peter Crew and his son Gareth at the Goodwood Revival Meeting in 2009 - and by Gareth in BHR races at Lydden Hill in 2009 and 2010. In 2017 Gareth and Robert shared the Velo at the Donington Park Classic Festival, its most recent outing. Gareth also wrote an article for Classic Racer magazine about his Goodwood experiences riding the machine.

£40,000 - 50,000
€47,000 - 58,000

472

*Ex-Campbell Donaghy, 5th in the Ulster Grand Prix,
first ever world championship point for a Ducati 250 single*

1961 DUCATI 250CC F3 PRODUCTION RACER

Frame no. DM1003F3
Engine no. E-1003-F3

- 1962 Ulster Grand Prix, 5th place
- Amadori brakes (200mm front, 160mm rear)
- 1963 wins at Cookstown and Tandragee
- Same ownership for 55 years



Ducati's rise to a global brand and racing success began when Ducati Meccanica's first director, Dr Giuseppe Montano, persuaded the legendary Fabio Taglioni to join the factory in May 1954. Taglioni had worked for two companies before joining Ducati, showing a flair for designing lightweight engines that could win the important "Gran Fondo" (large fund, i.e. big prize money) races. The most important before the Second World War had been the Milano Taranto. But throughout the 1950s it was a revitalised Motogiro d'Italia that captured the public imagination. This race was run over several daily stages to gain the maximum publicity, with entries restricted to motorcycles closely related to ones the public could buy.

Taglioni's first design for a Gran Fondo racer had been a 75cc single manufactured and raced under the Ceccato name. His next was with Mondial, working on desmodromics and 175s that won both the Milano Taranto and Moto Giro in 1954, the only time a manufacturer was victorious in both races in the same year. When Taglioni wasn't invited to Mondial's celebrations he quietly cleared his desk and left. He could have had a steady salary at anywhere from Ford to Ferrari, but chose Ducati simply because he was promised the autonomy necessary to build world class racing motorcycles. Success in the Motogiro quickly came to mean success in the showrooms, so Ducati's failure to achieve a single in the 1953 and 1954 events had weighed heavily on Montana's mind. Unsurprisingly Taglioni's initial focus was on the urgent need for a new motorcycle that could survive, and ideally win, the gruelling road race. Taglioni's first offering was the Gran Sport, a 99.66cc single with what would become Ducati's trademark bevel and shaft driven overhead camshaft.

Laverda immediately protested that the Gran Sport wasn't a true production bike, but rather a dedicated, hand-built, racer that the competitions' pushrod overhead valve models would have no chance against. In truth Laverda had a point. Even though the Gran Sport did eventually go into production, it was in limited numbers, and at a price that reflected its complexity and the expertise required during assembly. Nonetheless the 1955 Motogiro made Montana a very happy man when the new Gran Sport took every place bar one in the 100cc class. One even managed fifth overall, beating a great many 175cc machines.

Building on this success Taglioni immediately planned an enlarged Gran Sport by upping the engine's bore to 55.25mm. The resulting 125cc motor proved even more dominant with Giuliano Maoggi taking the new motorcycle to victory in the 125cc class of the Milano Taranto a few months later. He would then take the Ducati to overall victory in the 1956 Motogiro.

Whilst the bevel singles went into production as sporting ride to work machines, Ducati also offered for sale a new racing 125, the F3. This bore little relation to the production models, being a hand built motorcycle in the mould of the Gran Sport, with sandcast engine components and specialist cycle parts that meant little was interchangeable with its road going cousin. Inevitably a 175cc version of the F3, but outside Italy the 175 class was rarely considered important. When Michel Barone won the 1960 250cc French Championship on a prototype 250 Ducati single, it was inevitable that production and F3 racing versions would follow.



Campbell Donaghy on the Ducati at the 1962 Ulster GP 250cc Race © Mortons Archive



Only available in 1961 and 1962, the 250F3 (sold by UK importer Vic Camp as the Manxman) had a sandcast motor that carried over the 175's ribbed conrod and longer, stepped, crankshaft. Unlike previous F3s the 250's head incorporated bosses to allow desmo closing rockers to be fitted, and at least one left the factory so equipped. While the bore and stroke were the same as the roadster, at 74 x 57.8mm to give 248.6cc, the carburettor was a 29mm Dell'Orto SS1 29A (rather than 27mm). The frame was unique to the 250F3.

On the 11 August 1962 Campbell Donaghy finished the 250cc class of the Ulster Grand Prix – then a round of the world championship - in fifth place on an F3 Manxman, gifting Ducati their first ever world championship points for a 250 single. Three works Hondas finished ahead of Donaghy, followed by Arthur Wheeler's famous Moto Guzzi, making the achievement all the more remarkable. And the motorcycle offered here is that very machine. The Amadori brakes (200mm front, 160mm rear) identify it as a 1961 model although, as a racing motorcycle its entire life, the lights and other fittings that made the F3 road legal have long gone, as has the original fuel tank. However, these were also fitted to various road going Ducatis so could be reinstated should the new owner wish to do so. As well as success at the 1962 Ulster Grand Prix, this 250 F3 Manxman saw action on many other occasions. Mick Walker said he saw the bike at Mallory being ridden by Donaghy in 1962. It was then sold to Bob McCurry who rode it to wins at Cookstown and Tandragee (and possibly Skerries) in 1963. But McCurry was set on replacing the Ducati with an Aermacchi, which led to a sale to its third and current owner. Like Donaghy and McCurry, he lived in the Limavady area, a part of Northern Ireland that the Ducati was delivered to new and, until now, had never left.

The original heel and toe gear change had been sawn off when purchased and, in 1964, the vendor commissioned the twin plug conversion from Campbell. Donaghy always helped the current owner out with the bike, and Ducati also supplied some parts for the bike, for example following a crank pin seizure in its first North West 200. It ran in that legendary race in 1967, '68 and '69, as well as at Cookstown, Kirkistown, Tandragee, Temple, Lurgan Park, Dundrod (again in the Ulster GP) and at Antrim, loved and enjoyed as a club racer.

In the early 1970s the bike was laid up as family came along and remained in a shed for much of the following 35 years. Then, 12 years ago, it was restored for showing at the Ballymoney Show. Removal of the cylinder head and barrel revealed everything to be to the owner's satisfaction and, since restoration, the Ducati has been kept in the house, having last been started and run at the point of restoration. However, recommissioning would be needed prior to returning to the road or track.

So, this Ducati 250 F3 Manxman has been in the same ownership for 55 years and, until now, has only been seen twice in public since it was retired from racing, most recently at the 2018 Limavady Show. It represents a unique piece of Ducati and Irish road racing history that will surely greatly enrich its new owner either as a starting point for further restoration or a patinated touchstone to a glorious past.

£35,000 - 45,000
€41,000 - 52,000

473

The ex-works; Carlo Ubbiali

1956 MV AGUSTA 123.5CC BIALBERO RACING MOTORCYCLE

Frame no. 410

Engine no. 410

- One of two used by the Italian World Champion in 1956
- Formerly part of the Fuji Museum collection
- Present ownership since 2013



'The Verghera marque's unequalled record of success during the 28 years from 1948 to 1976 won them over 3,000 races and 37 World Championships... The list of riders who raced MV machinery reads like a Who's Who of motorcycle sport, with Cecil Sandford, Les Graham, Bill Lomas, Carlo Ubbiali, John Surtees, Luigi Taveri, Gary Hocking, Mike Hailwood, Giacomo Agostini and Phil Read prominent among them.' – Mick Walker, 'MV Agusta'.

Although best known for their multi-cylinder four-strokes, multiple World Championship-winning MV-Agusta built lightweights throughout its manufacturing career and in its early days listed small two-strokes and even a scooter. The racing 125cc two-strokes that first appeared in 1948 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 in 1950. For the '125' class Remor came up with a four-stroke single boasting a twin-cam (bialbero) cylinder head, and applied the same technology to MV's new four-cylinder '500'.

However, Remor's new '125' was not an immediate success, scoring only a single points-paying finish in 1950 and just one podium result in '51, the latter courtesy of new arrival Les Graham. It was only following Mondial's withdrawal from racing that MV bagged its first 125cc World Championship, Cecil Sandford taking the riders' title in 1952.

MV's '125' had been extensively redesigned for '52, gaining telescopic forks, full-width alloy hubs, and a sleeker fuel tank, while maximum power increased to 15bhp. Les Graham's influence saw the '125' equipped with Ernie Earles' leading-link front forks for 1953, and these also found their way onto the 500cc four. Graham won the Ultra-lightweight TT at the Isle of Man that year but his tragic death a few days later dealt a severe blow to the team's fortunes; NSU works rider Werner Haas went on to take the riders' title in the 125cc class but MV did at least have the satisfaction of retaining the manufacturers' crown.

NSU continued its dominance of the 125cc class in 1954, works rider Rupert Hollaus being crowned World Champion at the year's end with MV's Carlo Ubbiali runner-up. The German factory's withdrawal at the end of the '54 season left no credible opposition in the lightweight classes for MV, which duly scooped its second 125cc World Championship in 1955, winning all six Grands Prix that year. Carlo Ubbiali's five wins ensured the Italian of his second world title.



For the next five years the combination of Ubbiali and the '125' MV would prove almost unbeatable. The Italian would secure four more 125cc World Championships before retiring at the end of the 1960 season, an almost unprecedented run of success only interrupted in 1957 by Mondial-mounted Tarquinio Provini. Ubbiali also claimed the '250' world title for MV in 1956, '59, and '60. Ubbiali's retirement coincided with MV's withdrawal from serious involvement in the lightweight classes at international level, but what an extraordinary achievement it had been.

The bialbero '125' offered here is one of two works machines allocated to Carlo Ubbiali for 1956; one of the Italian star's most successful seasons, it saw him win six out of the seven World Championship events in the '125' class, including the Isle of Man TT, plus the Italian National Championship. He also won the first of his three '250' class World Championships that same year.

Many years ago, this ex-Ubbiali MV was purchased by the Fuji Museum in Japan where it was a major attraction. A feature on the Fuji Museum in the 'Riders Club' quarterly magazine 'Be Space' included many photographs of the MV (photocopy on file). This machine also features in Mario Colombo and Robert Patrignani's book 'MV Agusta' (pages 246 and 247), its engine being captioned as 'prepared for fuel injection'.

When the Fuji Museum disposed of its collection, this machine was purchased at a US auction by an American collector. When the latter passed away it was sold to classic motorcycle specialist, George Beale, who sold it on to a Japanese colleague. The current vendor, a prominent private collector, bought the MV from the latter in 2013 (see email printout on file).

Ex-works Grand Prix motorcycles from road-racing's 1950s 'Golden Age' are seldom offered for sale, making this MV Agusta '125', associated with one of the sport's greatest stars, a possibly once-in-a-lifetime opportunity for the serious collector.

£100,000 - 120,000
€120,000 - 140,000

474

Reputedly ex-MLG, World Record-breaking
1961 BMW 597CC R69S

Registration no. not registered
Frame no. 652285
Engine no. 6555260

- Also believed to have won the Thruxton 500-mile, Barcelona 24 Hours, and Silverstone 1,000-kilometre races
- Present ownership since 1999
- Professionally restored circa 2006-2008



The R69S offered here is reputedly that which was used by the UK BMW dealer, MLG, to set 12- and 24-hour records at the Montlhéry circuit in France in March 1961. It comes with a letter of authenticity from Charles Lock (the 'L' of MLG) stating that '6555260' is one of two such machines built by him at MLG and is that used for the successful record attempt. However, it should be noted that BMWs of this type should have six-digit serial numbers, not seven, and that the frame and front suspension differs in several respects from that of the record-breaker as it appeared in 1961. Possible explanations are that the engine was built using replacement crankcases (supplied blank and then incorrectly stamped) and that the frame has been replaced, possibly as a result of accident damage suffered while racing.

MLG's rider team for its 1961 record attempt comprised Ellis Boyce, George Catlin, John Holder, and Sid Mizen. The R69S was fitted with a specially made Peel dolphin fairing and a Marchal headlamp to supplement the circuit lighting during night time. Other modifications included removing all unnecessary equipment, while the engine was built up with high-compression Mahle pistons and fitted with long megaphones incorporating silencers. A pad over the rear of the fuel tank enabled the rider to 'lay' on the machine for considerable periods while still remaining comfortable. The first 12 hours were completed at an average speed of 109.39mph and the full 24 at a barely reduced 109.24mph. Although beaten by Velocette for the honour of being first to complete 24 hours at over 100mph, the MLG team had the satisfaction exceeding the week-old record by almost 10mph.

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.



A distance of 2,622 miles was covered and new records set in both the 750cc and 1,000cc classes. MLG's record-breaking R69S was tested the following month by Motor Cycling magazine, the fortunate journalist being none other than Bruce Main-Smith. BM-S reported: 'The big "Bee-Em" was immediately at home on the high-speed banking, so akin to its recent habitat at Montlhéry, France. With the tester making full use of the dolphin, the rearward rests, the racing seat and with his body draped over the massive tummy-cum-chest pad, a succession of flying laps repeatedly flung the record-breaker through the "magic eyes" at 118mph. At this speed the mount was as steady as a modern liner with stabilising fins.' Charles Lock's aforementioned letter states that, with the engine suitably re-tuned, the R69S enjoyed further successes in 1961, winning the Thruxton 500-mile, Barcelona 24 Hours, and Silverstone 1,000-kilometre races.

Its subsequent history and ownership is not known. The accompanying documents file takes up the story in the form of a sales receipt dated 16th March 1999 when the current vendor purchased the BMW from one Mrs J B Clark. A hand-written note on file dated 5th February 2009 states that her late husband Mr Ken Clark had bought the machine 'over 20 years ago' from a Mr Veray. There are also documents and bills present relating to a professional restoration carried out during 2006-2008, which included fitting a new Peel-type fairing supplied by Sprint Manufacturing. The history file also contains other correspondence; a selection of photographs; a quantity of photocopies literature; and copies of various magazines featuring this machine.

£28,000 - 36,000
€33,000 - 42,000



MLG 24 hour team, 1961

475

The ex-Dave Dock, Manx GP

PARKIN-VINCENT 998CC BLACK SHADOW RACING MOTORCYCLE PROJECT

Registration no. KXF 355

Frame no. RC4494B (see text)

Rear frame no. RC4494B (see text)

Engine no. F10AB/1B/2594

Crankcase mating no's. Z54 / Z54

- *Rare Vincent-based competition special*
- *Originally a 1949 Series-C Black Shadow*
- *Matching numbers (see text)*
- *1985 Manx Grand Prix competitor*
- *Offered for restoration*



Inspired by the success of George Brown's Vincent-based Nero, Derek Parkin, racer and frame builder from West London, built and campaigned his own lightweight frames for Vincent engines in the 1960s. Between 12 and 14 were built for twins, and it is believed just three frames for 500cc units. Like the Egli, the Parkin frame replicates the Manx Norton in rake, trail, and wheelbase but is based around a Vincent steering head.

According to the Vincent Specials site, Egli-Vincent.net: 'The original prototype was built in 1962 and Derek Parkin piloted himself the bike. Out of ten events up to 1967, Parkin scored six firsts, three seconds and one third place, so his recipe was obviously quite good. The Vincent Owners Club awarded him the "Eve Neave Trophy" in 1963 for the most outstanding performance during the season by a club member.'

Parkin's bikes featured Norton Roadholder forks, and Norton or Italian Oldani brakes. Bultaco works rider Brian Kemp scored the last ever Vincent national championship race victory on a Parkin-Vincent in 1969. Entered in the Southern 67 Racing Club's Brands Hatch meeting against a field of younger machines, he finished 1st and lapped most of the other competitors while riding Derek Parkin's own bike.

This example's owner, regular Manx Grand Prix competitor Dave Dock, bought the machine as a stock Black Shadow for road use. The machine was despatched to Conway Motors in August 1949. 'KXF 355' is the original registration, and the original upper and rear frames, both numbered 'RC4494B', are among the accompanying spare parts.

Dave subsequently rebuilt the machine for racing using a Parkin frame, telescopic forks, and a disc front brake. In 1985 he raced the Parkin-Vincent at the MGP, completing five laps before being sidelined due to a loose exhaust system. Dave is pictured riding the Parkin-Vincent at the '85 Manx in 'Vincent's, HRDs and The Isle of Man, 1925-1999' by David Wright (page 134) and also in the VOC's 'A Photographic Miscellany' by Geoff Preece (photocopies available). It is not known when the machine was last raced, and its mechanical condition is likewise not known. A wonderful opportunity to own one of the rarest of Vincent-based racing motorcycles.

£15,000 - 22,000

€17,000 - 26,000

476

1950 AJS 350CC 7R 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 Mr 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.

£14,000 - 18,000
€16,000 - 21,000

477

1954 NORTON 348CC MANX MODEL 40M

Frame no. J10M2 57859

Engine no. K10M 62506

- Purchased from Rex McCandless
- Possibly ridden by Bob McIntyre
- History with Reg Dearden and Denis Parkinson
- 'Barn find' condition



The history of this machine is a fascinating web of some of the best-known names of post-war Norton racing. The deceased owner of this Manx had a lifelong interest in motorcycles, and some experience in racing at club level. Between 1959 and 1963 he was working in Northern Ireland, where he became friendly with Rex and Cromie McCandless and their families. During his time in Ireland, Rex McCandless sold him this Manx, telling him that it had been ridden by Bob McIntyre. Moving back to the mainland, it is thought the Manx had only occasional use, perhaps for parades, but was not used in anger again. In approximately 1965 the bike was laid up in dry storage, and has remained there ever since.

Examination of Norton factory records reveals some interesting facts about this machine. The bike was despatched from the factory to the famous Norton rider Denis Parkinson on 16th April 1954. Parkinson was a highly regarded racer who won several Manx GPs, and having begun racing in the 1930s, was still racing in the 1950s. He was still racing a 350 Manx in 1954. He ran a motorcycle shop in his home town of Wakefield, and whether this machine was for Parkinson himself to race, or for a customer, is unknown.

At some time, the engine of this bike, unsurprisingly for a racer, has been replaced. The replacement engine has its own history, as factory records confirm that it was initially used in an 'Ex-Works racer' and the date code in the number places it in 1955. Having been used by Norton, it was then despatched to Reg Dearden on 22nd August 1956 under his company name of Chorlton Light Cars. Dearden was an ex-racer who found his greatest fame as a tuner and sponsor of riders on Manx Nortons. At times he would sponsor up to ten riders on his own machines at events like the TT, and it is no surprise that he was favoured with the previous year's Works engines, such as this. How Dearden's engine, coupled with Parkinson's chassis, came to be owned by Rex McCandless, having possibly been ridden by Bob McIntyre, can only be speculated on, and may repay further research by the new owner.

Standing since the 1960s, this machine will require re-commissioning or restoration before use by a new owner, and is sold strictly as viewed. Documentation comprises a variety of copy handwritten notes by the deceased owner, printed and copied tuning notes and parts lists, a maintenance manual, an extract of the factory records from the Norton Owners Club, and miscellaneous papers.

£14,000 - 18,000

€16,000 - 21,000

478

MATCHLESS 498CC G45 REPLICA RACING MOTORCYCLE

Frame no. LCH194SH

Engine no. none

- Purchased in 1998
- Classic racing history
- Affordable parade or race bike



After the Second World War the first racing machine produced by the AMC concern was the AJS Porcupine, which was never available for sale to the public. This was followed by the commercially-available overhead cam 7R single in 1948, and in 1953 by the Matchless G45 which was much more conventional in its layout than the Porcupine twin. Its basis was the rolling chassis of the 7R racer, with a twin cylinder overhead valve motor with 500cc displacement, similar to the road-going G9 engine in some respects. The G45 stayed in production until 1957, although never in large numbers.

This machine was built in the 1990s by Stewart Hutchinson to use in classic racing, which had been gaining popularity since the early 1980s. Sourcing a frame from frame builder Les Hurst, this G45 Replica was constructed utilising a Matchless 500 engine and an AMC gearbox. Accompanying documentation suggests that the frame is made of Reynolds 531 tubing, the engine is running 9 to 1 compression pistons, and that the gearbox has close ratios, although we have no confirmation of these facts, and potential bidders should satisfy themselves as to the specification of the machine.

The front forks and twin-leading shoe front hub are late-model BSA-Triumph type, as is the rear hub. The engine breathes through a pair of racing Amal GP carburettors with a 'matchbox' float chamber, and alloy wheel rims are fitted.

We believe that Stewart Hutchinson completed the machine in approximately 1994, and raced it with moderate success until 1998, when it was sold to the deceased owner. It was stored in pride of place inside the late owner's house, on display in his lounge. Having not been used in the present ownership, it will require some re-commissioning if the new owner intends to use it. It represents an ideal mount for either parades or use in classic racing.

Documentation comprises a variety of copy handwritten notes by the deceased owner, some articles with race accounts, the 1998 purchase receipt, and miscellaneous papers.

£8,000 - 10,000
€9,300 - 12,000



479

Property of a deceased's estate

C.1993 NORTON 500CC MANX REPLICA BY BERNIE ALLEN

Registration no. not registered

Frame no. 11M BRA5

Engine no. 11M BRA5

Today the Manx Norton's popularity in classic racing remains undiminished, with original examples racing alongside replicas of differing specification produced by specialist manufacturers worldwide. In the 1990s, accomplished Norton expert Bernie Allen produced replicas of late (1961 specification) Manx Nortons to order at a price that was then in the region of £24,000. Doug Hele, Norton's renowned race engineer, said of the Allen bikes: 'They are better than when we made them'. The choice of 1961 is significant, as by then the Manx had reached the zenith of its development and there were few changes between '61 and the end of series production in 1962. This particular machine's impressive specification includes the following: Summerfield Engineering engine, Hemmings gearbox, Newby belt primary drive/clutch, Amal GP2 carburettor, and a frame constructed of Reynolds 531 tubing to original pattern. We are advised that Summerfield Engineering pulled the engine down three years ago to check it and found that it was all good inside. Only some 50 miles have been covered since then. Sadly, nothing is known of this Manx's race history, though Summerfield's may be able to supply some information.

£12,000 - 16,000

€14,000 - 19,000



480

Property of a deceased's estate

1972 SEELEY-WESLAKE 850CC RACING MOTORCYCLE

Registration no. not registered

Frame no. CS307W

Engine no. 702

Many-times British sidecar champion Colin Seeley bought Associated Motor Cycles' racing department when the company went into receivership in 1966. The previous year he had constructed the first Seeley racing frame to house a Matchless G50 engine, and the AMC purchase enabled him to produce complete Seeley G50 and 7R machines. Seeley's lightweight, rigid chassis proved an effective means of prolonging the competitiveness of British four-stroke singles into the late 1960s, Dave Croxford winning the British 500 Championship on a Seeley G50 in 1968 and '69. Not surprisingly, requests were soon coming in for frames to accommodate other engines such as the Norton Commando twin and BSA/Triumph triple. The machine offered here, though, is the sole factory-built Seeley-Weslake, which was built to accommodate one of the famed engine designer's Triumph-based eight-valve twins. The engine currently fitted was built by NRE (Doug Nourish) who acquired the rights to the design from Weslake. Other specification highlights include a Quaife five-speed gearbox, Newby belt primary drive/clutch, Seeley hubs, Lockheed brakes, new Interspan ignition, Scitsu tachometer, etc. Stood for a few years and in need of re-commissioning, this unique machine is offered with a letter of authentication from Colin Seeley.

£10,000 - 14,000

€12,000 - 16,000



481

RICKMAN MÉTISSE-MATCHLESS 496CC G50 REPLICA RACING MOTORCYCLE

Registration no. not registered

Frame no. 5S

Engine no. G50 102 R

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, production versions becoming available the following year. With a claimed power output of over 50bhp, the G50 should have been a winner, but it was not until after manufacture ceased in 1963 that tuner/entrants in Britain and the USA began to exploit the model's full potential. Frame and suspension developments - most notably by Tom Arter and Colin Seeley - kept the G50 competitive into the 'Japanese era', and the model continues to be a mainstay of classic racing's 500 class today, thanks in no small part to the availability of faithful replicas of the original. Another popular in-period 'upgrade' was the Rickman frame, a replica of which is fitted to this machine, while the engine too is a replica. The fairing carries scrutineering stickers from events including the Manx Grand Prix and CRMC meetings. Its owner, Dave Dock, is recorded in the IOMTT Database as competing on a 'G50 Rickman' in the MGP Classic Senior race throughout the 1990s and into the 2000s, the last occasion being in 2005. However, it is not known if this is the same machine. Its mechanical condition is not known.

£6,000 - 10,000

€7,000 - 12,000



482

SAXON-DUCATI 350CC MARK III DESMO RACING MOTORCYCLE

Frame no. none visible

Engine no. DM350 06932

Designed by Fabio Taglioni, the first Ducati overhead-camshaft single appeared in 1955. Desmodromic valve operation was a feature of the racing versions and would later be applied to the sportier roadsters. Small-capacity lightweights were produced initially, and it was not until 1961 that the first overhead-camshaft 250cc roadster arrived, followed in 1965 by the first 350. Successful production racers in their day (importer/entrant Vic Camp enjoyed numerous success with these bikes in the UK), Ducati singles have in recent years become a mainstay of classic and historic racing. Suitably modified versions are highly competitive in the right hands. The Ducati racer offered here is constructed around a Saxon frame. Saxon frames were built by Brancato Engineering whose proprietor was noted Ducati specialist Tony Brancato. Only 40 frames were made, the first batch being completed in 1972 and the second (and last) in the late 1980s. This machine is presented in 'as-last-raced' condition for re-commissioning or more extensive restoration. A versatile mount offering easy entry into a variety of classic/historic racing classes, this Saxon-Ducati is an ideal acquisition for the 2019 season. Accompanying documentation consists of assorted correspondence, an invoice for Wygatty lightweight straight-cut primary gears, and the donor machine's original old-style logbook showing four owners up to 1971. Sold strictly as viewed.

£4,000 - 6,000

€4,700 - 7,000



483

Ex-works; Mick Grant; North West 200-winning

1982 SUZUKI 998CC XR69 TT FORMULA 1 RACING MOTORCYCLE

Registration no. not registered
Engine no. GS100R-83002

- Gifted to Mick Grant by Suzuki
- Owned continuously since 1985
- Extensive in-period race history
- Regularly paraded



The ex-works Suzuki XR69 seen here is offered for sale by former Kawasaki, Honda, and Suzuki factory rider Mick Grant, who was given the machine by a grateful Suzuki when he retired from racing in 1985. Mick has owned the XR69 continuously since then.

Nowadays a mainstay of classic racing in replica form, the XR69 was originally developed jointly by Suzuki and legendary tuner Pops Yoshimura, who had been running the factory's effort in the AMA Superbike Championship. Suzuki's AMA superbike racers were based on the GS1000 sports roadster, and as Yoshimura steadily increased maximum power the stock running gear had to be up-rated to cope. Suzuki supplied a complete front end from its contemporary XR-series 500cc Grand Prix bike, followed by a braced swinging arm, leaving only the main frame as standard. When it was decided to further develop the GS1000 for the Formula 1 TT category and the Endurance World Championship, Yoshimura came up with an entirely new frame for the resulting XR69.

The first XR69s were ready in time for the Le Mans 24 Hours race in April 1980. The XR69's UK debut was delayed until the Isle of Man TT in June, when Heron Suzuki factor rider Graeme Crosby brought his home is 2nd place behind Mick Grant's works Honda.

There were only two rounds in the TT F1 World Championship that year, and Crosby's victory in the second at the Ulster Grand Prix was good enough to take the title for Suzuki. Despite having missed the first three rounds because the XR69s were not ready, Crosby only narrowly missed out on winning the 1980 British TT F1 Championship, which went to Honda-mounted Grant. The following year there was no stopping the New Zealander, who won six out of seven rounds to take the British TT F1 Championship in fine style. He also retained his TT F1 World title. For '81 the XR69 featured revised rear suspension, becoming the XR69-S, while the engine now produced a maximum of 134bhp.

With Crosby off to the Grand Prix circus with Suzuki factory team for 1982, his place at Heron Suzuki was taken by Mick Grant. Forming part of a three-rider team with John Newbold and Roger Marshall, Grant finished 2nd behind the returning Crosby at the Isle of Man and 3rd behind him at the Ulster GP. Tragically, at the North West 200, Newbold clipped the rear wheel of Grant's XR69 and was killed in the ensuing crash. Despite being badly shaken, Mick responded by going out and winning the NW200 main event, dedicating the victory to Newbold and donating his prize money to John's widow.



Mick Grant Cadwell 1982
© Don Morley



With Marshall departed for Honda, Grant was joined by Rob McElnea for the 1983 season, the start of which marked a change in team livery from Heron's red/yellow/black to Suzuki-factory blue/white. McElnea would prove to be an inspired choice, winning the IoM Classic TT on only his second visit to the Island, while the highlights of Mick's roads season would be 2nd places in the IoM TT F1 race and Ulster GP. In the British TT F1 Championship, Mick ended the season in 3rd place overall behind McElnea and winner Wayne Gardner (Honda). With the upper capacity limit for the TT Formula 1 category reducing to 750cc for 1984, the Suzuki XR69s were retired at the season's end.

Mick takes up the story: 'My full factory XR69 has been in my possession since I retired from racing in 1985. It is the exact specification as I raced it. It was given to me by Suzuki. To the best of my knowledge there were only five or six of the special bikes made. For some reason my bike seems to be the best specification of them all, it has a dry clutch, magnesium carburetors, billet forks, twin sparking plugs, etc.'

'I only know of two others that still exist, one is an ex-Roger Marshall bike with a collector in Ireland, and the other is an early twin-shock XR built for Graham Crosby. 'This machine is in very good mechanical and working condition. In the last few years I've demonstrated this machine in South Africa and at Oliver's Mount, Spa Francorchamps, Brands Hatch, Mallory Park, etc.'

'It is a lovely bike to ride and still feels as fresh as when I was racing it. On this bike I had lap records and second places in the Isle of Man. I won the North West 200 on it, set the lap record Donington Park, was second in the Macau GP, etc.'

In 1982 Shell Oils made a video of the Isle of Man TT featuring Mick's XR69, which some years later was tested by Alan Cathcart for Classic Racer magazine (issue 49). Interviewed for the Classic Racer article, Mick had this to say about this XR69: 'It's pretty near the top of my personal hit parade of bikes I've raced. I think my all-time favourite would be my KR750 Kawasaki, but nowadays when I parade them back to back at Classic do's and such, I prefer to be on the Suzuki. It's just a very nice ride.'

An original works machine possessing in-period race history and fitted with countless special parts, Mick Grant's XR69 represents a possibly once-in-a-lifetime opportunity to acquire one of the iconic factory-built superbikes.

£90,000 - 120,000
€100,000 - 140,000

484

*The ex-Yamaha Motor France; Jean-Marc Deletang/
Jean-Philippe Ruggia/Christer Lindholm*

1997 YAMAHA 749CC YZF-R7 ENDURANCE RACING MOTORCYCLE

Frame no. FN-0000-973

- Yamaha Motor France works machine
- 2nd place in the 1997 24 Heures du Mans
- Purchased by the current owner directly from MG Competition (Yamaha Motor France)



Unlike previous Yamaha production 750s, which were readily available to the public, the YZF-R7 owed its existence to the Iwata factory's need for a World Superbike Championship contender. It was produced in relatively limited quantities, only 500 being made to meet the Championship's homologation requirements. Road-going versions are rare and genuine race bikes even rarer, and despite their relative modernity both are highly sought after by collectors.

The YZF-R7 was powered by a 749cc four-cylinder engine incorporating Yamaha's then favoured five-valves-per-cylinder technology. In road-going form this produced a relatively uninspiring 107bhp but with the race kit fitted the second bank of fuel injectors was brought into play, liberating 139 horsepower, while in full race trim over 160bhp was attainable. The geometry of the aluminium alloy Deltabox II frame was based on that of the firm's YZR500 Grand Prix racers and the R7 came with the best suspension Öhlins could offer.

In the World Superbike Championship, the R7's most successful exponent by far was Noriyuki Haga. Racing the Michelin-shod factory bike in its debut 1999 season, Haga could manage only a solitary win but switching to Dunlops for 2000 made all the difference.

By this time, racing a 750cc four against 1,000cc twins was reckoned a lost cause but Haga nevertheless won seven races that year to finish 2nd in the Championship behind Honda's Colin Edwards.

The R7 was also campaigned in the Endurance World Championship, most notably by the official Yamaha Motor France-supported MG Competition team. The latter had been set up in 1995 by Martial Garcia, a former mechanic with the ROC racing team, and took over as YMF's official endurance racing squad when YMF's boss, Jean Claude Olivier, ended the company's agreement with ROC.

Prepared and entered by MG Competition on behalf of Yamaha Motor France, this R7 was ridden to 2nd place in the 1997 24 Heures du Mans by Jean-Marc Deletang/Jean-Philippe Ruggia/Christer Lindholm, having held the lead at the start of the race. Disposed of after the season's end, the R7 was sold to the current owner by MG Competition in February 1998 (bill of sale on file). A rare opportunity to own a genuine works endurance racing motorcycle possessing impeccable provenance.

£50,000 - 60,000

€58,000 - 70,000

485 *

*Believed twice winner of the Suzuka 4 Hours
Endurance Road Race (Novice Class)*

1987 YOSHIMURA SUZUKI GSX-R400 RACING MOTORCYCLE

Frame no. GK71F-100038

Engine no. K706-100090

- Entered by the Mirage Kanto Racing Team
- Riders: Takeshi Ando/Hisatomo Nakamura
- Purchased directly from the Yoshimura racing team
- Last run in 1998
- Checked by Yoshimura in 2000



Parading, 1998



One of the most famous names in the history of motorcycle racing, the firm founded by Hideo 'Pops' Yoshimura first rose to prominence tuning bikes for AMA racing in the USA and would end up running the Suzuki factory team.

In 1987, Yoshimura competed in the All Japan International Class A TT Formula 1 and TT Formula 3 categories. At the same time, the celebrated Japanese tuning firm also supplied Suzuki GSX-R400 TT F3 machines in Novice specification to the Mirage Kanto Racing Team, which achieved two consecutive wins at the Suzuka 4 hours endurance road race.

The standard frame had to be retained for the Novice Class machines but changing the suspension was allowed, so Yoshimura fitted a Showa front fork and rear shock absorber, which were available as parts of Yoshimura's TT F3 kit. The front brake is a combination of cast-iron floating discs of 290mm diameter and 4-piston callipers made by Nissin, both of which were sold as Yoshimura's TT F3 kit parts.

The Novice Class regulations limited what could be done to the engine by way of tuning. Larger valves were not permitted, and the crankshaft and carburetors had to remain stock. Ports could be polished, and this machine's engine incorporates a Yoshimura kit camshaft and lightened valve gear.

Two-ring pistons are used in conjunction with stronger connecting rods with bolt-only fastening (replacing the stock nut-and-bolt type).

The GSX-R's engine uses a combination of water and oil cooling, and so a large capacity oil cooler was fitted, while the gearchange linkage was altered to 'race' pattern: up for 1st gear and down for the rest. Saving a couple of horsepower, the generator was removed and replaced by a total-loss transistorised battery ignition using kit parts. The aluminium silencer is another kit part. A fuller description of this machine's specification is on file.

This Yoshimura Suzuki has been stored for a long time as part of a private collection and was maintained and last run in 1998, while Yoshimura checked the engine and all internals in the year 2000. The vendor advises us that he had a long relationship with Yoshimura and that the Suzuki came to him directly from the Yoshimura race team. The machine is offered without documentation. Accordingly, prospective purchasers should satisfy themselves with regard to its provenance, rider history, specification, mechanical condition and authenticity prior to bidding.

Should the vehicle remain in Europe, import VAT of 5% will be added to the Hammer Price and Buyer's Premium.

£10,000 - 14,000
€12,000 - 16,000



486 N

C.1956 MV AGUSTA 175CC RACING MOTORCYCLE

Registration no. unregistered

Frame no. 401194/33

Engine no. 406360T

Having started out racing its two-stroke models, MV Agusta's factory race team began developing the four-strokes, and in 1952 achieved its first major international success when Cecil Sandford secured the 125cc World Championship – MV's first. Meccanica Verghera (MV) introduced its first production four-strokes at the Milan Show in 1952, the newcomers' advanced 175cc overhead-cam unitary construction motor setting them apart from most of the opposition. Their cycle parts too were state-of-the-art, consisting of a duplex loop frame incorporating the engine as a stressed member, oil-damped telescopic front fork, swinging-arm rear suspension and full-width alloy hubs. Production of the 175 CST (Turismo) and 175 CS (Sport) got underway in 1954, with CSTL, CSS, CSGT, and racing Squalo models being added to the range over the next few years. Tuned examples were soon competing in the popular long-distance races for production machines, such as the Giro d'Italia and Milan-Taranto, their successes helping to forge MV's reputation as a marque dedicated to delivering high performance. In fact, it was one of these little MVs, bored out to 196cc, which provided the great Mike Hailwood with his first ever race win, at Oulton Park in 1957. At time of cataloguing no history was to hand for the machine offered here.

£3,500 - 4,500

€4,100 - 5,200



487 N

C.1979 MZ 243CC TS250 RACING MOTORCYCLE

Registration no. not registered

Frame no. unable to locate

Engine no. 2393139

Although the Zschopau marque established its reputation with the British motorcycling public as the purveyor of reliable if somewhat unexciting commuter machines, the East German concern had been in the forefront of high-performance two-stroke development in the post-war years. Under the direction of Walter Kaaden, the racing team achieved some notable triumphs against the might of Japanese opposition in the 1960s and although its Grand Prix effort eventually faded, the firm produced many highly successful ISDT machines in the 1970s. Unlikely as it may seem, in recent years one-make race series for MZ road bikes have become established, providing relatively low-cost competition for those on a restricted budget. However, there will always be those with more money to spend than others, and some of the machines to be found at the sharp end of the grid reflect considerable expenditure and a level of preparation that would not look out of place in BSB. Stickers applied to this MZ racer suggest that it may have been last used in 2011 at the Riedenberg circuit in Germany, while the fairing also carries the name of the rider, Johann Kreutz. Nothing else is known of its history.

£2,000 - 3,000

€2,300 - 3,500



488 N

C.1970 HONDA CB450 RACING MOTORCYCLE

Registration no. not registered

Engine no. CB450E-4121878

The Japanese motorcycle industry first made an impact outside its homeland with small-capacity commuter bikes and lightweights, and for many years the view prevailed in North America and Europe that they were incapable of building effective large-capacity machines. The arrival of the Honda CB450 in 1965 should have dispelled any lingering doubts about Japan's intention to compete in all sectors of the market. Known affectionately as the 'Black Bomber' after its black finish, the CB450 was Honda's largest model when launched and capitalised on experience gained with a succession of smaller-capacity twins. Nevertheless, the CB450 departed from Honda's usual practice in a number of ways, in particular its use of twin overhead camshafts, torsion-bar valve springs and constant-velocity carburettors. The tubular frame - replacing Honda's traditional fabricated spine type - was another departure from the norm. With a top speed of over 100mph and a standing quarter-mile time in the 14-second bracket, the refined CB450 sounded the death knell, not just for the traditional British '500' but for the entire UK motorcycle industry which, ever complacent, found itself at an ever-increasing disadvantage in the all-important US marketplace. This CB450-engined machine has been built for classic racing. A sticker applied to the frame reads 'Manufactured in N Ireland Bartel Automotive Engineering', while another on the fairing relates to the 1999 Vintage Races at Daytona. The machine is offered with a US auction bill of sale (2004) and German correspondence.

£6,000 - 10,000

€7,000 - 12,000



489

C.1979 YAMAHA TZ250F RACING MOTORCYCLE

Registration no. not registered

Frame no. 430-997524

Engine no. not numbered

The mainstay of 250cc class racing at national and international level for many years, the twin-cylinder two-stroke Yamaha well deserved the title of 'privateer's friend'. Following its successful adoption for the 1972 works twins, water cooling first appeared on Yamaha's over-the-counter racers with the introduction of the TZ range in 1973. Power output remained the same as that of the preceding air-cooled TD/TR models, but reliability was much improved. Over the succeeding decade the TZ engine was updated with reed-valve induction, exhaust power valves, separate cylinders and a backwards-rotating crankshaft, but the layout always remained that of a parallel twin. On the chassis side, discs replaced the original drum brakes, a 'lowboy' frame was introduced, and an aluminium swinging arm adopted. From the mid-1980s onwards, a succession of more radical changes would see the TZ fundamentally altered. The vendor advises us that this Yamaha TZ250F has been restored to concours condition and is correct in every detail apart from a non-original front brake master cylinder. The engine crankcases have been replaced, and although un-numbered are stamped with the correct 'DS7' prefix. Last run in July 2018, this beautifully restored TZ is described by the vendor as in excellent condition.

£7,500 - 8,500

€8,700 - 9,900





490 N
1959 GILERA 305CC B300 EXTRA
Registration no. not UK registered
Frame no. B31 4214
Engine no. 31/4216

Throughout the early 1950s Gilera's racers regularly grabbed the headlines, the Arcore marque's fours taking five manufacturer's titles and six individual championships in the hands of riders such as Duke, Liberati, and Masetti. However, although racing generated valuable publicity, it was sales of road bikes that paid the bills. Introduced in 1953, the B300 or Bicylindrica was an unusual departure for an Italian maker, being a British-style parallel twin; though, being Italian, it was better engineered and blessed with incomparably superior styling. A stressed member of the twin-downtube frame, the engine was effectively a double-up of the existing overhead-valve Arcore 150, built in-unit with a four-speed gearbox with right-side kick-starter, the latter a plus point in the UK market. Restyled and improved with, among other things, a dual seat and bigger brakes, the B300 remained in production until 1969. An older restoration (date unknown), this machine is an example of the B300 Extra model, launched in November 1955. The vendor describes the machine as in generally very good condition and advises us that it is 'ready to ride'.

£2,500 - 3,500
€2,900 - 4,100
No Reserve



491 N
1973 BENELLI TORNADO 650S2
Registration no. not UK registered
Frame no. EA 9404
Engine no. ES 9695

Best remembered for its racing fours and road-going sixes, the Benelli factory of Pesaro in Northern Italy exhibited its first 650cc twin at the Milan Show in 1967, though production did not begin in earnest until 1971. Christened 'Tornado', the new model - it was hoped - would cash in on the popularity of big parallel twins in the lucrative US market. With its 360-degree crankshaft and pushrod valve gear, the unitary construction Benelli motor aped its British counterparts but followed Japanese practice by employing a horizontally-split crankcase and geared primary drive. Alternator electrics and a starter motor were introduced on the 650S in 1973. Production of the final version - the 650S2 - ceased in 1975. A machine for the parallel-twin enthusiast who dares to be different, this early Tornado 650S2 was manufactured in December 1973 and has had only one owner from new (see documents on file). Never molested, it has covered only 7,200 kilometres from new and is presented in original condition, even down to the number plate. It is not known when the machine last ran, and thus re-commissioning and the customary safety checks will be required before use. A unique opportunity to acquire an exceptional example of this rare Italian twin.

£5,500 - 6,500
€6,400 - 7,600



492 N

C.1954 MV AGUSTA 125CC PULLMAN

Registration no. not UK registered

Frame no. 504681

Engine no. 505121

Much better engineered than any British contemporary, MV's 125cc two-stroke was powered by a neat, unitary construction, single-cylinder engine featuring detachable transfer ports. A development of this engine went into the unusual Pullman model of 1953, which combined elements of both the scooter and motorcycle. One of the Pullman's most distinctive features was its frame, which employed a large-diameter curving front down-tube, while the foot-boards, single sprung saddle, twist-grip gearchange, and small wheel/wide tyre combination were clearly scooter inspired. In 1955 it was joined by the Super Pullman, which despite the name was a proper motorcycle of entirely new design, albeit still a 125cc two-stroke. This apparently well restored example of an MV lightweight rarely seen in the UK is offered with French registration papers.

£2,500 - 3,500

€2,900 - 4,100



493 N

1978 MOTO GUZZI 346CC V35

Registration no. not UK registered

Frame no. 12621

Engine no. PA 12582

Moto Guzzi's long-running, 90-degree, v-twin engine layout was retained for a new range of Lino Tonti-designed middleweights planned during the 1970s. The v-twin Guzzi in scaled-down form debuted as the V35/ V50 in 1976, though deliveries were limited until the Innocenti car factory - like Guzzi, owned by Alesandro De Tomaso - had been re-equipped for motorcycle production. Lightweight and compact, characteristics that endeared it to smaller riders, Guzzi's little v-twins were economical, well-engineered, and handled superbly; top speeds were 90mph-plus (V35) and 100mph-plus (V50). Offered from a private collection in Belgium, this Moto Guzzi V35 currently displays a total of 24,500 kilometres (approximately 15,200 miles) on the odometer and has belonged to the private vendor for the last couple of years. The machine is offered with Belgian registration papers and an owner's manual.

£2,000 - 3,000

€2,300 - 3,500

No Reserve



494 *

Property of Pete Gagan

1914 ZENITH-JAP 8HP 'GRADUA' TWIN

Registration no. LO 3560

Frame no. 4499

Engine no. 46612

- Rare Pioneer-era v-twin
- Equipped with the Zenith Gradua transmission
- Present ownership since 1997



Zenith motorcycles were manufactured from 1904 until 1950, in a variety of factories in or around London. From the early days proprietary engines were used, such as Fafnir, Precision, JAP, Bradshaw, and Villiers. The driving force behind Zenith was Chief Engineer, and company owner, Frederick Barnes, who was responsible for the famous 'Gradua' gear. Worked by a hand-wheel or crank handle, the Gradua mechanism varied the diameter of the engine pulley while simultaneously sliding the rear wheel back and forth in the fork slots, thus maintaining correct belt tension. Its advantages showed most effectively in speed hill climbs, and in pre-WWI days Zenith machines gained many successes as the Zenith rider could change gear during the ascent while the other competitors had to make do with a single choice of ratio. Rival riders and manufacturers thought that this was an unfair advantage, so many leading clubs excluded Zeniths from their hill climbs. Zenith was quick to recognise the publicity value and took the word 'Barred' as their trademark.

Although the expensive Gradua system gave way to a more conventional Sturmey-Archer countershaft gearbox in the 1920s, Zenith continued to pursue its racing and record-breaking activities with enthusiasm. Fred Barnes himself enjoyed considerable success at Brooklands, where in 1922 Zenith rider Bert Le Vack became the first man to lap at over 100mph on a motorcycle – in the rain. In 1928 a Zenith-JAP ridden by Oliver Baldwin established a world motorcycle speed record of 124.62mph at Arpajon in France, while Joe Wright later raised the record to 150.736mph using his supercharged Zenith-JAP 'reserve bike', his favoured OEC having succumbed to mechanical problems.

Significantly, when Wright's record was set, in 1930, the company was temporarily out of business. Despite adding a Villiers-powered economy model to the range, Zenith failed to weather the financial storms of the early '30s. After a succession of closures and changes of ownership it re-emerged after WW2 with a solitary model: a 750cc JAP-powered sidevalve v-twin, which lasted only a few more years.

Dating from 1914, this magnificent Zenith 'Gradua' is powered by a sidevalve JAP v-twin engine of 976cc displacement, rated at 8hp. The accompanying (copy) old-style logbook (issued 1959) records this Zenith's date of original registration as 7th April 1921, this being shortly after the introduction of the Roads Act of 1920, which required local councils to register all vehicles at the time of licensing and to allocate a separate number to each. (Many vehicles, although in existence for several years in some cases, were only registered for the first time after the Act's passing). The first owner listed therein is Comerfords Ltd, the well-known Surrey-based motorcycle dealership, while the only other owner listed is one Robert Winter of Surbiton, Surrey (change undated), from whom the Zenith was purchased by VMCC and Sunbeam MCC stalwart, Geoff Morris, circa 1978. A letter on file from Ken Blake states that this 1914 model was one of three Zeniths purchased in 1957 by the Comerfords motorcycle dealership of Thames Ditton from former Brooklands racing driver and proprietor of Ambassador Motor Cycles, Kaye Don.



The three Zeniths were collected from Ambassador Motor Cycles' 'Pontiac works, and Ken Blake then proceeded to restore the two Veteran machines over the course of the next couple of years. Comerfords' sales director Bert Thorn then rode this one on the 1959 London-Brighton Run. Also on file is a (copy) Pioneer Certificate (no.76) issued in 1962 to E R 'Bob' Winter of Comerfords Ltd, and a purchase receipt dated 1996 when Geoff Morris sold the machine to Mr Mike Sherwin. Pete Gagan purchased the Zenith from Mike Sherwin in 1997.

Born in Ontario, Canada, Pete Gagan was the instigator of what became the Canadian Vintage Motorcycle Group. In 1959 he joined the Antique Motorcycle Club of America, becoming its President in the late 1990s, a position he held for almost six years. He has served on the board of three US motorcycle museums, was a curator of the Guggenheim Museum's 'Art of the Motorcycle' exhibition, and in 2007 helped establish the Antique Motorcycle Foundation. You could say Pete knows a thing or two about motorcycles. Pete recalls his acquisition of the Zenith: 'When Mike let me have the bike he had a condition. I was to take it on those Pre-1916 road runs in the USA, and show those Americans what a real motorcycle can do. 'The Gradua gear has a low ratio of 8:1, and increases to 3:1 by turning the "coffee grinder" handle. Opposite brings it back down. I was often asked why I was turning the handle, and I would say I was just tightening the belt. Nobody seemed to catch on!

'The American bikes were mostly big twins, and were often fitted with later cams, top ends, higher compressions, etc. (The Zenith is fitted with 1923 Ricardo top ends as well, but they are identical in appearance to the early ones thanks to a slight external modification.) The limiting factor on the America bikes were the gearboxes, either two- or three-speed, and there is always a big jump to top gear. My method was to pass them going uphill, when they had to gear down, and I could choose the perfect ratio for the climb. I could always get by.

'My best effort was in Death Valley one year. There were approximately 80 bikes taking part. I took off ahead of them all and arrived at the bottom of the climb to Dante's Outlook, which was about six miles from the start. It is about 250 feet below sea level, and climbs to 5,400 feet in 12 miles. I waited at the bottom until they all passed me. Then I took off uphill, steadily passed the entire group and was waiting at the top, sitting on a boulder as they all arrived, the Zenith beside me on its stand. 'I prepared the Zenith for the Cannonball Run seven years ago but was unable to attend. The bike vibrated a fair amount due to the modified top end, so I fitted a mercury balancing disc (made for a Harley-Davidson) behind the engine sprocket out of sight, and it is now as smooth as a good BMW!

Should the vehicle remain in Europe, import VAT of 5% will be added to the Hammer Price and Buyer's Premium.

£16,000 - 20,000
€19,000 - 23,000

495

1903 CLEMENT-GARRARD 143CC SINGLE SPEED

Registration no. BS 8085

Frame no. D387

Engine no. LM 947

- *A fine, unspoiled example of one of the better quality lightweight veterans*
- *Very little use since restoration c.1990/91*



The enterprising Charles Riley Garrard, a Member of the Institute of Mechanical Engineers, who cooperated with T W Blumfield to build an electric carriage in 1893, was working at the Gladiator motorised tricycle works in Paris in 1894, where he made the acquaintance of Adolphe Clement, whose engine units were used in the Gladiator. It was a productive meeting, Garrard returning to England and becoming both the importer of Clement's engines and fitting them into his own motorised bicycles, whose frames were made by the young Norton Manufacturing Company, founded in 1898. Their close relationship is evidenced by a 'Norton Motor Bike' advertisement in "Motor Cycling" magazine of 1902, giving the address of the company as The Garrard Depot, Bromsgrove Street, Birmingham.

The engine is mounted on the front down tube of the bicycle and features automatic inlet and mechanically operated exhaust valves, while an outside flywheel results in slim crankcase castings. Drive to the rear wheel on this single speed model is by direct belt, tensioned by a jockey pulley.

This example was purchased as a recently restored machine in 1991, since when it has covered very few miles, thanks to the vendor's demanding business life and then retirement to Wales, where the terrain suggests riding should be enjoyed on a motorcycle with both a gearbox to aid hill climbing and effective brakes to deal with descents.

It has been dry stored, and the engine is free and turns over readily. The machine comes with a Sunbeam MCC Pioneer Register certificate and a current V5C. Potential buyers should assess the work necessary to make the machine ready to be ridden in appropriate events such as the Pioneer Run. Included with the documentation is a copy of the contemporary period "Notes on Driving" to further the knowledge of the new owner.

£10,000 - 12,000

€12,000 - 14,000

496

C.1910 DOUGLAS 2¾HP MODEL C

Registration no. not registered

Frame no. unable to locate

Engine no. 1056

The Bristol-based Douglas Foundry took up motorcycle production in 1907 with a machine powered by a horizontally-opposed, twin-cylinder engine, and the company would keep faith with this layout until it ceased motorcycle production in 1957. Fore-and-aft installation made for a slim machine with a low centre of gravity, and the design's virtues were soon demonstrated in competition, 2¾hp Douglas machines taking 1st, 2nd and 4th places in the 1912 Junior TT in the Isle of Man. Douglas were quick to realise the advantages of the countershaft gearbox, its three-speed entries gaining the Team Prize in the 1914 Six Days Trial, a conspicuous success that resulted in the firm obtaining a wartime contract for the supply of military machines. Douglas' success continued after The Great War. In its publicity announcing the 1924 models the company claimed that 'well over 75,000 Douglas 2¾hp machines are giving satisfaction every day to their owners.' No need was seen for major changes. The early Douglas offered here is an older restoration, deteriorated since, with a possible leak from the fuel tank. Its mechanical condition is not known. The machine is offered with a VMCC dating document recording frame number '191745'.

£7,000 - 10,000

€8,200 - 12,000



497

1915 SUNBEAM 3½HP

Registration no. K 9429

Frame no. 2842

Engine no. 2838

The first Sunbeam motorcycle - a 350cc side-valve single - left the Wolverhampton premises of John Marston, hitherto a manufacturer of finest quality enamelled goods, bicycles and - latterly - cars, in 1912. Like Marston's other products, his motorcycles soon established a reputation for sound construction and exemplary finish. Their racetrack performances did nothing to discourage sales either. This handsome and mostly original Sunbeam was first acquired by the immediately preceding owner in 1974, subsequently sold and then repurchased in 1998 having been off the road for ten years. Some 30-plus years ago it was displayed at Selfridge's department store (see photographs on file). The current vendor purchased the Sunbeam at Bonhams' Stafford Sale in April 2014 (Lot 175). Since re-commissioned, the machine has successfully completed two Banbury Runs and the Sunbeam & AJS Testers' Run in 2015. Photographed at the Testers' Run, 'K 9429' featured on the front cover and in an article in the Sunbeam Club's 'Beaming' journal (Autumn 2015 edition, copy available). Recent works carried out include rewinding the magneto (after the 2015 Run), fitting new clutch plates (invoice on file), and replacing the Binks carburettor with a Brown & Barlow. Used within the last six or so months, the machine is offered with an old-style continuation logbook (issued 1952); sundry bills; 'as purchased' photograph (1974); and a V5C Registration Certificate, the latter erroneously recording the engine capacity as 250cc.

£10,000 - 12,000

€12,000 - 14,000





498
1916 ROVER 499CC 3 1/2 HP
Registration no. BF 8164
Frame no. 42741
Engine no. 6704

Having abandoned motorcycle production after a tentative foray in 1903/1904, the Rover Cycle Company re-entered the market in 1910. By this time the motorcycle's future seemed more assured, and Rover designer John Greenwood (later of Sunbeam fame) was commissioned to draw up a new engine. A 499cc sidevalve, the new motor incorporated spring-loaded tappets and positioned its Bosch magneto, driven by a 'silent' inverted-tooth chain, high and dry behind the cylinder. The carburettor was by Brown & Barlow and the forks by Druid. At the end of 1914 a three-speed countershaft gearbox was added, and from then onwards few changes were made to the sidevalve single until its production ceased in 1924. A previous concours winner at the Bristol Classic Motor Cycle Show, the 1916 Rover offered here was restored in 1992 by the late Brian Barber of Wiltshire, who was well known for his numerous concours rebuilds completed over a period of some 50 years. The machine was purchased as a 'barn find' in the late 1970s and painstakingly restored by Brian to its present concours standard using original and replacement parts, many of the latter made by him using his extensive workshop facilities. Ridden regularly over the last few years during summer months, this beautifully restored Rover is offered with a V5C Registration Certificate and an extensive history file.

£9,000 - 12,000
€10,000 - 14,000



499
C.1920 REX 550CC MODEL 77 4HP
Registration no. BE 5312
Frame no. not visible
Engine no. F1924

Rex were early entrants to the field of motorcycle manufacture in 1900. Already making cars and tricars, the move into motorcycles was facilitated by their move into new premises in Coventry. They were active in various forms of competition, achieving good results which fed through into sales of machines. Their range of machines featured everything from 2 3/4 Hp singles to big 8 Hp V-twins. In 1919 they began to make this Model 77, intended as a sidecar machine, it features the Brampton-Biflex dual-sprung front forks, and the intriguing 'Turner Patent' sprung saddle to cushion the rider from the bumpy roads of the day. A complex sump casting contained oil to splash-feed the crankshaft and other internals. Transmission is via a Sturmey Archer three-speed gearbox. This rare machine was purchased in running order in approximately 1974/75 from well-known vintage enthusiast David Earnshaw by Oliver Langton. Langton was a renowned motorcycle competitor in the 1920s and 30s, representing England in Speedway, and competing in various other types of motorcycle sport. He was also a collector of Rex machines, along with others, in addition to motor cars. When Oliver passed away, he left a Rex motorcycle to each of his grandchildren, and this is one of those, which has remained with the family since his death in the 1980s. Documentation comprises an old-type V5 and a VE60 duplicate log book dating from 1974. Kept in dry storage since the 1980s, this machine will need re-commissioning or restoration before returning to the road with a new owner.

£8,000 - 12,000
€9,300 - 14,000



500

1922 NER-A-CAR 2¼HP

Registration no. TA 4643

Frame no. none visible

Engine no. 1681

- Famous early hub-centre-steered motorcycle
- British-built model
- Present ownership since 2011



Invented by American Carl A Neracher in 1919, the hub-centre-steered Ner-a-Car commenced production two years later in Syracuse, New York State. The design met with some resistance in the USA where larger machines were generally preferred, despite its practicality being demonstrated by 'Cannonball' Baker, who rode one coast-to-coast from New York to Los Angeles, taking only eight days. US production lasted for only a few years but Neracher's invention enjoyed considerably greater success in Europe.

The Ner-a-Car was imported into the UK for a short time before a manufacturing licence was acquired by Sheffield-Simplex, a firm better known as maker of fine, and very expensive, luxury motor cars. Although Sheffield-Simplex was based in the eponymous Yorkshire city, Ner-a-Car production began in part of what had been the Sopwith Aviation works in Kingston-on-Thames, Surrey. The basic design remained unaltered: pressed-steel chassis, voluminous front mudguard, hub-centre steering and friction drive transmission, the latter being infinitely variable – in theory – but in practice five ratios were selected by a lever. Whereas US-built models were powered by a two-stroke engine of 221cc, Sheffield-Simplex chose to fit their own 285cc unit. Four-stroke sidevalve and (later) overhead-valve 350cc Blackburne-engined versions equipped with conventional three-speed gearboxes followed.

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

This British-built Ner-a-Car was offered for sale at a local auction in Somerset in December 1987 and purchased there by the immediately preceding owner, one Toomas Rohulaan. The owner before Rohulaan was one William Hazell (see old V5 on file) while the accompanying old-style logbook lists the preceding three owners, the first of whom, Miss Alice Webb, had acquired 'TA 4643' in 1929. Owned by the current vendor since September 2011, the machine is offered with a copy of the Western Gazette, an original manufacturer's brochure, and a current V5C document.

£10,000 - 15,000
€12,000 - 17,000



501
1929 AJS 349CC MODEL M6 'TWIN PORT'
Registration no. BF 5246
Frame no. M104570
Engine no. M6 104570

A right-first-time design first introduced in November 1922, the overhead-valve 350 AJS - latterly known as the 'Big Port' - changed only in detail before being superseded by a much-revised M6 model for 1929. The latter's engine incorporated a number of improvements including enclosed rocker gear and dry-sump lubrication, while the frame was redesigned to accommodate a saddle tank, and Webb forks replaced the earlier Druids. Single-port and twin-port versions were available. This matching-numbers twin-port M6 was purchased by the immediately preceding owner at Bonhams' sale of the Professor Fritz Ehn Collection at the RAF Museum, Hendon in June 2008 (Lot 218) and then completely renovated. Works carried out included replacing the main bearings, gearbox bearings, and wheel bearings; re-spoking the original wheels; overhauling the carburettor and speedometer; replacing the oil feed pipes and exhaust locking nuts; and fitting two new silencers. Following its restoration, the AJS was offered for sale at Bonhams' Stafford auction in October 2015 (Lot 222) where it was purchased by the current vendor. Since acquisition the magneto has been rebuilt (by Tony Cooper) and the machine has seen only occasional use. Used within the last six or so months, the machine is offered with a quantity of restoration invoices; some MoTs (most recent expired September 2013); a V5C Registration Certificate; a reproduction handbook; and some photocopied literature.

£6,500 - 8,500
€7,600 - 9,900



502
1930 SUNBEAM 493CC MODEL 9
Registration no. SV 9463
Frame no. LL 4242 (over-stamped)
Engine no. L4773

Sunbeam had begun experimenting with overhead valves on their factory racers in the early 1920s and these duly appeared on production models in 1924. The new '500' sports roadster was known as the Model 9 - the '350' as the Model 8 - while its race bike counterpart, which could top 90mph, was accordingly designated the Model 90. The overhead-valve Model 9's frame and cycle parts, which had much in common with those of Sunbeam's larger side-valve models, evolved slowly. Sunbeam missed the industry's virtually wholesale switch from flat-tank to saddle-tank frames for the 1928 season, and a saddle-tank version of the Model 9 did not appear until September of that year. Changes to the Model 9's engine were confined mainly to its top-end. The early flat-tankers featured a straight-ahead exhaust port, a peculiarity which necessitated the adoption of a bifurcated down-tube. Pushrod enclosure had arrived by 1930 to be followed a couple of years later by partial enclosure of the rocker gear. This Sunbeam Model 9 was purchased from a specialist dealership in May 2017 and since then has been used sparingly, covering only some 100 miles in the last two years. Used within the last six months, the machine is offered with a quantity of MoTs (most recent expired May 2013); some photocopied literature; and old/current V5C Registration Certificates. Two reproduction manuals and a reproduction parts list are included in the sale.

£9,000 - 12,000
€10,000 - 14,000



503

1936 VELOCETTE 348CC KTS

Registration no. MLG 255

Frame no. 2207

Engine no. T198

One of the most popular sporting middleweights of the 1930s era, Velocette's overhead camshaft road model reflected the success of its racing brethren with fine handling and a refined engine that rewarded proper setting-up and maintenance. The work of Goodman family member Percy, its vertical shaft and bevel drive to the camshaft was a concept recognised and copied by other makers but equaled by very few. In 1936 the Mark II introduced an aluminium-alloy cylinder head and enclosed valve gear that offered less oil mist, along with a cradle frame and Webb forks. A delightful 80mph machine to ride, reflecting the Goodman family's pursuit of quality. This example has been in the vendor's stable for 15 years, bought as a well-used machine that has been carefully rebuilt, utilising both the Owners' Club spares scheme and Grove Classics' service. Engine work was entrusted to the late Mike Daly, well known in Velocette circles for his production of small machined parts and a 350cc Velo sprinter that was proof of his engineering ability. Its restoration was rewarded by winning the Best in Show at the 2011 Audlem Classic Bike Show. It is in full running order as careful examination will confirm and comes with both an RF60 logbook and a current V5C. Proceeds from the sale of the machine will be donated to a selection of motorcycle related charities in the Midlands.

£10,000 - 12,000

€12,000 - 14,000

No Reserve



504

1937 VELOCETTE 348CC KTS

Registration no. DWA 249

Frame no. 3006

Engine no. 7735

Percy Goodman's inspired 74mm bore x 81mm stroke overhead camshaft engine brought the company to sporting prominence in 1926 when freelance racer Alec Bennett agreed to ride the KTT in the Junior TT and won by more than ten minutes, with a new class lap record. After a troubled debut in the 1925 event, when broken rockers impeded practice and resulted in not one KTT finishing the race, it was a tribute to the company's engineering skills that a year later their first four-stroke model should prove to be such a success. In 1936 the Mark II was introduced, with an aluminium-alloy cylinder and enclosed valve gear, cradle frame and Webb forks, in which form it continued in production until the 1940s, when Dowty pneumatic telescopic front forks were an option. The work required for assembly in production of the overhead camshaft engine was proving uneconomical compared with the high-camshaft pushrod 350cc MAC and its 250 and 500 family and the KTS was finally dropped from the range to make way for greater production efficiencies. This example has been the subject of a complete restoration by the vendor. It comes in full running order with an RF60 logbook and a V5C. Proceeds from the sale will be donated to a selection of motorcycles related charities.

£10,000 - 12,000

€12,000 - 14,000

No Reserve



505

1925 COVENTRY-EAGLE 981CC FLYING-8

Registration no. RW 4548

Frame no. 37204

Engine no. KTOR/A 42942

- *Rare Vintage-era v-twin*
- *An older restoration*
- *Mechanical condition not known*
- *Formally on display at the London Motorcycle Museum*



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

Established in Victorian times as a bicycle manufacturer, Coventry-Eagle built a diverse range of motorcycles using proprietary (mainly JAP) engines from 1901 onwards, though machines only began to be produced in significant numbers after WWI.

Six Coventry-Eagles were offered for 1923, all JAP-powered except for a Blackburne-engined 350, ranging from the formidable Flying-8 to the diminutive S14 Ultra-Lightweight. Most famous of these was the Flying-8 which, with its 1.0-litre JAP v-twin engine and muscular good looks, was a worthy rival for the Brough Superior and a formidable Brooklands racing machine.

Introduced in 1923, the Flying-8 was not Coventry-Eagle's first v-twin but it was the first to establish a sporting reputation thanks to its special 981cc sidevalve engine that guaranteed a top speed of 80mph, an exceptional performance at the time.

Motor Cycle's tester found that the Flying-8 was tractable, comfortable and handled well in town, while 'on the open road, as one would expect, it is possible to annihilate space on the merest whiff of gas...'



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

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

This rare overhead valve-engined Flying-8 is an older restoration in average-to-good condition, though fitted with an incorrect gearbox and silencers. The machine's mechanical condition is not known. Accompanying documentation consists of an old V5, expired MoT certificates, expired tax discs (1948 onwards), an old-style continuation logbook (1948), assorted correspondence, a JAP Reference Book, and a Coventry Eagle Motor Cycles Olympia Show edition pamphlet.

The machine's continuation logbook (issued 1948) records a 10 Oct 1925 date of registration, although it is believed to be an early 1926 model, possibly a show model given the date of manufacture.

£100,000 - 120,000

€120,000 - 140,000

506

1924 BROUGH SUPERIOR 980CC SS80

Registration no. TO 1531

Frame no. 181

Engine no. 23439

- *Delivered new to Germany*
- *Matching numbers*
- *UK registered from 1925*
- *Present ownership since 2015*



The Rev. Michael Staines on the 10th Banbury Run, June 1958

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

While equalling a Rolls-Royce for quality of construction and finish, in spirit the Brough Superior was more akin to the sporting Bentley. In its maker's own words, the Brough Superior was 'a type of machine designed from the experienced solo rider's point of view.' To prove the point, Brough lost no time in demonstrating his machine's capabilities in the most attention-grabbing way possible - by racing at Brooklands. Introduced in 1922, the JAP-powered SS80 (so-called because of its guaranteed 80mph top speed in road trim) achieved instant fame when a stripped-for-racing version (nicknamed 'Spit and Polish') ridden by George became the first sidevalve-engined machine to lap the Surrey track at over 100mph. Even more surprising was the fact that this landmark figure had been achieved on its maker's Brooklands debut. That particular Brough Superior SS80 - subsequently re-christened 'Old Bill' - went on to win 51 out of 52 races contested, only failing in the last when a tyre burst.



An early example fitted with JAP's four-cam 980cc motor, this magnificent, matching numbers (registration/frame/engine) SS80 comes with Brough Superior Club copy Works Record Card recording that it was supplied new to Messrs Heinrichs & Eichhorn of Cologne, Germany equipped with 'sidecar gears' and Brampton forks. Its first owner was the son of industrialist Hugo Stinnes, and The Motor Cycle printed a photograph of Herr Stinnes competing on his Brough combination in the Round-Germany Run in its edition of 19th March 1925 (copy on file). The Brough was returned to the factory later in 1925, Herr Stinnes having decided to purchase one of the new SS100 models. The SS80 was registered in the UK on 24th June 1925 as 'TO 1531' and the new owner is recorded as 'Harrison'. The second Works Record Card also shows that the machine had been updated with the new type rear wheel, an SS100 gearbox (number '58377'), Webb forks, and a 'new sporting sidecar'. It is not known when 'TO 1531' was fitted with its Castle forks.

The Brough's whereabouts are not known for almost the next quarter-century. The accompanying old-style continuation logbook (issued November 1948) records the owner at that time as one F A L Cox of Newton, Lancashire. Three further owners are listed, the last of whom, the Reverend Michael John Staines, acquired the Brough in March 1956 and kept it while changing address several times until at least 1967.

The file contains a photographically illustrated document written by the Rev Staines, which states that the Brough had been dismantled for some time when acquired and that he restored it, completing the work in 1957. It was discovered that the name of a previous owner, the aforementioned 'Harrison', had been stamped in the crankcase. In 1959 'TO 1531' was involved in a collision in Birmingham, suffering a broken frame. Presumably, it was considered repairable, as the original frame is still in place today. The Brough was duly rebuilt with a new fuel tank, made by Len Bailey at great expense, and SS100 mudguards. It was used in this form for many years, including two Banbury Runs, netting 2nd and 1st place prizes. 'TO 1531' underwent various changes of specification while owned by the Rev Staines, receiving Castle forks from an OHV 680 and an 11.50 front wheel, the idea being to make it more like the SS80/100 model. Correspondence on file suggests Staines kept the SS80 until 1985, since when it has been restored more than once and returned to virtually its original specification.

Brough Superior Club Register entries show that 'TO 1531' was owned subsequently by Mr Mike Crow and later by Mr Mike Sherwin of Gosport, who had purchased it from Brian Verrall in December 1994 (purchase receipt on file). Subsequently the Brough was owned by a significant Italian collector, passing to the current UK-based collection circa 2015. Additional documentation includes old V5/V5C documents, photocopies of the most recent V5C, and a quantity of MoTs (most recent expired 2003).

£90,000 - 130,000
£100,000 - 150,000

507

1934 ISDT; ex-'Dad's Army' and 'George & Mildred'

**1933 BROUGH SUPERIOR 1,096CC
11-50HP COMBINATION**

Registration no. ATO 574

Frame no. 8/1251

Engine no. LTZ/Z 31972/SD

- 1934 ISDT Gold Medal winner
- One of only 308 built
- Present family ownership since 1965
- Formerly on display at the London Motorcycle Museum
- Offered for re-commissioning



'ATO 574' has an unusually rich history: not only did it appear in two hit TV series - 'Dad's Army' and 'George & Mildred' – it started life as a Brough Superior works entry for the 1934 International Six Days Trial (ISDT). A 1934 model manufactured in 1933, this machine is believed to be one of the earliest 11-50s extant.

It is believed that this 11-50 was first used by the factory team. Previously carrying the works registration 'HP 2122', it was registered 'ATO 574' on 1st August 1934 and, attached to one of Brough's famous banking sidecars, was used by Freddie Stevenson to compete in the 1934 ISDT held in the Bavarian Alps. One of the most gruelling of motorcycle competitions, the ISDT tested competitors and their machines to the limits. Despite leaving the road and overturning the outfit, Stevenson came away with a coveted Gold Medal, demonstrating the abilities and durability of George Brough's rugged 11-50 workhorse. A photograph on file shows Stevenson astride the Brough at the Nottingham factory.

By 1939, 'ATO 574' was owned by Brough Superior works frame builder Bill Oliver, and by October 1948 was in the ownership of William Eric Cousins of Croydon, Surrey. The accompanying old-style logbook (issued 1952) lists three further owners up to 2nd April 1965 when 'ATO 574' was registered to John Gibson Whale of Stanmore, Middlesex.

Mr Whale then advertised the machine for sale in the Brough Superior Club newsletter of £50! In May 1965 the Brough was purchased (for £40!) by the late owner, who together with his father ran Stan Gilks Ltd, a motorcycle dealership in Ickenham, Middlesex (purchase receipt on file).

The Gilks dealership would regularly loan classic cars and motorcycles to television production companies, which is how 'ATO 574' came to feature in 'Dad's Army'. It first appeared in this much-loved comedy series in 1971, featuring in the Christmas Special, 'Battle of the Giants' (Episode 40) which was first broadcast on Monday 27th December '71 at 7.00pm. In this famous episode Captain Mainwaring's Walmington-on-Sea Platoon takes part in an initiative test against their old rivals, the Eastgate Platoon. The contest is umpired by Warden Hodges, the Vicar, and the Verger using Hodges' Brough Superior 11-50.

'ATO 574' made its second 'Dad's Army' appearance the following year in Episode 52 - 'Round and Round Went the Great Big Wheel' - first broadcast on Friday 22nd December 1972 at 8.30pm. In this episode the Platoon is chosen for special duties (peeling potatoes, digging trenches, etc) during the test of a secret weapon (The Big Wheel), which runs amok.



Freddie Stevenson, 1938 MCC Torquay rally.
ATO 574 fitted with the works banking sidecar.



Freddie Stevenson, outside the works ready for the ISDT



© Dave Clark - Brough Superior Club



The Brough Superior is borrowed from a gardener by Private Walker and used by the Warden, Captain Mainwaring, and Private Pike to lure The Big Wheel into a trap to deactivate it, with Lance Corporal Jones hanging upside down over a bridge with the gardener's shears to chop off its aerial! In 2008 the cast and crew of 'Dad's Army' ('Granddad's Army') were reunited with 'ATO 574' and appeared in the Daily Mirror (press cutting on file). 'ATO 574' later featured in the TV series 'George & Mildred' (1976-1979), serving as George's primary transport and featuring in each episode's opening sequences. Some years later the machine was loaned to the London Motorcycle Museum. It is not known when it acquired the sidecar currently attached, though it was in place prior to the first TV appearance. The aforementioned documentation may be found in the accompanying history file together with Brough Club correspondence and newsletters, etc.

Launched in 1933, the 1,096cc 11-50 was the largest Brough Superior to enter series production. In his book 'Brough Superior - The Complete Story', Peter Miller states: 'It (the 11-50) had been produced in response to requests from abroad, particularly from overseas police forces, for a machine with SS100 levels of performance but with the simplicity of the side valves and at a lower price.'

Powered by a sidevalve v-twin (of unusual 60-degree configuration) supplied exclusively to the Nottingham factory by J A Prestwich, the 11-50 fitted into the Brough price range between the SS80 touring and SS100 super-sports models. Facilitating its sale abroad, the 11-50 featured sidecar mounts on both sides of the frame. It had been conceived as a long-legged, effortless tourer and was claimed by its maker to offer 85mph performance in solo form and pull a heavy sidecar at a comfortable 70mph; indeed, in the latter role it was one of the finest sidecar mounts of its day. Production lasted until 1939, by which time the 11-50 was the only JAP-powered machine in the Brough Superior range. Only 308 Brough Superior 11-50s were produced between 1933 and 1939. How many survive today is not known but it is likely to be significantly less than those manufactured.

'ATO 574' is offered in 'as last run' condition and will require some re-commissioning before returning to the road having been on static display at the London Motorcycle Museum for many years. As one would expect of a machine of this age, it has been serviced and maintained over the years, including several repaints; if anything, the resulting patina only adds to this TV icon's appeal.

£60,000 - 80,000
€70,000 - 93,000

1926 BROUGH SUPERIOR 986CC SS100 ALPINE GRAND SPORTS

Registration no. DB 7475
Frame no. 875A
Engine no. KTOR/A 42152

- *The ultimate Vintage-era Brough Superior*
- *History known since the early 1930s*
- *Present ownership since 1986*
- *Restored over the last 30 years*



A Vintage-era SS100 powered by the legendary JAP KTOR competition engine, the example offered here represents this iconic marque in its most desirable Alpine Grand Sports form.

Introduced in 1922, the JAP-powered SS80 achieved instant fame when a racing version ridden by George became the first sidevalve-engined machine to lap Brooklands at over 100mph. With the new SS80's performance threatening to put the overhead-valve Mkl in the shade, it was decided to completely redesign the latter. The result was the legendary SS100. First shown to the public in 1924, the SS100 employed an entirely new overhead-valve 980cc JAP v-twin engine. A frame of duplex cradle type was devised for the newcomer, which soon after its launch became available with the distinctive, Harley-Davidson-influenced, Castle front fork patented by George Brough and Harold 'Oily' Karlake. And just in case prospective customers had any doubts about the SS100's performance, each machine came with a written guarantee that it had been timed at over 100mph for a quarter of a mile - a staggering achievement at a time when very few road vehicles of any sort were capable of reaching three-figure speeds.

With this level of performance available in road trim, it was only to be expected that the SS100 would make an impact on the race track, particularly the ultra-fast Brooklands oval, and the exploits of Brough Superior riders - among them Le Vack, Temple, Baragwanath, Fernihough, and Pope - did much to burnish the marque's image.

When Brooklands closed forever at the outbreak of WW2, Noel Pope's Brough Superior held both the sidecar and solo lap records, the latter at an average speed of 124.51mph.

Success in an altogether different branch of motorcycle sport resulted in one of Brough's most iconic models: the SS100 'Alpine Grand Sports' or 'AGS'. Introduced in September 1925 for the 1926 season, this new machine took its name from the Austrian Alpine Trial, the 1925 event having been contested by a number of SS100s, one ridden by George Brough himself, resulting in the award of six cups, including one for 'Best Performance'. The introduction of the Alpine Grand Sports coincided with that of a new frame for the SS100, and the AGS came as standard with a lower compression ratio (making it more suitable for touring), a small fly-screen, and a pair of tool boxes. Priced at £170 (in 1927), it was the most expensive model in the range.

Brough entered the 1930s with an entirely JAP-powered range and then in 1936 the SS100 was redesigned with an engine built by Associated Motor Cycles, in which form it continued until production ceased in 1939. Lighter and faster than the subsequent Matchless-engined version, the JAP-powered SS100 Alpine Grand Sports has long been regarded as the ultimate incarnation of this famous model. A 1927 model, this particular SS100 Alpine Grand Sports - frame number '875A' - was despatched from the factory on 30th October 1926 to Mersey Motors, as recorded on the accompanying copy of its Works Record Card. The machine left the factory equipped with Castle forks, a Binks 'Mousetrap' carburettor, prop stand, bulb horn, and a Terry saddle.



The Brough has since had its engine changed (to one of correct KTOR type, believed previously fitted to a Montgomery), the original engine – '64928' – was fitted by the factory in the 1930s to frame '857' - the Jack Cunliffe sand racer.

In 1934, the Brough passed into the ownership of engineer Arthur Brocklebank, who made various modifications, including changing the gearbox and fitting forks of his own design, and sometimes attached a sidecar. In this form the Brough took Arthur and his wife all over the British Isles on holidays and camping trips, clocking up an estimated 100,000-plus miles over some 30 or more years. Attached to a sidecar and fitted with Arthur's own front fork, 'DB 7475' was featured together with two other combinations in *The Motor Cycle* in 1955 (October edition, copy available). Arthur's outfit was also featured in the Brough Club newsletter in 1965 in an article written by his friend, Peter Robinson (manuscript copy available). The history file contains numerous photographs of the Brough with various front-end arrangements, though it is not known when the Castle forks were refitted or by whom.

Following Arthur's death, the Brough passed through the hands of Peter Robinson and then Ken Neave before being registered in February 1979 to Peter Dawson of Cheadle, Lancashire (see old-style V5 document on file). The current vendor purchased the machine from Solent Britbikes of Manchester in June 1986, since when it has been comprehensively restored by its owner, a qualified mechanical engineer.

Various recognised specialists contributed to the SS100's restoration: the engine being overhauled by a German expert; the Sturmey Archer gearbox, clutch and rear luggage rack rebuilt by Simon Miles; and the magneto overhauled by Dave Lindsley. The mudguards were supplied by R Pettet and the wheel rims by Dave Kemp, while numerous other parts were obtained from the Brough Club. Noteworthy features include a Binks 'Mousetrap' carburettor, Bonniksen six-pointer speedometer (rare), bulb horn, Terry saddle, hinged carrier, prop stand, anti-theft ignition cut-out switch, a modern electrical generator (concealed behind the gearbox), and a removable drip tray beneath the engine/gearbox. In addition, the vendor has made numerous minor modifications (list available) in the interests of improving reliability and practicality, which nevertheless are removable if not required by the next owner.

Offered with a detailed and fascinating history file (perusal recommended), 'DB 7475' represents a possibly once-in-a-lifetime opportunity to acquire a well-documented example one of these legendary Brough Superior SS100 Alpine Grand Sports models.

£140,000 - 180,000

€160,000 - 210,000

509 * N

1939 BROUGH SUPERIOR 982CC SS80

Registration no. AHV 263 (see text)

Frame no. M8/2122

Engine no. BS/X 4772

- *Matching frame, engine, gearbox, and registration numbers*
- *Believed older restoration*
- *Offered from a private collection*
- *Requires re-commissioning*



Introduced in 1922, the SS80 (so-called because of its guaranteed 80mph top speed in road trim) achieved instant fame when a stripped-for-racing version ridden by George Brough became the first sidevalve-engined machine to lap Brooklands at over 100mph. Brough entered the 1930s with an entirely JAP-powered range, and then, after a brief absence, the SS80 re-appeared in 1935 as the SS80 Special, this time with an engine built by Associated Motor Cycles. Similar to that of the Matchless Model X, the 982cc sidevalve v-twin incorporated Brough's preferred 'knife-and-fork' big-end bearing arrangement instead of the side-by-side connecting rods of the Matchless. The model continued to use the Plumstead-made engine until production ceased in 1939.

Works Records show that this SS80 left the factory on 17th April 1939 equipped with Cranford mudguards and sidecar gearing. Brough Club correspondence on file confirms that the machine retains its original frame, engine and gearbox, and has the correct forks, headlamp, saddle, and horn. The machine was invoiced to Godfreys Ltd and sent directly to Lovetts of Forest Gate, London E7 where it was registered as 'AHV 263'. This SS80 first became known to the Brough Club in 1968 when it belonged to one Roy Cowell of Royston, Hertfordshire.

In November 1980 the Brough was advertised for sale - described as 'restored' - in Motor Cycle News by a Mr Sparkes of Bristol, and by 1983 belonged to the Mike Clark Scooters dealership, also of Bristol.

It was last known to the Brough Club in 1987 when owned by dealer Brian Verrall. The HPI database records the Brough as exported on 25th August 1987.

Offered from a private collection, 'AHV 263' is believed to be older restoration, though nothing is known of its mechanical condition except that the engine turns over. Accordingly, this motorcycle will require re-commissioning at the very least, or possibly more extensive restoration, before returning to the road. Prospective purchasers should satisfy themselves with regard to this motorcycle's originality, correctness, and mechanical condition prior to bidding.

It should be noted that this machine is logged as 'permanently exported' with the DVLA. Accordingly, prospective purchasers should satisfy themselves with regard to the status of the registration 'AHV 263' before bidding. The successful purchaser will need to apply to the DVLA for a replacement V5C Registration Certificate. There are no documents with this Lot, which is sold strictly as viewed.

Should the vehicle remain in Europe, import VAT of 5% will be added to the Hammer Price and Buyer's Premium

£45,000 - 55,000

£52,000 - 64,000

510

1938/31 OEC 1,000CC 'FLYING SQUAD'

Registration no. EUC 23

Frame no. DSPS176

Engine no. JTO/H14327/S

- Used by the Ministry of Transport in 1938 for testing road surface friction
- Fitted with the ultra-desirable JTO JAP OHV engine



© Mortons Archive



Best remembered for its curious 'duplex' form of steering gear and Claude Temple's record-breaking exploits on the mighty OEC-Temple-Anzani, the Osborn Engineering Company commenced motorcycle manufacture in 1914. As well as the patented duplex steering, introduced in 1927, the firm offered rear springing from 1929. In 1930 OEC achieved the world record-breaking two-way average speed of 137.3mph with a 1,000cc supercharged JTOR engine OEC-JAP. The financial crisis forced relocation in the early 1930s to Gosport, where OEC continued experimenting with unorthodox means of two-wheeled transport before settling on a more conventional range by the decade's end.

This machine, registration EUC 23, is known to have been used in 1938 by the Ministry of Transport for the purpose of testing and recording road surface friction. It was fitted at this time with a racing 1,000cc JTOR JAP OHV engine and a heavily modified sidecar with adjusting wheel and equipment. Many of its features however would indicate an earlier machine dating from circa 1931-33, used by a number of Police forces and known as the 'Flying Squad' model. These include the frame and fork design and the lugs used, which were obsolete on all OEC models by 1937. In addition, the unique design of rear suspension - a hybrid of swing arm and plunger- was superseded by a more conventional plunger design on all other OEC machines by this time. The duplex-type steering arrangement was similarly obsolete by the late thirties, replaced by standard girder forks.

The OEC was bought by David Blanchard on 1st April 1966 minus engine from one J Connelly, of Marine Parade, Brighton (purchase receipt on file) and is depicted in an accompanying photograph in rolling chassis form complete with gearbox, duplex front fork, disc rear wheel and its original fuel tank. In 2011 it was acquired in heavily modified form by Brough Superior restorer Simon Miles and has been authentically returned to its early 1930's guise using original parts, many of which had been previously fitted to the bike. It now sports a fully rebuilt racing JAP JTO engine, a 3 speed Burman gearbox with special positive stop change mechanism, and a very rare matching BTH magdyno and lighting set. It has also been fitted with a tubular swinging arm, correct for Flying Squad models, in place of the reinforced square section road testing item used by the Ministry. Indeed, this rear suspension set up is one of the only significant differences between this machine and the 1930 world speed record machine ridden by Joe Wright, which was rigid framed.

Described as having a running engine, the machine is offered with assorted correspondence, a quantity of restoration notes and drawings, various press cuttings, technical literature, sundry invoices, assorted copies of the VMCC Journal, old-style green logbook (issued 1964 and showing it was fitted with a JAP JTOR OHV engine) and a V5.

£70,000 - 80,000

€82,000 - 93,000

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

511

1936 MATCHLESS 982CC MODEL X

Registration no. JY 9236

Frame no. 514

Engine no. 37/X 5050

- Extensively restored in the 1980s
- Off the road since 2007
- Requires re-commissioning



Founded by the Collier family in Plumstead, South London, Matchless built its first motorcycle in 1902, soon gaining worldwide recognition when a JAP-engined model ridden by Charlie Collier won the single-cylinder class of the first ever Isle of Man TT race in 1907. Further wins TT followed in 1909 and 1910, cementing the marque's reputation for sporting prowess. As well as sporting singles, Matchless offered v-twin sidecar tugs from its earliest days and from 1914 concentrating exclusively on this type of machine.

Production of these MAG-engined models resumed after The Great War and continued into the 1920s despite the presence of a more modern Matchless-engined rival in the range. Designated 'X/2' on its launch in 1925, this 982cc sidevalve v-twin would remain in production until the outbreak of WW2, its engine being supplied to Brough Superior for use in the SS80 from 1935 onwards. While lesser models came and went, the stately Model X remained a fixture of the range, progressively updated, until 1940. The most significant upgrades along the way were introduced for 1937 when the Model X adopted a shorter frame, restyled fuel tank and front-mounted magneto.

This Model X was extensively restored over the period 1982-1984. Works undertaken then included a crankshaft rebuild by Alpha Bearings; magneto and dynamo overhaul by Dave Lindsley; frame stove enamelled and brightwork re-plated by Stallwood Metal Finishers; forks rebuilt by Percival Sons & Webb; and fuel tank repaired by Danny Woodward. Wheel components were supplied by Rightwheel Co and the exhaust system came from Armours. Later cylinder barrels have been fitted to improve cooling, and the rear light is now a safer twin-filament unit (original lamp available).

We are advised by the private vendor that the machine was running well when laid up in 2007, though there is now no spark. Offered in need or re-commissioning and sold strictly as viewed, the machine comes with restoration invoices and a V5C registration certificate.

£30,000 - 36,000
€35,000 - 42,000

512

1951 VINCENT 998CC SERIES-C TOURING RAPIDE

Registration no. PHA 421
Frame no. RC 7099
Rear Frame no. RC 7099
Engine no. F10AB/1/5199
Crankcase Mating nos. JJ50 / JJ50

- *Matching frame, engine, and registration numbers*
- *Present family ownership since 1992*
- *Not used for the last five or so years*
- *Requires re-commissioning/restoration*



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

Introduced in 1946, the Vincent-HRD Series-B Rapide was immediately the fastest production motorcycle on sale anywhere, with a top speed approaching 120mph. The basic design clearly had even greater potential though, which would be realised later in the form of the Black Shadow and Black Lightning models. In 1948 the Vincent range began to be updated to 'Series-C' specification. The most significant changes made concerned the suspension, there being a revised arrangement at the rear incorporating curved lugs for the seat stays and an hydraulic damper between the spring boxes, while at the front the new models boasted Vincent's own 'Girdraulic' fork: a blade-type girder fitted with twin hydraulic dampers.

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

Vincent Owners Club records confirm that this machine, with engine number 'F10AB/1/5199', crankcase mating number 'JJ50', and frame number 'RC7099', is a Series-C Touring Rapide that was despatched to Copes of Dudley in October 1950 and registered as 'PHA 421'. The 'HRD' (or 'Vincent') has been ground off the crankcases and the engine number stamped above the usual place. There are several other engines around this number that are similar, so it seems correct. It is likely that the crankcases had the cast-in 'HRD' removed as the factory had changed over to 'Vincent' by then and was using up a stock of old 'HRD' cases.

'PHA 421' was purchased by the lady vendor's late husband in 1992 and has been kept in dry storage, unused, for the last five or so years. Accordingly, the machine will require re-commissioning at the very least or possibly more extensive restoration before returning to the road. Offered with a V5C document.

£22,000 - 28,000

€26,000 - 33,000

513

1951 VINCENT 998CC SERIES-C BLACK SHADOW

Registration no. FFR 69

Frame no. RC9234B

Rear Frame No. RC9234B (see text)

Engine no. F10AB/1B/7334

Crankcase Mating nos. SS89 / SS89

- *Matching numbers (see text)*
- *Restored in the late 1980s*
- *Professionally stored since October 2013*



'A good Shadow is no anti-climax: it exudes class and performance.' – Classic Bike magazine testing 'FFR 69' in 2007.

Ever since the Series A's arrival in 1937, the Vincent v-twin has been synonymous with design innovation, engineering excellence and superlative high performance. Nevertheless, even the most fastidious of manufacturers sometimes makes mistakes and this Series-C Black Shadow is a case in point, its frame number having been incorrectly stamped at the factory. On the works record card, 'RC9224B' has been written over a crossed-out entry - 'RC9224B' - but although this mistake was corrected on the rear frame, the second '2' being over-stamped by a '3', it was not corrected on the main frame member (see copies of the works records, VOC correspondence and Certificate of Authenticity on file). Engine and crankcase mating numbers are correct. The Shadow was despatched to Whittaker's of Blackpool and registered 'FFR 69', a Blackpool Borough Council mark.

The immediately preceding owner bought the machine in January 2000 from Mrs Mary Haigh, who had owned it for six years (receipt on file). Owners prior to Mrs Haigh were John Ruff (1989-1994) and Ernest Wright. Mr Wright's name appears on an old-style (post-1971 type) logbook photocopy on file but it is not known whether or not he was the first owner.

Accompanying invoices appear to indicate that the Vincent was restored in the late 1980s prior to its sale to John Ruff. While with the preceding owner, the Shadow was fastidiously maintained, as evidenced by numerous bills contained within the comprehensive history file (inspection recommended). So it comes as no surprise to learn that 'FFR 69' was chosen as an excellent representative of the marque for Classic Bike magazine's feature (July 2007 edition, copy available). The Shadow has also featured in a VOC DVD (copy available).

Last taxed to 2012, the machine continued to be ridden regularly on private roads until it was purchased by the current vendor at Bonhams' Stafford Sale in October 2013 (Lot 344). At that time the Vincent was described as in generally very good/excellent condition, starting and running well. For the last five years it has been professionally stored. Noteworthy upgrades include Borrani alloy wheel rims, VOC-supplied centre stand, stainless steel mudguards, and an electronic voltage regulator. This well restored and equally well maintained Black Shadow is offered with a V5C document and the aforementioned history file.

£60,000 - 80,000

€70,000 - 93,000

514

1955 VINCENT 998CC BLACK PRINCE

Registration no. RYM 280
Frame no. RD12848B/F
Rear Frame no. RD12848
Engine no. F10AB/2B/10948
Crankcase Mating nos. 26V / 26V

- *The ultimate Vincent motorcycle*
- *Matching numbers*
- *Present ownership since 1979*



Ever since the Series-A's arrival in 1937, the Vincent v-twin has been synonymous with design innovation, engineering excellence, and superlative high performance. It had been Philip Vincent's belief that provision of ample weather protection combined with enclosure of engine and gearbox, would make the Vincent Series-D the ultimate 'gentleman's motorcycle' and to reflect this change of emphasis the enclosed Rapide and Black Shadow were known as Black Knight and Black Prince respectively. In actuality, delayed delivery of the glassfibre panels - plus continuing demand for traditionally styled models - resulted in over half the production leaving the Stevenage factory in un-enclosed form.

Other Series-D innovations included a new frame and rear suspension, a steel tube replaced the original fabricated upper member/oil tank while the paired spring boxes gave way to a single hydraulic coil-spring/damper unit offering a generous 7" of suspension travel. In place of the integral oil reservoir there was a separate tank beneath the seat. The user-friendly hand-operated centre stand was a welcome addition, and there were many improvements to the peerless v-twin engine including coil ignition for easier starting and Amal Monobloc carburettors. Sadly though, the Shadow's magnificent 5"-diameter Smiths speedometer had been replaced by a standard 3" unit.

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

The current vendor bought this Black Prince in 1979 from its original purchaser, complete with detached Watsonian sidecar (since sold). The Vincent was added to a growing collection and run and ridden occasionally. In 2005 it was given to one of the owner's sons when the collection was sold. Last run over 10 years ago, 'RYM 280' will require re-commissioning, at the very least, before further use. Noteworthy features include factory sidecar fittings and 18" alloy wheel rims. Presented in original condition, the machine is offered with an old-style V5C document, the 1979 purchase receipt, and its original handbook, warranty, and spare parts catalogue.

£40,000 - 50,000

€47,000 - 58,000

515

1952 VINCENT 998CC SERIES-C RAPIDE

Registration no. XMK 306
Upper Frame no. RC10911/C
Rear Frame no. RC10911/C
Engine no. F10AB/1/9011
Crankcase Mating nos. C97C / C97C

- *Three owners from new and known history*
- *Present owner for 44 years*
- *Les than 17,000 recorded miles*
- *Largely unrestored*



Post war, Phil Vincent and designer Phil Irving, who had returned to the company during the war years, laid down the details of the new post war V-twin to replace the pre-war series A, their ambition for the model was that it would live up to their proposed advertising strapline for the machine of 'The World's fastest standard Motorcycle!'. Introduced in 1946 the Rapide was certainly fast, but it soon became clear to Vincent that a tuned version would be required to further enhance the marque, and the Black Shadow was announced in the early part of 1948. After only approximately one year the Series B machines were supplanted by the Series C bikes with Girdraulic forks, replacing the Brampton girders, and a modified rear frame member.

XMK 306 was purchased in 1974 by the present owner, from a work colleague who had owned the machine from 1953. By the time of purchase the machine was not in use, and the owner had partly dismantled it into large lumps for storage. The vendor reassembled the bike and used it for a short period, covering only approximately 500 miles, after which it was kept in dry storage. He has repainted the petrol tank and rear number plate holder, but those apart, the machine remains largely unrestored and original. It has been started and run at intervals, the last time being in 2016.

Factory records show that this machine was supplied to Conways on 24th April 1952 who presumably ordered it for Slocombes in Neasden Lane, London NW10. Slocombes were not a listed Vincent dealership, so would have had to order the machine via Conways, who were. They fitted a sidecar and taxed the bike on 4th July 1952 before it was registered to the first owner, C. Abrey and Co. Ltd of Cricklewood just one week later. It passed to the second owner only 14 months later on 14th September 1953. The original sidecar was still with the machine when purchased by the vendor.

The machine will require some re-commissioning before use by a new owner. Documentation accompanying XMK 306 includes the original VE60 buff log book, an old MoT certificate expiring August 1975, three old road tax discs, and an original handbook.

£28,000 - 32,000
€33,000 - 37,000

516

1935 VINCENT-HRD 498CC SERIES-A COMET

Registration no. YXG 978

Frame no. D1053

Rear Frame no. D1032

Engine no. C82

- *Rare Series-A*
- *One of only a few 'intermediate sump' type*
- *Matching engine, rear frame member and gearbox*
- *Complete restoration by Glyn Johnson*



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

The vendor purchased YXG 978 in approximately 2010, in a poor state and in need of attention. It is one of possibly six known examples of the 'intermediate sump' type, made when the factory was still refining the design.

When purchased, the bike was missing its upper frame member, and the owner was very fortunate to locate and purchase an original UFM which was very close in number to the original. He entrusted the restoration to well-known and well-respected Vincent HRD restorer Glyn Johnson, who carried out a total restoration to his usual high standard. Work was completed in 2015, and after test mileage had been covered, the bike was prepared for display by Glyn, as the owner intended to keep it on display rather than use it. If the machine is to be used by a new owner, it will need oils and petrol replenishing and careful re-commissioning. We understand that Glyn Johnson would be prepared to carry this work out on a commercial basis for a new owner if he wished to use the machine.

The history file includes photocopies of the Engine Specification Sheet and Works Order Form, which detail that this Comet was despatched on 24th November 1935 to a customer named Lovett, equipped with Amal carburettor, BTH Magenerator, and Dunlop saddle. It still has the original engine, rear frame and gearbox. Other documentation accompanying YXG 978 includes a current V5C, VOC dating certificate, photographs and miscellaneous papers.

£30,000 - 40,000

€35,000 - 47,000

517

1949 VINCENT-HRD 499CC SERIES-B METEOR

Registration no. LGN 829
Frame no. R/1/4884
Rear Frame no. R/1/4884
Engine no. F5AB/2/2984
Crankcase Mating nos. 40A / 40A

- *Rare post-war single-cylinder model*
- *Matching frame and engine numbers*
- *Restored circa 2016*



The Vincent-HRD marque originated in 1928 when Philip C Vincent acquired 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 (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 Series-B Meteor comes with a copy of its Works Order Form showing that it was despatched from the factory on 14th November 1949 to the Claude Rye dealership in London, while the accompanying VOC communication confirms that the frame and engine numbers match.

The Meteor was acquired in 2000, having been barn stored for many years, and has since been restored. The engine was fully rebuilt by Conways (D V Godden Engineering) and the machine comes with the related bill for £5,143 dated November 2015. The primary drive, clutch and gearbox were rebuilt by the owner. Elk Engineering rebuilt the Brampton forks, while the magneto was overhauled by Ribblesdale Auto Electrics and the electrical system upgraded. Dave Woods supplied a new speedometer.

The cycle parts were powder coated and the fuel tank sprayed in cellulose for authenticity, while the original control levers were re-chromed. Other noteworthy features include LED lightbulbs, new wheels rims, stainless spokes, stainless silencer, relined brakes, new control cables throughout, and a comprehensive tool kit. The Vincent also carries a reproduction tax disc stamped with its date of registration. Most of the new parts used were supplied by either Vin-Parts International or the Vincent Owners' Spares Company. A fuller and more detailed description of the rebuild is available. The machine is offered with an old-style continuation logbook (1974), a V5C Registration Certificate, and the aforementioned documentation.

£24,000 - 28,000
€28,000 - 33,000

518

VINCENT-HRD 998CC BLACK LIGHTNING EVOCATION SPECIAL

Registration no. 975 XUF
Frame no. RC/1/8916/C
Engine no. F10AB/5/1015

- *The looks of a Black Lightning*
- *Fully restored by Glyn Johnson*
- *Black Shadow-spec. engine*
- *Road registered and usable*



When Phil Vincent and designer Phil Irving, who had returned to the company during the war years, laid down the details of the new post-war V-twin to replace the pre-war version, their ambition for the model was that it would live up to their proposed advertising strapline for the machine of 'The World's fastest standard Motorcycle!'. Introduced in 1946, the Series B Rapide was certainly fast, but it soon became clear to Vincent that a tuned version would be required to further enhance the marque, and the Black Shadow was announced in the early part of 1948. It was the first genuine two-miles-per-minute production bike, with a reputed top speed of around 125 mph.

Whilst road models were catered for, it only left the competition sector to be provided for. The Black Lightning was announced in 1948, and the first examples left the factory in 1949. They were endowed with hotter cams, higher compression, TT carbs, a number of other special parts, and a variety of lightened components. Most were equipped with Girdraulic forks. Only approximately 30 Lightnings were produced, and genuine machines can bring very high prices indeed.

The vendor purchased this machine in approximately 2003, when it was incomplete and in need of restoration. He had a vision of what he wanted to achieve with the rebuild of the machine, and entrusted it to well-known Vincent restorer Glyn Johnson, with the brief that the completed machine should have a look similar to a Black Lightning, with good performance, but be capable of use on the road.

He was adamant that the machine should not be a replica of a Black Lightning, which would only serve as an ornament, being unusable in normal circumstances.

Black Shadow specification was deemed to be an adequate level of performance, and the engine was built with all new components. Two front cylinder heads were utilised, together with a modern BTH magneto. The suspension dampers both front and rear were new Thornton ones; rearsets are to Black Lightning specification, as is the saddle. The petrol tank is a replication of the 'Gunga Din' tank, and the vendor advises that the speedometer and tachometer are original Black Lightning items. The restoration of 975 XUF was carried out over a period of 5 years and was completed in 2008. After post-restoration road-testing, the owner used the bike for a tour of Scotland, and has since taken it on the Moto Piston Rally in Spain, completing the "Ride of 5000 Curves" challenge, covering 330 miles of challenging mountainous roads in one day. This is a bike to be used, not merely displayed, as many Vincents now are. Documentation comprises a current V5C, some expired MoT certificates, photographs, and a large number of invoices.

£45,000 - 55,000
€52,000 - 64,000

519

C.1953 VINCENT 998CC COMET/RAPIDE STEIB S501 COMBINATION

Registration no. MTG 245
Frame no. RC/1/11563/B
Rear Frame no. R2427
Engine no. F10AB/1/9831

- A combination of Comet and Rapide components
- Present ownership since circa 1989
- Drained of all fluids
- Requires re-commissioning/restoration



The outbreak of WW2 in 1939 brought production of all Series A models to a halt, and when Vincent resumed production at the war's end it was with the all-new Series B. Its rear suspension aside, the Series A Vincent-HRD had been conventional enough: tubular steel frame, girder forks, separate gearbox, etc but with the Series B Messrs Vincent and Irving effectively established the marque's reputation for the defiance of convention in the pursuit of engineering excellence. For a start there was no 'frame' as such, merely a fabricated box attached to the cylinder heads, that served as the oil tank and incorporated the headstock and the attachment point for the rear springs. The gearbox was integral with the engine, and the swinging arm pivoted directly in the engine/gearbox casings, features commonplace today but unusual 60 years ago.

Introduced in 1946, the Vincent-HRD Series-B Rapide was immediately the fastest production motorcycle on sale anywhere, with a top speed of over 110mph. The basic design clearly had even greater potential though, which would be realised later in the form of the Black Shadow and Black Lightning models. In 1948 the Vincent range began to be updated to 'Series-C' specification. The most significant changes made concerned the suspension, there being a revised arrangement at the rear incorporating curved lugs for the seat stays and an hydraulic damper between the spring boxes, while at the front the new models boasted Vincent's own 'Girdraulic' fork: a blade-type girder fitted with twin hydraulic dampers.

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

Vincent Owners Club records confirm that this machine consists of the following frame and engine components: Engine 'F10AB/1/9831' is from a Series-C Rapide that was despatched to the Glanfield Lawrence dealership in Cardiff in December 1952. 'A97V' is the correct crankcase mating number and they suspect the re-stamping is a factory stamping error as the mating number characters look the correct font. 'A95V' is from another engine that still exists elsewhere.

Upper frame 'RC/1/11563/B' is from a Series-C Comet that was despatched to the Joe Francis dealership in Dartford in March 1953, while rear frame 'R2427' is from a Series-B Rapide that was despatched to the Conway's dealership in London in January 1948.

Purchased circa 1989 from a Mrs Linda Curtis of Eastbourne, 'MTG 245' has been drained of all fluids and will require re-commissioning or restoration to a greater or lesser extent before further use. Accompanying documentation includes an old-style RF60 logbook; an old-style V5; a V5C document (listing the current frame number); expired MoTs and tax discs; sundry invoices; and assorted correspondence.

£16,000 - 22,000
€19,000 - 26,000

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

520

1951 VINCENT 499CC SERIES-C COMET

Registration no. MAL 190
Frame no. RC/1/7723
Rear Frame no. RC/1/7723
Engine no. F5AB/2A/5823
Crankcase Mating nos. 75T / 75T

- Matching numbers example
- Present ownership since 1976



The Series B Rapide and Black Shadow were introduced in 1946 and 1948 respectively. The Rapide was a revelation, and its sportier sibling, the Black Shadow, was the first genuine two-miles-per-minute production bike, with a top speed of around 125 mph. With the apocryphal tale of the Series A twins being conceived as a result of two single-cylinder drawings being overlapped, it could be said that the post-war single cylinder engine was brought about by the use of a rubber – removing the rear cylinder of the existing twin-pot design. In other respects, the layout was almost identical, with the same 'frameless' cycle parts being employed for both types. On the singles the rear cylinder was replaced with a cast alloy beam, and the gearbox employed was the familiar Burman item, the older versions of which had been popular before the war, and would prove to be equally, if not more popular, after it.

Announced in late 1948, few Meteors were produced; probably less than 180. It was joined soon after by the Comet in Series C form with Girdraulic forks, as opposed to the Brampton girders on the Meteor. The Comet was a little more expensive, being equipped with Girdraulics, a higher compression ratio, front propstands, and the modified rear frame section. In most other respects the bikes were very similar. It remained in the model range from its inception in 1948 until 1954.

This matching numbers Comet was purchased by the vendor in 1976 (receipt on file). Over the intervening years it has been used most years for road use, on VMCC runs, events, and local shows in addition to trips to the Isle of Man, winning several concours events in the process (copy photograph of one on file).

Unfortunately, due to advancing years, the owner can no longer use the bike as he once did, and feels it is therefore time to let a new owner have the benefit of it. It has not been used for approximately five years, and is presently on SORN. Consequently, although the battery has been kept charged, MAL 190 will require a degree of re-commissioning before use by a new owner. Documentation comprises a current V5C, the aforementioned purchase receipt and copy photograph, together with a rider's handbook.

£15,000 - 20,000
€17,000 - 23,000
No Reserve



521

1953 VINCENT 499CC SERIES-C COMET

Registration no. NXA 316

Frame no. RC1/1/11640

Rear Frame no. RC1/1/11640

Engine no. F5AB/2A/9740 (See Text)

Crankcase Mating nos. 17MM / 17MM

Effectively a Rapide v-twin minus its rear cylinder, the Series-C Vincent Comet built from 1948 to 1954 offered the same degree of refinement as its bigger brother, albeit with reduced performance. Even so, the Comet combined a 90mph potential with excellent fuel economy and was the ideal touring mount for the discerning rider who placed civility of manners and quality of construction above outright performance. This Series-C Comet that was manufactured in May 1953 and delivered to Conway Motors in London. The Vincent Owners Club confirms that the engine over-stamping (the 7) is recorded in the factory records and corresponds with the engine crankcase mating numbers. 'NXA 316' was purchased by the vendor's father circa 1971 as a basket case. The Comet's restoration was finished during the summer of 2006, the engine being rebuilt with the help of Conway's. Last run approximately 10 years ago, the machine will require re-commissioning or further restoration before returning to the road. It should be noted that the fairing and headlamp are detached and that the rear lamp is missing. Accompanying documentation consists of two photographs taken in 1971; four photographs taken in March 1988; and a photocopy of the first V5 document dated 1984.

£10,000 - 14,000

€12,000 - 16,000

No Reserve



522

1957 NORTON 596CC MODEL 19S

Registration no. 753 DPC

Frame no. M9 72916

Engine no. 72916 M9

Just as Norton first overhead-valve production motorcycle - the Model 18 - had used the same 79mm x 100mm bore-stroke dimensions of the existing sidevalve-engined 16H, so the larger-capacity but otherwise similar overhead-valve Model 19 used those of the 588cc Big 4 sidevalve, at 79x120mm. For 1933 the engine was revised with bore/stroke of 83x113mm, dimensions it would keep until production ceased in 1958, by which time the model had been revised in line with the rest of the Norton range, gaining, among numerous other improvements, Roadholder telescopic forks and a swinging-arm frame, hence the suffix 'S'. This matching-numbers Norton Model 19S was purchased by the vendor's father in 1970 or 1971 and was restored around 2002. There is some pitting to the brightwork, but the machine would respond well to detailing. It should be noted that the detached rear light bracket/number plate holder is present. The machine is offered with an RF60 continuation logbook (issued 1965); four photographs of the machine taken in March 1988 showing it in un-restored condition; a photocopy of the first V5 dated 1984; and a V5C Registration Certificate.

£2,800 - 3,500

€3,300 - 4,100

No Reserve



523

1968 TRIUMPH 649CC TR6C TROPHY

Registration no. UUL 906F

Frame no. TR6 DU74868

Engine no. TR6 DU74868

The most important 'tweak' Triumph made to the Trophy/Bonneville frame was for the 1967 model year, when a shallower steering head angle was adopted in the interests of better high-speed stability. By this time Triumph's two 650 sports roadsters had been updated with 12-volt electrics and a full-width 8" front brake, while other significant improvements for 1967 included a new oil pump and an increase in the Trophy's compression ratio to 9.0:1, same as the Bonneville's. There were further mechanical updates for '68, the most obvious being the adoption of an 8" twin-leading-shoe front brake, one of the best around. The engine got independently adjustable ignition points and Amal Concentric carburettors, while the suspension was improved courtesy of a new shuttle-valve front fork. 'UUL 906F' was purchased in April 2003 and last taxed to the end of June 2008. The previous owner advised the vendor that the machine is fitted with a sidecar gearbox sprocket (geared down). The vendor has done nothing to the machine since purchase other than replacing the rear brake arm for a more correct item. An earlier restoration (believed partially repainted), the machine will require re-commissioning to a greater or lesser extent before returning to the road; the wiring in particular requires attention (a spare loom is included in the sale). The machine is offered with an old V5 document; a V5C Registration Certificate; and a quantity of expired MoTs and tax discs.

£4,000 - 5,000

€4,700 - 5,800

No Reserve



524

1956/1958 BSA 646CC A10 'SUPER ROCKET' (SEE TEXT)

Registration no. WLY 897

Frame no. EA7 3838

Engine no. CA10R 7673

'The Super Rocket has a near-three-figure cruising speed – a performance to meet the autobahn ambitions of foreign-touring enthusiasts, or those who buy motorcycles with an optimistic eye to the extension of motorway travel at home in the not too distant future. On the other hand, the current model can be throttled back to accept happily the inevitable limitations of built-up-area riding. In these less spectacular circumstances, one's patience in jogging along at 30mph is rewarded by a remarkable - for a lusty 650cc twin - fuel consumption also in the three-figure class.' - Motor Cycling. A development of the Road Rocket, the Super Rocket was introduced late in 1957 for the 1958 season. This particular machine has a frame numbered within the 1956 range (prior to the Super Rocket's introduction) and an engine numbered within the 1958 range. 'WLY 897' was purchased by the vendor's father as a non-runner in approximately 1980. Restored during 1999/2000, it has not been used for circa 15 years and will require re-commissioning before returning to the road. Accompanying documentation consists of a 1971 MoT certificate; a photocopy of the first V5 dated 1984; an RF60 continuation logbook listing the previous frame number '9926'; and a V5C Registration Certificate listing the present frame number.

£3,500 - 4,500

€4,100 - 5,200

No Reserve





525

1946 TRIUMPH 349CC 3T

Registration no. to be advised

Frame no. TC 10901

Engine no. 47 3T 84664 S/C

Triumph's first 350cc vertical twin had been built for military purposes in wartime, and would form the basis for a civilian version when hostilities ceased. The basic engine design followed that laid down pre-war by Edward Turner for the trend-setting Speed Twin, but featured rocker boxes incorporated into the cylinder head casting and a built-up crankshaft with one piece connecting rods like the military 3TW. The running gear was essentially that of the Speed Twin and featured Triumph's new telescopic front fork. Lower geared than its 500cc sibling, the 3T was nevertheless capable of reaching 75mph and could return around 80mpg. Unlike the later unit 350, the 3T possessed a measure of the low-down 'grunt' associated with Triumph's larger vertical twins and is arguably a much more pleasant and characterful machine to ride as a result. This Triumph 3T was restored around 2003, including replacing the front forks. Unused for some years, the machine will require re-commissioning to a greater or lesser extent before further use, and it should be noted that the headlamp is missing. There are V5C and RF60 documents in existence; however, neither lists the present frame number. Accordingly, the machine is offered without documents. The vendor hopes to update the frame number with the DVLA prior to sale, following which the documents may be repatriated.

£2,800 - 3,800

€3,300 - 4,400

No Reserve



526

1965 BSA 172CC D7 BANTAM SUPER

Registration no. EKO 913C

Frame no. D7 50257

Engine no. FD7 9468

Many a now-mature motorcyclist's first two-wheeled experience will have been gained aboard a BSA Bantam, a model that was produced in various forms for over 20 years. The introduction of the first 172cc model - the D5 - for 1958 marked a number of developments, the most important of which were a stronger big-end bearing and improved lubrication. A raised compression ratio and larger carburettor increased maximum power to 7.4bhp and the top speed to 59mph. Introduced for 1959, successor D7 model - known as the Bantam Super - featured the 172cc engine while boasting a new frame, hydraulically damped front fork, bigger brakes, and up-swept handlebars. This particular Bantam Super is offered for restoration (it should be noted that the engine does not turn over). 'EKO 913C' carries a tax disc that expired in May 1978 and comes with a 1977 MoT certificate, so it is probably safe to assume that it has been of the road for some 40 years. The machine is offered with SORN acknowledgement and a V5C Registration Certificate.

£400 - 600

€470 - 700

No Reserve



527

1941 HARLEY-DAVIDSON 1,200CC MODEL UH MOTORCYCLE COMBINATION

Registration no. WXG 278

Frame no. 41UH3154

Engine no. 41UH3154

- *Dating from the final year of peacetime production*
- *Medium-compression model*
- *Appears highly original*



For the 1930 model year, Harley-Davidson extended its sidevalve technology, previously confined to the singles, to its large-capacity twins. Announced in August 1929 as a replacement for Harley's long-running and much-loved F-head 'Big Twin', the sidevalve Model V was far from an instant success. More massively built and heavier than its predecessor, the V was no faster and lacked top-end power to such an extent that the first examples were recalled for an extensive engine redesign. A larger crankcase accommodating heavier flywheels did the trick and, its problems solved, the 74ci 'flat head' v-twin went on to win the hearts of Harley-Davidson enthusiasts everywhere.

The Model V's detachable cylinder heads, interchangeable wheels (including that of the sidecar, when attached), larger brakes and tyres, lower seat and increased ground clearance all represented advances over the outgoing F-head twin. The high-compression VL version produced slightly more power than the Model V and both were available with either coil or magneto ignition.

In 1934 the Model VD, as it had become, benefited from improvements introduced across the twins range, which included a strengthened frame and forks, new oil pump, High-Flo upswept exhaust system, curvaceous new mudguards and a large Airflow tail light, while the '35 motors incorporated improved cylinders and pistons.

Revised with the frame, tank and wheels of the 61ci overhead-valve 'Knucklehead', plus dry-sump lubrication, the VD became the Model U in 1937. Inside the engine there was virtually nothing left unchanged: the crank pin was enlarged, connecting rods strengthened and the flywheels grew in size, while in the interests of rationalising production, the bore size changed to that of the OHV '61' and stroke to that of the '80'.

This medium-compression UH model has the 16" wheels standardised for 1941. By this time Harley-Davidson had become increasingly preoccupied with catering for the demands of the US military, so major changes from the preceding year's models were few. As far as the larger sidevalve twins were concerned, the big news for '41 was the adoption of a new clutch with greatly increased frictional area.

Dating from the final year of peacetime production, this Harley-Davidson UH motorcycle combination was purchased by the current owner at a US auction in August 2015, being described at that time as 'unrestored' and with 'original paint'. The machine is offered with SORN and importation paperwork, and a V5C Registration Certificate.

£25,000 - 35,000

€29,000 - 41,000

528

1940 INDIAN 78CI FOUR

Registration no. to be advised

Frame no. DDO150

Engine no. DDO150

- *One of the rarest and most desirable American motorcycles*
- *Restored in circa 2000*
- *Imported in 2003*
- *Acquired for the vendor's private collection in 2003*



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

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

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

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

Production of the Indian Four, America's last four-cylinder motorcycle, ceased in 1942. No sales literature was distributed for the 1942 season - this would normally have been done the preceding fall - probably because the defence build-up prior to the United States' entry into WW2 was already causing manufacturers to focus their attention elsewhere. One of the world's most beautiful and collectible motorcycles, this Indian Four was imported into the UK in 2003 and has been on display inside the vendor's house as part of his private collection. Restored circa 2000, the machine has been re-commissioned and mot'd by the vendor prior to the sale. Accompanying documentation consists of a C&E Form 386 and a V5C Registration Certificate.

£50,000 - 70,000
€58,000 - 82,000

529

1927 INDIAN 37CI (600CC) SCOUT

Registration no. not registered

Frame no. BG5193

Engine no. BG5193

- *Rare German-assembled Scout*
- *Appears highly original*
- *Present ownership since circa 2012*



A smaller Indian v-twin model, the 37ci (600cc) Scout, joined the Powerplus in 1920, soon gaining a deserved reputation for durability; so much so that 'You can't wear out an Indian Scout' became its advertising slogan. Contributing to this longevity was the use of gears for the primary drive rather than the customary chain, and this unusual feature would endure until 1933. A 45ci (750cc) variant was first offered in 1927 and then in April 1928 the 101 Scout appeared featuring a revised 750cc 'flat head' engine in a new, longer-wheelbase frame. This sporting machine would prove an immense success for the Springfield firm, so much so that its replacement in 1931 by a heavier Chief-framed model was greeted with dismay. Introduced in 1934, the Sport Scout went some way towards retrieving the Scout's reputation, featuring a lighter 'keystone' (open) frame and European-style girder forks. Lighter and faster than its immediate predecessor, the Sport Scout was just what enthusiasts and racers had been crying out for, and today remains a favourite among discerning Indian owners and riders.

Copies of the Indian Scout were built in Germany by Max Bernhardt & Co of Berlin and marketed under the 'Mabeco' name using engines manufactured by Siemens & Halske. Sidevalve models displacing 596cc and 749cc were offered initially together with an overhead-valve '750' from 1925. Changing the colour scheme from green to red turned out to be a bad idea as Indian responded with a lawsuit that ended with Max Bernhardt & Co's liquidation.

The German firm quickly resumed production as 'Mabeco-Werke GmbH', though on this occasion with models that were less obviously cribbed from Indian. It would appear that Indian subsequently licensed German production to Berthold Bielagk of Berlin, whose name appears on this 1927 machine's VIN plate (Indians were assembled in Germany at this time as a way of avoiding high import duties). These German-built Indians incorporated various locally sourced components including, in this case, Bosch headlights and a steering damper supplied by Carmen Werke AG of Stuttgart. This machine also carries the nameplate of the supplying dealership: Friedrich & Leverentz of Charlottenburg.

This Scout comes with an original German registration document (Kraftfahrzeugbrief) dating from 1937, stamped in July that year and again in December 1950, on both occasions to the same owner: 'Bertrand Rinfart' (or similar), whose profession is listed as 'engineer'. We are advised that the regional television station NDR Fernsehen ran a report on this Indian in 2007, describing it at that time as a 'one-owner' motorcycle. The current owner purchased the machine circa 2012 from Klassische Automobile GmbH & Co KG, Wuppertal. Equipped with luggage rack and leather panniers, this rare German-assembled Scout appears to be highly original and would grace any collection of Indian Motorcycles.

£16,000 - 20,000

€19,000 - 23,000



530

1936 INDIAN 500CC SCOUT JUNIOR PROJECT

Registration no. not UK registered

Frame no. 536268J

Engine no. ECF268

Indian introduced front suspension in 1910, with swinging arm rear suspension appearing in 1913. In 1911 bikes were sent to the Isle of Man TT, with unprecedented success, when Indian took the first three places in the Senior TT. The 'Hedstrom' F-head engine was the standard twin power unit at that time, with changes only coming in 1916 when the side-valve Powerplus debuted. Thereafter, the twins' development under new designer Charles B. Franklin was necessarily restricted during the First World War, but in 1920 he created the 600cc Scout, and later the Chief. Altered to 750cc in 1932, as the great depression took hold, the need was felt for a more economical version of the Scout, and so the Scout 'Pony' was conceived with a lighter frame and smaller 500cc engine.

Also referred to as the Scout Junior, it remained part of the model range until 1941. This Scout Junior project was purchased by the deceased vendor in its present condition, with the rolling chassis together and the engine dismantled. Whilst some parts appear to have been obtained, no further work was done, and it therefore presents a new owner with an ideal opportunity to have the pleasure of returning it to its former glory. Prospective bidders must satisfy themselves as to the completeness, or otherwise, of this project prior to bidding. Documentation comprises a US Certificate of Title from the State of Michigan, a 1936 Indian brochure, some copies of The Indian News, two CDs with parts and instruction manuals, and sundry other papers.

£6,000 - 10,000

€7,000 - 12,000



531

1973 HARLEY-DAVIDSON X90

Registration no. MCY 438L

Frame no. 2D12463H3

Engine no. 2D12463H3

In 1960, an unlikely alliance between the Italian Aermacchi concern and Harley-Davidson resulted in the former's lightweight motorcycles being sold in the USA alongside H-D's traditional big v-twins. Marketed as Harley-Davidsons in the USA and as Aermacchi-Harley-Davidsons elsewhere, the first models offered were re-badged versions of Aermacchi's 250cc and 350cc four-stroke horizontal singles. The latter remained in the Harley range until the end of the 1974 model year, falling sales forcing their discontinuation. Aermacchi's two-strokes also formed part of the line-up between 1973 and 1978, at which point H-D's new owners - AMF - sold off their share of the Italian concern to Cagiva. In recent years there has been an upsurge in interest in these Italian-built Harley singles, some 50,000 of which were sold in the USA during the two firms' 14-year association. This matching-numbers X90 was restored in 2018 in Ohio, USA and imported into the UK late last year (2018). Offered with a V5C Registration Certificate the machine was run recently and is described by the vendor as in generally good condition.

£3,200 - 3,600

€3,700 - 4,200



532

1947 HARLEY DAVIDSON 1208CC FL SPECIAL SPORT 'KNUCKLEHEAD'

- *Iconic Harley model*
- *Ideal for further improvement*

Registration no. 934 YUL

Engine no. 47FL5633



Apart from beer, Milwaukee's most famous product is the Harley Davidson motorcycle, which was first made by William Harley and Arthur Davidson. Starting in 1901, it took them two years to make their first machine, and another year to make a larger engine and improve the design. The first 'production' machines appeared in 1905, and sold in only small numbers, but the journey had begun and, with two other Davidson brothers on board, manufacture of the bikes was improved and increased. Initial models were powered by single-cylinder engines, but in 1909 the first V-twin engine appeared, setting the scene for future Harleys. V-twins became a fixture of the Harley Davidson range in subsequent years, to an extent that any other configurations were something of a sideshow.

The first Harley Davidson Knuckleheads were the 61-cubic inch E-series models which were introduced in 1936. With its overhead valves and 988cc it was a huge improvement in power over the flathead predecessors. Endowed with a four-speed gearbox, it was made in three models, the E, the ES a sidecar-gear version, and the EL sporting version with a high compression performance motor. Improvement came in 1938 when the valve gear was enclosed, and the larger-engined F models appeared in 1941.

The F-series models were 74 cubic inches (1208cc) and basically the E with a larger bore and stroke. Like the E models, the sports model F was named the FL (a nomenclature which remains part of Harley's range to this day). However, production of civilian models was somewhat restricted for a few years due to the switch to war production, and the F was made in only limited numbers until civilian production picked up again in 1945/46. The FL Knucklehead was popular just after the war, and was made in significant numbers, until being replaced in 1948 by the next version of the FL with the new 'Panhead' engine.

47FL5633 was imported from USA in 2013, and appears to have been UK registered soon after arrival. It was purchased by the deceased owner in July 2015 and, whilst it was taxed by him the same month, and has remained taxed since, it has had little use in the present ownership. As the front mudguard was missing, a new, original-type mudguard was obtained, and is offered with the bike. The FL will require safety checks and re-commissioning prior to returning to the road with a new owner. Documentation comprises a current V5C, some import-related papers, and miscellaneous other paperwork.

£12,000 - 16,000

€14,000 - 19,000



533

C.1965 HARLEY DAVIDSON 883CC XLH SPORTSTER

Registration no. not UK registered

Engine no. 65XLH7234

The Harley Davidson Sportster XL was introduced in 1957, and was a variation of the flathead model KH, but with overhead valves, bigger bores, and shorter strokes. The first Sportsters were fitted with cast iron cylinder heads and, apart from racing versions, remained so until 1986. The original XLs were not hugely more powerful than the forerunner KH, but formed an excellent basis for tuning for increased power, and became a popular model. The following year the XL was joined by the XLH, XLC, and the XLCH, which were a higher state of tune for those with sporting aspirations or a need for just a little more go. The Sportster has remained in Harley's range from 1957 to the present day. This XLH appears to have been imported to the UK around 2014, and was purchased by the deceased owner at an indeterminate date. He seems to have been considering returning the machine to nearer to standard specification, as he had acquired some parts which accompany the bike, such as a front wheel, petrol tank, chainguard, shock absorber covers, and other items. Documentation consists of a US Title document, a confirmation from HMRC that VAT and duty have been paid, and that the machine can be registered by DVLA. Prospective bidders should satisfy themselves as to the age and compatibility of the component parts of this machine prior to bidding. It will require re-commissioning and safety checks before taking to the road with a new owner, and is sold strictly as viewed.

£3,000 - 4,000

£3,500 - 4,700



534

2006 HARLEY DAVIDSON 1130CC VRSCDX NIGHT ROD SPECIAL

Registration no. AP51 BAD

Frame no. *5HD1HHZ127K803969*

Engine no. *HHZ7803969*

Beginning with an atmospheric inlet valve on an IOE engine, Harley Davidson graduated to mechanically operated valves, although still IOE type, and the configuration was to last until 1929. Overhead valve engines were used in a few models such as the 8-valve racer and a few single cylinder models. After 1929 the engines were mostly conventional side valve types, but eventually overhead valve layouts began to feature more in the model range, and through the years became progressively more refined and complex. Following the Knuckleheads came Panheads and Shovelheads, and ultimately the factory made the VRSC type with double overhead camshafts and liquid cooling. Various types of VRSC were produced, and the VRSCD Night Rod and VRSCDX Night Rod Special were decked out in a black paint scheme with chrome and alloy highlights. Unsurprisingly, some examples have been customised, as here, with individuals giving vent to their own ideas on styling. This VRSCDX has had a custom paint scheme by the Custom Paint Shop, and is also fitted with a different swinging arm and various other components. The original swinging arm and an assortment of other parts are included with this machine. AP51 BAD was purchased by the deceased owner in 2007, when less than a year old, and has been used sparingly since, with only 5,747 recorded miles on the odometer. It has been on SORN since 2017 and should require only light re-commissioning and safety checks prior to use by a new owner. Documentation comprises a current V5C.

£4,000 - 6,000

£4,700 - 7,000



535

1963 HARLEY-DAVIDSON 1,000CC XLCH SPORTSTER

Registration no. AJM 154A

Frame no. 63XLCH1510

Engine no. 63XLCH1510

The evocatively titled Sportster has been a permanent feature of the Harley-Davidson line-up since its arrival in 1957. Intended to compete with the sportier British twins, the XL Sportster was leaner and meaner than previous Harleys and boasted an all-new overhead-valve v-twin engine producing 40bhp. At the top of the Sportster line-up sat the intended-for-racing XLCH ('XL Competition Hot'), newly introduced for 1958 and offered at first without lights or a speedometer, though those came later. First registered in the UK in 1991, this particular XLCH has been updated by renowned London-based Harley-Davidson dealer Fred Warr, the work being carried out by Fred himself and his foreman for previous owner Nick Kinnersly. The engine was bored out to 1,000cc and brought up to racing specification, complete with high-compression pistons, S&S carburettor, and magneto ignition, though the latter has since been replaced by coil ignition in the interests of easier starting. Its owner took care of the rest of the restoration, and shortly after completion the XLCH was featured in 'All American Heroes' magazine (July/August 1995 edition, copy available). The chassis and wheels are stock, including the flanged alloy wheel rims, and we are advised that the machine is fast and smooth, the engine starting easily since its coil-ignition conversion. The current owner acquired the Harley in May 1995. Offered with a V5C and old US title.

£7,000 - 10,000

€8,200 - 12,000



536

Property of a deceased's estate

1983 LAVERDA 497CC ALPINO PROJECT

Registration no. to be advised

Frame no. LAV500 3101

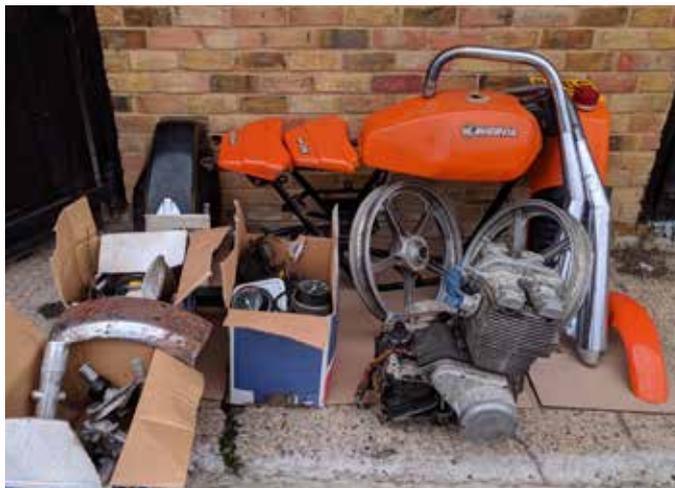
Engine no. 3101

Laverda's advanced Alpino was a natural candidate for development as a racer, and the first such derivative, the Formula 500, arrived in 1978. A Formula 500 was imported into the UK by Laverda concessionaire, Roger Slater, the man largely responsible for the Jota, who believed that a 'civilised', café racer version had greater sales potential than the rather lacklustre, and expensive, Alpino. Slater retained the stock Alpino fuel tank but equipped his new baby with a bikini fairing and solo racing seat. Finished in 'Jota Orange', the newcomer was named 'Montjuic' in honour of Laverda's race victories at the eponymous Spanish circuit, while a loud, matt black, megaphone exhaust system further enhanced the racing connection. Painted in Montjuic colours, this Alpino was in running condition when disassembled. Sold strictly as viewed, the machine is offered with a workshop manual and V5 registration document.

£1,500 - 2,000

€1,700 - 2,300

No Reserve





537

1997 DUCATI 996CC 916 SPS

Registration no. R450 ARP

Frame no. ZDMH100AAVB000280

Engine no. 000334

Designed by the great Massimo Tamburini, the 916 redefined motorcycle handling, looks, and performance. Then came the 916SPS (Sport Production Special) homologation version, with 996cc capacity and many lightweight and performance enhancing components. In 1997, thought to be the most desirable year for the SPS, only 404 were made; this machine is number 381. R450 ARP was purchased new in the UK by the first owner, who had Marvic wheels fitted, together with assorted carbon fibre parts including swinging arm protector, sprocket cover, clutch cover, and rear shock guard. A Datatool alarm was also fitted. Whilst with the second owner, the bike had an engine rebuild at 5565 kms (thought to be due to faulty main bearings) and the invoice for this is on file. In 2006 the bike was purchased by the vendor's father who MoT'd it in 2008 and covered only 40 kms on it before selling it to his son in 2009. He used it only once, covering a mere 2 kms, and it now has a recorded mileage of only 11,082 kms. (6,887 miles). Remaining in pristine condition, the vendor fitted a new battery and new front brake pads in November 2018. However, due to the recent lack of use, it is recommended that a new owner should have the bike serviced, checked over, and have new belts fitted if the SPS is to be used on the road. Documentation comprises a current V5C, the original purchase invoice, the owner's manual, the warranty (service) booklet, two expired MoTs, the aforementioned rebuild invoice, sundry invoices/receipts, and miscellaneous papers.

£9,000 - 12,000

€10,000 - 14,000



538

1994 DUCATI 888 STRADA

Registration no. M769 SFA

Frame no. ZDM888S1*002632*

Engine no. 002680

Ducati's racing successes in the late 80s and 90s fed through to sales of road bikes patterned on the racers of the period, and the models changed almost as quickly as the racers. With the four-valve era came the 851 and 888 models, alongside a range of unfaired road models. The 888 was liquid cooled, four valves per cylinder, and had desmodromic valve operation. It swept all before it in the World Superbike Championships, winning the top place in 1991 and 1992. It eventually gave way to the 916 in 1994. M769 SFA was purchased new by the vendor in 1994 (invoice on file). Over the intervening time it has been used for summer use only. At its first service (1,000 kms.) the kph speedometer was change for an mph one, on which the odometer now displays 11,061 recorded miles. In 1995 the vendor had the machine fitted with an 851-specification performance chip, and the original chip accompanies the bike. The original tool kit is still in place under the seat. Unfortunately, due to advancing age, the owner has not used the 888 for some years, and feels it is time to let a new owner have custody of it. Consequently, although the battery has been kept charged, the Ducati will need a service, a degree of re-commissioning, and basic safety checks, prior to taking to the road with a new owner. Documentation accompanying the machine comprises the aforementioned purchase invoice, the maintenance handbook, service booklet, an original sales brochure, a reproduction parts book, and sundry invoices/ miscellaneous papers.

£5,000 - 7,000

€5,800 - 8,200

No Reserve



539

1998 DUCATI 996CC 916 SPS

Registration no. Y57 2GTU
Frame no. ZDMH100AAWB001453
Engine no. ZDM996W4001614

Introduced for 1994, the Massimo Tamburini-styled 916 superbike and its subsequent evolutions captured the motorcycling public's imagination and established Ducati as one of the world's foremost brand names. Within a short time, the original 916 Strada was superseded by the Biposto (two-seat) version and the higher specification SP. The latter's engine remained at 916cc but added twin fuel injectors and bigger valves to the package for increased power and torque. Next came the ultra-exclusive 916 SPS ('Sport Production Special') of which only 1,462 examples were made (plus 202 of the UK-only 'Fogarty Replica' version). Despite the name, the 916 SPS enjoyed the advantages of an over-bored engine displacing 996cc and delivering a mighty 132bhp at the rear wheel. Of all the members of the 916 family, the SPS and closely related 'Fogarty Replica' are considered the most collectible. Number '0926' of the series, this 916 SPS was sold new in Germany and imported into the UK in 2001. Following a main bearing failure, the previous owner garaged the Ducati, which was purchased by the current vendor in October 2017. Since then the engine has been rebuilt with all new parts (including the crankshaft) by marque specialists, Cornerspeed. Cornerspeed's bill for £3,672 is on file together with another for a clutch rebuild/upgrade in 2005 and a V5C Registration Certificate.

£9,000 - 12,000
€10,000 - 14,000



540

2004 MV AGUSTA 998CC F4 1000 AGOSTINI

Registration no. ME04 AGO
Frame no. ZCGF511BB4V001540
Engine no. F5A401280

Massimo Tamburini, created the Ducati 916 for Cagiva, and was then tasked to formulate the new MV machines. In due course they released the new MV, the F4 750, in 1997. It was a four cylinder, DOHC, liquid-cooled, four valves per cylinder creation. The first models were the Serie Oro, released as a limited edition of 300 machines. The standard F4 Strada followed, with further limited editions at regular intervals. With the 750 established, MV turned their attention to a larger-engined sibling, and in 2004 released the F4 1000. Exactly as with the 750 Oro, they released the 1000 as a limited edition of 300 bikes. These were the F4 1000 Agostini, with the signature and blessing of the great man himself, and an exotic, high-performance specification; 166 Hp output, Marchesini wheels, and a host of special/performance parts. The vendor purchased this Ago in 2012, since when he has used it for limited summer mileage only. It has had oil and filter changes annually, and new rear wheel bearings in 2018. A Dynojet ignition system is fitted, allowing the state of tune to be lowered slightly, so the machine can be used more easily. This Ago has only 5190 recorded miles, and two previous owners. Number 276 of the 300 made, it comes with the original tool kit, cover, overalls, paddock stand, certificate of authenticity, Datatool alarm, polished exhaust system, and the personalised registration ME04 AGO. It also bears extra signatures by Agostini, Phil Read, and Arturo Magni. Documentation comprises a current V5C, warranty (service) booklet, maintenance booklet, current and expired MoTs, assorted invoices and miscellaneous papers.

£10,000 - 15,000
€12,000 - 17,000



541 N

1968 MV AGUSTA 861CC 'MAGNI'

Registration no. not UK registered

Frame no. MV4C60-199 016

Engine no. 199-017

- *Genuine Magni-modified MV*
- *Based on a 600cc MV four*
- *Built by Giovanni Magni in August 2007*
- *Chain drive conversion*



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.

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.

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. The Magni version was enlarged to 861cc courtesy of an increase in bore size to 70mm, and came with a specially tuned engine equipped with four 30mm Dell'Orto carburetors. 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. Arturo died in 2005.

Based on an early 600cc MV four, the machine offered here was modified to 861cc specification by Giovanni Magni in 2007, including a chain final drive conversion. It is believed to have covered only 207 kilometres since completion. Formerly part of a Belgian private collection, the machine is offered with a Rapport d'Expertise (expert appraisal) dated August 2014.
£65,000 - 80,000
€76,000 - 93,000

542

1978 DUCATI 900SS

Registration no. RVK 976S
Frame no. DM860SS*087979*
Engine no. 088215 DM860

- Only 15,013 miles recorded
- Three owners from new
- Present ownership since 1987
- One of the ultimate Ducati models



Unsurprisingly, Ducati's involvement with racing began soon after Fabio Tagliani's arrival, and started with a 98cc overhead camshaft engine. Soon after came the double overhead cam engine with desmodromic valve operation, which was to become a feature of many future Ducatis. The Desmo singles of the 1950s and 60s continued into the 70s in 100, 125, 175 and 200 capacities, whilst smaller machines were given over to two stroke engines. Capacities of the four stroke singles grew to 250, 350 and eventually 450 throughout the seventies, with road, sports and street scrambler versions.

By 1970 it was apparent that the future of motorcycles lay in larger capacities and the factory developed a 750 v-twin, becoming the 750GT, and thus began a line of, arguably, some of the most beautiful motorcycles of the nineteen seventies. The GT was joined by the 750 Sport in 1972; with its streamlined looks and high-performance engine, it was a machine of pure beauty, one of the most visually balanced of all time, possessing all the attributes of a thoroughbred. Hard to beat it may have been, but Ducati managed it with its next creation, the 750SS, with even more power and, arguably, better looks. The obvious next step was an increase in capacity with the introduction of the 860 engine, but perhaps inevitably, the new machine's appearance was criticised and unpopular by comparison with the sublime 750s.

Fortunately, Ducati continued the 750 Sport, and the 860 engine was adapted for the new 900 Super Sport which carried on the great Ducati looks into the next generation. Initially in the silver and blue colour scheme, the next change was to black and gold. Incorporating cast alloy gold-painted wheels, the styling was kept up-to-the-minute, but still with the traditional lines which had served the model range well. The engine had been improved, as had the gearbox/gearchange which had completed the move to a left-hand change, and the black and gold colours became available in 1978. RVK 976S is one of the earlier black and gold models, registered on 20th July 1978, and appears to have had two owners before coming into the present ownership in June 1987.

The deceased owner used it most years, only for limited mileage during the summer months, until approximately 5 years ago, when it was placed in dry storage. Thereafter it was started occasionally, but not used on the road. Not started for the past two years, it will need a degree of re-commissioning before returning to the road under new ownership. Documentation comprises the current V5C, and a copy of the previous old-type V5. There is a right-hand side panel to accompany the bike, together with a spare single seat, spare dual seat, a battery, and some indicators.

£15,000 - 20,000

£17,000 - 23,000

543 N

1971 MÜNCH MAMMOTH 1200 TTS

Registration no. not UK registered

Frame no. 146

Engine no. to be advised

- *Ultra-rare limited-edition superbike*
- *Hand built to individual customer order*
- *Registered in Germany*



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

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

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

Founder of Cycle magazine and publisher of the eponymous motorcycle manuals, American entrepreneur Floyd Clymer (1895-1970) invested in Münch, marketing the machine in the USA as the 'Clymer-Münch Mammoth' with the slogan: 'Built up to a standard, not down to a price'. And the hand-built Mammoth was certainly very expensive, selling in the USA for \$3,995 when the BMW R69S cost only \$1,695. It is estimated that some 500 Mammoths had been made when production ceased in 1975. This Lot is offered with a Deutsch Brief.
£90,000 - 120,000
€100,000 - 140,000

544

1968 BMW 594CC R69S

Registration no. SRR 455F

Frame no. 664760

Engine no. 664760

- Imported from Canada in 2010
- Professional top-end engine rebuild
- Present ownership since September 2018



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

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

The larger of these, the R69S, produced 42bhp and was good for a top speed of around 110mph. 'Luxury roadster with superb high-speed performance yet docile traffic manners; magnificent steering, roadholding and brakes,' was Motor Cycle magazine's verdict. Last produced in 1969, the R69S is for many enthusiasts and collectors the ultimate post-war BMW.

This beautiful BMW R69S was purchased in September 2018 having had two previous owners since its importation into UK in 2010. Maintained by marque specialist Bob Porecha, the machine benefits from a complete top-end engine rebuild, including a re-bore, new pistons, valves/guides, and unleaded valve seats. Noteworthy features include a 12-volt alternator and a Bob Porecha sidestand. Accompanying documentation includes Canadian export documents, BMW dating letter, old MoTs ((most recent expired May 2017), V5C Registration Certificate, assorted correspondence, and sundry invoices (including for fitting the panniers and top box)

£10,000 - 14,000

€12,000 - 16,000



545
1958 BMW 494CC R50
Registration no. 711 XUN
Frame no. 559124
Engine no. 559124

In the early 1950s, BMW concentrated on refining what were essentially pre-war designs, but by 1955 was ready with a brace of new machines, the R50 and R69. Of 500cc and 600cc respectively, the newcomers inherited the up-dated flat-twin engine introduced on the R51/3 a few years previously, but deployed this in all-new cycle parts, the most notable departures from preceding practice being the Earles-type leading-link front fork and swinging-arm rear suspension enclosing the drive-shaft in the right leg - developments first seen on the works racers. Luxury tourers, the R50 and R69 sold to discerning enthusiasts to whom expense mattered little when set against the excellence of BMW engineering. Formerly resident in Northern Ireland, this unusual red-finished BMW R50 was purchased in January 2018 from marque specialist Bob Porecha, who prior to sale had repainted and refitted the front mudguard and installed new front shock absorbers. The original advertisement for the machine - described as an earlier restoration - states that the wheels had been rebuilt with stainless spokes and a polished stainless exhaust system fitted. Accompanying documentation includes the 2018 sales receipt, some old MoTs, DVLA correspondence, and a V5C Registration Certificate.

£7,000 - 10,000
€8,200 - 12,000



546
C.1965 BMW 494CC R50/2
Registration no. RBV 990J
Frame no. 639969
Engine no. 639969

In the early 1950s, BMW concentrated on refining what were essentially pre-war designs, but by 1955 was ready with a brace of new machines, the R50 and R69. Of 494cc and 594cc respectively, the newcomers inherited the up-dated flat-twin engine introduced on the R51/3 a few years previously, but deployed this in all-new cycle parts, the most notable departures from preceding practice being an Earles-type leading-link front fork and swinging-arm rear suspension enclosing the driveshaft in the right leg - developments first seen on the works racers. The twins carried on with only minor detail changes for the next few years and then in August 1960 an entirely new and much improved engine was announced. The '500' continued thereafter as the R50/2 and the '600' became the R69S, while a high-performance of the former, the R50S, was added to the range. An old-style continuation logbook on file (issued 1972) reveals that this machine was previously registered as 'VHL 879J'. The date of first registration is recorded as 1st December 1970. The current vendor purchased this BMW R50 in January 2018 from marque specialist Bob Porecha. The sales receipt is on file and the machine also comes with DVLA correspondence, some MoTs (most recent expires August 2019), and a V5C Registration Certificate.

£5,800 - 7,000
€6,800 - 8,200



547

1956 BMW 494CC R50

Registration no. 872 JMT

Frame no. 555288

Engine no. 555288 (re-stamped)

In the early 1950s, BMW concentrated on refining what were essentially pre-war designs, but by 1955 was ready with a brace of new machines, the R50 and R69. Of 500cc and 600cc respectively, the newcomers inherited the up-dated flat-twin engine introduced on the R51/3 a few years previously, but deployed this in all-new cycle parts, the most notable departures from preceding practice being the Earles-type leading-link front fork and swinging-arm rear suspension enclosing the drive-shaft in the right leg - developments first seen on the works racers. Luxury tourers, the R50 and R69 sold to discerning enthusiasts to whom expense mattered little when set against the excellence of BMW engineering. This BMW R50 was manufactured on 7th February 1956 and delivered to AFN (the UK importer) on 18th May 1956. The current vendor purchased the machine from marque specialist Bob Porecha in 2012. The sales receipt is on file and the BMW also comes with an old-style continuation logbook (issued 1965), sundry invoices, DVLA correspondence, some MoTs (most recent expired March 2015), a repair manual (copy), and a V5C Registration Certificate.

£4,800 - 5,800

€5,600 - 6,800



548

1952 BMW 247CC R25/2

Registration no. 4181 H

Frame no. 250126

Engine no. 250126

BMW's first new post-war model, the 247cc R24, arrived in 1948 looking pretty much like the pre-war R23 of 1938 but producing an additional 2bhp. In mid-1950 the R24 was superseded by the R25, which featured plunger rear suspension but was otherwise very similar. An improved R25/2 version was introduced during 1951 incorporating a stronger crankshaft and minor revisions to the front mudguard stays and seat springing. Built between 1953 and 1956, the final R25 variant - R25/3 - featured a new telescopic front fork, full-width alloy hubs, and alloy wheel rims as the principal upgrades. The front mudguard, this matching-numbers R25/2 was purchased by the current vendor in February 2018 having been advertised as only having covered 74 miles following a full professional restoration (advertisement on file). The accompanying history file contains some invoices and details of the restoration, including a list of the parts used (totalling £2,607). Previously the BMW had featured in Real Classic magazine (August 2013 edition, copy available). The machine also comes with a V5C Registration Certificate, some MoTs (most recent expired February 2019), an R25/2 owner's manual, and two R25 repair manuals (copies).

£4,500 - 6,500

€5,200 - 7,600





549
1949 BMW 247CC R24
Registration no. YVL 512
Frame no. 205368
Engine no. 205368

Developed from the 198cc single-cylinder R20 of 1937/38, itself a development of BMW's best-selling R2, the 247cc R23 was produced between 1938 and 1940, 8,021 examples being sold. The reintroduction of a 247cc model had been prompted by changes in German licensing laws, which had removed the favourable concessions previously enjoyed by machines up to 200cc, instituting a new up-to-250cc category instead. Powered by an overhead-valve engine producing 10bhp, the R23 came with a four-speed gearbox and featured shaft drive like the larger models. Weight with a full tank of fuel was 297lbs and the top speed around 60mph (97km/h). Its R24 successor, BMW's first new post-war model, arrived in 1948 looking virtually unchanged but producing an additional 2bhp. In mid-1950 the R24 was superseded by the R25, which featured plunger rear suspension but was otherwise very similar. This BMW R24 was purchased July 2018 from Belvoir Classic Cars of Newark, advertised as 'restored from a barn find by its former owner who was a skilled engineer' (copy of advertisement on file). Only a handful of miles have been covered since the restoration and the machine is presented in commensurately good condition. Accompanying documentation also includes a BMW dating letter and a V5C Registration Certificate.

£4,000 - 6,000
€4,700 - 7,000



550 N
C.1981 BMW 980CC R100RT
Registration no. not UK registered
Frame no. to be advised
Engine no. to be advised

Just a few years after introducing the R90/6 and R90S, BMW upped the capacity of its range-topping flat-twins to 980cc for the 1977 season in the form of the R100/7 series. The latter comprised the R100/7 tourer, which used the 60bhp version of the new engine, while the cockpit-faired R100S sports roadster and the fully faired R100RS superbike came with 70bhp on tap. Within a couple of years, the R100/7 'naked' had been re-titled R100T and gained an extra five horsepower, while the others continued to use the 70bhp engine. A touring version of the R100RS superbike soon appeared boasting a more generously proportioned fairing, taller windshield, and higher handlebars. This was the R100RT, unquestionably the finest touring motorcycle of its day. 'It is so incredibly easy to ride that it doesn't distract you from any of the pleasures of biking - just complements them,' enthused Bike magazine. The 1981 models had Brembo brake callipers, plated cylinder bores, increased sump capacity, a larger air filter, and an improved gearbox to handle the engine's 70 horsepower. At time of cataloguing no history was to hand for the R100RT offered here, which currently displays a total of 34,665 kilometres on the odometer. The machine is offered with German Fahrzeugbrief with new TUF.

£2,500 - 3,500
€2,900 - 4,100



551

1992 BMW 980CC R100GS

Registration no. J114 AUX
Frame no. 6463149 R100GS
Engine no. 6463149

BMW have always been synonymous with the flat twin engine and shaft drive since their first model appeared in 1923. The first model, the R32, utilised both these features, and was a success from the word go. Intrinsically well-balanced by virtue of the opposed cylinders, the horizontally-opposed twin has been used by many manufacturers over the years, but has been a mainstay for BMW. Beginning with 500cc engines, capacities varied and increased over time, and unusually, the 900cc R90/6 and R90S appeared in 1973, before the advent of the 800cc R80/7 in 1977, replacing the R75. The R80 was redesigned to produce the R80G/S, BMW's first trail bike, engineered with generous ground clearance, a high-level exhaust system, and a breakthrough monolever rear swinging arm / shaft drive arrangement. The R80G/S was joined by the R100GS in 1986, and the 800 was discontinued the following year. The R100GS continued until 1994. J114 AUX was imported from Holland by the deceased owner and UK registered on 1st May 2017. It was MoT'd at the date of registration, but this expired 23rd April 2018, and the bike is presently declared SORN. A pair of BMW panniers accompany the bike, together with a spare dual seat, and a non-BMW top box. Documentation consists of a current V5C, the Dutch registration document, a NOVA HMRC document, the aforementioned expired MoT certificate, and sundry other papers. It will require re-commissioning and safety checks before returning to the road with a new owner.

£2,500 - 3,500

€2,900 - 4,100



552

1951 TRIUMPH 498CC TIGER 100

Registration no. VMM 375
Frame no. T100-16006NA
Engine no. T100-16006NA

The Tiger 100 sports version of Triumph's trend-setting Speed Twin was launched in 1938, reappearing in 1946 with telescopic forks in place of the original girders, and a separate dynamo and magneto instead of the original's magdyno. A die-cast alloy cylinder head and barrel were adopted for 1951, these and other engine improvements boosting power to 32bhp. The vendor purchased this Triumph Tiger 100 from Motorcycles Unlimited of Greenford, Middlesex in January 2018 (sales receipt on file). Previous owner Steven Sumner was the nephew of the Triumph's original owner, Mr Fred Harris, who had purchased it new from a shop in Acton, West London. Mr Sumner's account (on file) states that the machine had spent most of its life in storage before being restored by Mr Harris (an ex-RAF aircraft engineer) in the 1990s. Used sparingly on account of Mr Harris's ill health, the machine was sold to Mr Sumner in 2015 and re-commissioned. In the summer of 2016 the Triumph won the 'Best in Show' award at the Atwell-Wilson Motor Museum in Calne, Wiltshire. The machine is offered with an instruction manual and replacement parts catalogue (both signed by Fred Harris) and a V5C Registration Certificate.

£6,000 - 8,000

€7,000 - 9,300





553

1939 ARIEL 499CC MODEL VG

Registration no. BDP 607 (see text)

Frame no. XG-7867

Engine no. CE-2127

Val Page's arrival at Ariel in 1925 as Chief Designer would trigger an upturn in the Selly Oak firm's fortunes. Page designed new models to replace the existing range, the first of which - a pair of singles displacing 600cc (sidevalve) and 500cc (overhead-valve) - debuted later that year. By 1930 the Ariel single had gained a rear-mounted magneto and its distinctive timing cover, and the engine's basic design - though frequently revised - would stand the company in good stead well into the post-war era. This 1939 Ariel single was discovered in a cellar where it had been stored for over 30 years. 'BDP 607' was rebuilt around three years ago, with many of the consumable parts replaced (tyres, chains, etc). The fuel tank retains its original paintwork, and is fitted with a brass lighting switch and valuable P.A. speedometer. The headlight is an 8" Lucas 'Difusa', while the rear light is unique to the 1939 models. The wiring loom has been replaced. Not run since the rebuild, this highly original 1930s Ariel is offered with a (part) old-style V5 registration document. The registration 'BDP 607' is recorded in the HPI database. However, prospective purchasers should satisfy themselves with regard to the status of the registration 'BDP 607' before bidding. The successful purchaser will need to apply to the DVLA for a replacement V5C Registration Certificate.

£7,500 - 8,500

€8,700 - 9,900



554

1938 ARIEL 499CC MODEL VG

Registration no. DSV 727

Frame no. XG-7675

Engine no. CD-2178

Val Page's arrival at Ariel in 1925 as Chief Designer would trigger a welcome upturn in the Selly Oak firm's fortunes. Page designed new models to replace the existing range, the first of which - a pair of singles displacing 600cc (sidevalve) and 500cc (overhead-valve) - debuted later that year. By 1930 the Ariel single had gained a rear-mounted magneto and its distinctive timing cover, and the engine's basic design - though frequently revised - would stand the company in good stead well into the post-war era. In 1932 the sports versions were christened 'Red Hunter' and under Page's successor Edward Turner developed into fast and stylish machines. Ariel Owners' Club records show that both the frame and engine of this machine date from 1938 (the V5C incorrectly records the year of manufacture as 1933, no doubt due to a typographical error). This machine was rebuilt around three years ago having been acquired by the private vendor in 2011. Said to be 'generally as per factory specification', it has not been used since the rebuild's completion and will require re-commissioning before returning to the road.

£6,500 - 7,500

€7,600 - 8,700



555

1966 VELOCETTE 499CC VENOM THRUXTON

Registration no. EUG 12D

Frame no. RS 18824

Engine no. VMT 336

- *Rare and exclusive factory Café Racer*
- *One of only some 1,100 built*
- *Matching numbers (frame, engine, gearbox, registration)*
- *Restored in 2015*



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

Production race successes, notably in the Thrupton 500 Mile event prompted Veloce Ltd to adopt that name for their newly introduced top-of-the-range sports roadster in 1964. Based on the existing Venom, the Thrupton featured a tuned engine with revised big-valve cylinder head, Amal GP carburettor, clip-on handlebars, rear-set footrests and a twin-leading-shoe front brake as standard equipment. Although the Thrupton took its name from the eponymous Hampshire racing circuit, arguably its finest hour came in 1967 when Manxman Neil Kelly won the '500' class in the Isle of Man TT's Production race, newly introduced for that year. Kelly was entered by Velocette agent Reg Orpin while his chief rival Keith Heckles was on Geoff Dodkin's Thrupton. At the 'Le Mans'-style start, Heckles' bike and Kelly's proved reluctant starters, but both made up time and eventually got to the front of the 500cc field. At the flag Kelly won at 89.89mph with Heckles 2nd at 89.15mph. Kelly took 3rd place overall behind winner John Hartle (Triumph Bonneville) and Paul Smart (Dunstall Dominator).

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

Forming part of its owner's private collection, this beautiful Thrupton has not been used since its restoration in 2015. The machine was despatched from the factory on 1st April 1966 to Velocette dealer L Stevens of Goldhawk Road, Shepherd's Bush, West London, and was originally finished in blue and silver. It retains its original frame, engine, gearbox, and registration number, as confirmed by the accompanying Velocette Thrupton Machine Register certificate. Additional documentation consists of an expired MoT certificate (2015-2016) and a V5C Registration Certificate.

£18,000 - 24,000

£21,000 - 28,000

556

1964 VELOCETTE 499CC VENOM CLUBMAN

Registration no. AVV 31B

Frame no. RS 18036

Engine no. VM 5872

- *Genuine Clubman model*
- *Running condition*
- *Last used in 2018*



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

The MSS frame and forks were retained for the newcomers but full-width alloy hubs were adopted to boost braking power, and smart chromed mudguards fitted to enhance the models' sporting image. In 1960 'Clubman' versions of both were introduced, minus the enclosure panels of the standard models, which featured a raised compression ratio, Amal TT carburettor, 'racing' magneto, rear-set footrests and a close-ratio gearbox among many other improvements. When supplied with the optional dolphin fairing, the model was known as the Clubman Veeline.

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

This Venom Clubman comes with its original old-style logbook showing that it was first registered to Moto Baldet Ltd of Northampton in October 1964. The last change of owner is dated 1971. Acquired by the current owner in August 2016, the machine is described by the vendor as a good starter and in generally good running condition, having last been used in 2018. The accompanying history file contains numerous invoices for parts (some dating back to the 1980s), details of former owners (copy registration documents), past sales receipts, some MoTs (most recent expired September 2016), and a V5C Registration Certificate.

£11,000 - 13,000

€13,000 - 15,000

557

1959 VELOCETTE 499CC VENOM TO 'CLUBMAN' SPECIFICATION

Registration no. WXM 108

Frame no. RS 11638

Engine no. VM 2568

Introduced in 1956, the Venom sports roadster was derived from the touring MSS. The high-performance Venom - and its 350cc sibling, the Viper - had resulted from engine development pursued as part of the factory's scrambles programme. The MSS frame and forks were retained for the newcomers, while full-width alloy hubs were adopted to boost braking power, and smart chromed mudguards fitted to enhance the models' sporting image. In 1960, 'Clubman' versions of both were introduced (minus the enclosure panels of the standard models), which featured a raised compression ratio, Amal TT carburettor, 'racing' magneto, rear-set footrests, and a close-ratio gearbox among many other improvements. This Venom was rebuilt around two years ago and brought to approximately Clubman specification, boasting a Clubman-type fuel tank and seat, rear-set footrests, alloy wheel rims, and a twin-leading-shoe front brake, while the engine has an Alfin alloy cylinder barrel, Amal 10TT9 Carburettor, and electronic ignition. Numerous replacement parts were used, and the machine has not been used since the rebuild's completion. Re-commissioning is recommended before returning it to the road. Accompanying documentation consists of some old MoTs (most recent expired May 2013) and a V5C Registration Certificate.

£8,500 - 9,500

€9,900 - 11,000



558

1960 VELOCETTE 499CC VENOM

Registration no. 261 KHT

Frame no. RS 15517

Engine no. VM 4380

Introduced in 1956, the high-performance Venom - and its 350cc sibling, the Viper - had resulted from engine development pursued as part of the factory's scrambles programme. The MSS tourer's frame and forks were retained for the newcomers, while full-width alloy hubs were adopted to boost braking power and smart chromed mudguards fitted to enhance the models' sporting image. In 1960, 'Clubman' versions of both were introduced (minus the enclosure panels of the standard models), which featured a raised compression ratio, Amal TT carburettor, 'racing' magneto, rear-set footrests, and a close-ratio gearbox among many other improvements. We are advised by the vendor that this Venom has had only four owners from new, the previous owning the machine from 1980 to 2006. The current owner has enjoyed the Velo for the last 13 years. '261 KHT' has been partially 'Clubmanised', featuring an Avon fairing, John Tickle rear-set footrests, and a Thruxton seat, all of which were fitted when it was new in 1960. The engine, transmission, and electrics were overhauled only 1,000 miles ago, and the machine is presented wonderful 'time warp' condition. In 2015 it featured in Classic Bike Guide magazine (October edition) as part of the 'Riding Life' series of articles (copy available). Not used for the last two-plus years, '261 KHT' will require the usual re-commissioning and safety checks before further use. The machine is offered with a V5C Registration Certificate and a letter from the second owner.

£5,500 - 6,500

€6,400 - 7,600





559
1966 BSA 654CC LIGHTNING
Registration no. GUV 663D
Frame no. A65L 14440
Engine no. A65L 14475

Following Triumph's lead, BSA turned to unitary construction for its range of parallel twin as the 1960s dawned, launching the all-new 500cc A50 and 650cc A65 Star tourers in January 1962. The first high-performance variant - the A65R Rocket - arrived in October 1963, only to be superseded the following year by the Lightning, the first of the unitary construction twins (along with its A50 equivalent, the Cyclone) to be equipped with the new splayed-port cylinder head fitted with twin-carburettors. Cycle parts remained unaltered except for the adoption of a 19" front wheel. For 1965, BSA's original A65 Star single-carburettor touring twin was replaced by the A65 Thunderbolt, joining the twin-carb Lightning, and both models continued after the range was given a major makeover for the 1971 season. One of the desirable, late, pre-oil-in-frame models, this example comes with a BSA OC Dating Certificate recording that both the frame and engine were exported new to the USA in June 1966, though in two different Lightnings. 'GUV 663D' was first registered in the UK on 1st September 2016, and the vendor is the first owner in this country. This immaculate machine has been fully restored by the vendor, whose detailed breakdown of the extensive works carried out is available (perusal recommended). Accompanying documentation consists of DVLA correspondence, expired MoT (September 2017), and a V5C Registration Certificate.

£5,000 - 6,000
£5,800 - 7,000



560
1969 BSA 654CC FIREBIRD STREET SCRAMBLER
Registration no. MCK 513G
Frame no. AC 16960 A65F
Engine no. AC 16960 A65F

The 'street scrambler' had been part of BSA's line up since the 'pre-unit' days. When the concept was revived for the unitary construction range, the name 'Spitfire Hornet' was chosen for the new model, the 500cc version being called 'Wasp'. The 'Spitfire' part of the designation was soon dropped, being applied exclusively to the new sports roadster, while the 650 street scrambler was re-christened 'Firebird' in 1967, by which time it had become a US-only model. The Firebird was essentially a Lightning equipped with raised handlebars and high-level exhaust system. Without doubt one of the most handsome of these late BSAs, the Firebird perished along with its fellows when BSA-Triumph collapsed in 1972. A relative rarity in the UK, most of the production run having been shipped to North America, it is one of the most highly sought after of unitary BSAs. The BSA OC Vehicle Report on file shows that this Firebird was supplied new to BSA Incorporated of New Jersey, USA in January 1969. 'MCK 513G' was first registered in the UK on 1st January 2016, and the vendor is the first owner in this country. This immaculate machine has been fully restored to correct factory specification by the vendor, whose detailed breakdown of this painstaking 'last nut and bolt' rebuild is available (perusal recommended). Accompanying documentation consists of DVLA correspondence, some MoTs (most recent expired January 2017), and a V5C Registration Certificate.

£5,500 - 6,500
£6,400 - 7,600



561

1969 BSA 654CC THUNDERBOLT

Registration no. DVG 524G

Frame no. DC 20257 A65T

Engine no. DC 20202 A65T

Following Triumph's lead, BSA turned to unitary construction of the engine/transmission for its range of parallel twin as the 1960s dawned, launching the all-new 500cc A50 and 650cc A65 Star models in January 1962. The basic architecture of the preceding A7/A10 was retained, so the new engine remained an air-cooled parallel twin with 360-degree crankshaft and single camshaft mounted at the rear of the cylinder block. The cycle parts were much as before, comprising a duplex loop, swinging-arm frame fitted with telescopic front fork. For 1965 the Star tourers were replaced by the A50 Royal Star and A65 Thunderbolt, both of which came with a single Amal Monobloc carburettor. The single-carburettor twin was preferred by many riders, being more economical, easier to keep in tune and only marginally less powerful than the twin-carb Lightning model. The BSA OC Dating Certificate on file shows that this machine's frame and engine were both delivered to the USA in April 1969, albeit in two different Thunderbolts. 'DVG 524G' was first registered in the UK on 1st August 2017, and the vendor is the first owner in this country. This immaculate machine has been fully restored by the vendor, whose detailed breakdown of the extensive works carried out is available (perusal recommended). Accompanying documentation consists of DVLA correspondence, a recently expired MoT (July 2018), and a V5C Registration Certificate.

£4,800 - 5,600

€5,600 - 6,500



562

1971 BSA 654CC THUNDERBOLT/LIGHTNING

Registration no. MCY 237J

Frame no. A65T EE09536

Engine no. A65L/DE 06853

Following Triumph's lead, BSA turned to unitary construction for its range of parallel twin as the 1960s dawned, launching the all-new 500cc A50 and 650cc A65 Star models in January 1962. The first high-performance variant - the A65R Rocket - arrived in October 1963, only to be superseded the following year by the Lightning, the first unit-construction twin (along with its A50 equivalent, the Cyclone) to be equipped with the new twin-carburettor cylinder head. For 1965 the Star tourers were replaced by the A50 Royal Star and A65 Thunderbolt. These single-carburettor twins were preferred by many riders, being more economical, easier to keep in tune and only marginally less powerful than their twin-carburettor equivalents. This motorcycle comes with a BSA OC Vehicle Report recording that both the frame and engine were exported new to BSA Incorporated of Baltimore, USA in 1971, the former as part of a Thunderbolt and the latter as part of a Lightning. 'MCY 237J' was first registered in the UK on 1st December 2015, and the vendor is the first owner in this country. This immaculate machine has been fully restored by the vendor, whose detailed breakdown of the extensive works carried out is available (perusal recommended). Accompanying documentation consists of DVLA correspondence, expired MoT (November 2016), and a V5C Registration Certificate. It should be noted that this machine has an (ethanol-proof) glassfibre fuel tank and non-standard side panels.

£4,800 - 5,600

€5,600 - 6,500





563
1965 BSA 654CC HORNET/LIGHTNING CLUBMAN

Registration no. HVK 223C
Frame no. A50C 2161 L
Engine no. A65 DC 5012

The first high-performance variant of BSA's of unitary construction twins - the A65R Rocket - arrived in October 1963, only to be superseded the following year by the Lightning. The latter was the first of the unitary construction twins (along with its A50 equivalent, the Cyclone) to be equipped with the new splayed-port cylinder head fitted with twin-carburettors. Cycle parts remained unaltered except for the adoption of a 19" front wheel. The 'street scrambler' had been part of BSA's line up since the 'pre-unit' days when the 'Spitfire' name was first applied to this United States-inspired model. When the concept was revived for the unitary construction range, the name 'Spitfire Hornet' was chosen for the new 650cc model, though the 'Spitfire' part of the designation was soon dropped. This interesting A65 comes with a BSA OC Vehicle Report recording that the frame is that of an A65 Hornet and the engine that of a Lightning Clubman, both dating from 1965. 'HVK 223C' was first registered in the UK on 1st February 2015, and the vendor is the first owner in this country. This immaculate machine has been fully restored by the vendor, whose detailed breakdown of the extensive works carried out is available (perusal recommended). Accompanying documentation consists of DVLA correspondence, expired MoT (November 2015), and a V5C Registration Certificate.

£5,000 - 6,000
€5,800 - 7,000



564
1966 BSA 654CC HORNET

Registration no. not registered
Frame no. A50C 2031 L
Engine no. A65H 376

The 'street scrambler' had been part of BSA's line up since the 'pre-unit' days when the 'Spitfire' name was first applied to this United States-inspired model. When the concept was revived for the unitary construction range, the name 'Spitfire Hornet' was chosen for the new 650cc model, the 500cc version being called 'Wasp'. The 'Spitfire' part of the designation was soon dropped, being applied exclusively to the new sports roadster, while the 650 street scrambler was re-christened 'Firebird' for 1968, by which time it had become a USA-only model. The Firebird continued as the street scrambler when the BSA range was updated with the new oil-containing frame for 1971. This original BSA Hornet was imported from California, USA a few years ago. This immaculate machine has been fully restored by the vendor, whose detailed breakdown of the extensive works carried out is available (perusal recommended). Accompanying documentation consists of an old US title, C&E Form 386, and DVLA Form V55/5 (application for a first licence). These BSA street scramblers are a relatively rare sight in Europe, and all the more so in such beautiful condition. A 'must have' for the serious BSA collector.

£4,800 - 5,600
€5,600 - 6,500



565

1958 BSA 646CC GOLDEN FLASH

Registration no. WWW 338

Frame no. FA7 1099

Engine no. CA10 10836

A new 650cc twin joined BSA's 500cc A7 model in 1949, the latter's engine being revised along the lines of the new design at the same time. The existing parallel twin architecture was retained for the new A10, with 360-degree crankshaft and single camshaft at the rear of the cylinder block, as was the four-speed gearbox bolted directly to the crankcase in a form of semi-unitary construction. Like the A7, the A10 was available with either a rigid frame or plunger rear suspension. Strikingly finished in pale beige metallic, the new 650 was named 'Golden Flash', a title that stuck even if it was finished in optional black. On the cycle parts front, the introduction of a swinging-arm frame in 1954 resulted in the original bolt-up gearbox's replacement by a conventional separate item. The engine too would benefit from numerous improvements including an increase in compression ratio for 1958 and the standardisation of the sports models' high-lift camshaft for 1959. Perennially popular, the model continued in production until 1962 and was a popular choice among sidecarists, who appreciated its pulling power and economy. This Golden Flash was purchased by the current owner from GB Motorcycles of Christian Malford, Wiltshire in November 2007. The sales invoice is on file and the machine also comes with two old MoTs (most recent expired 2008) and an old-style V5C.

£3,400 - 3,800

€4,000 - 4,400



566

1969 TRIUMPH 649CC TR6 TROPHY

Registration no. KBF 83H

Frame no. DD 46627 TR6

Engine no. DD 46627 TR6

By the time Triumph introduced unitary construction of the engine/transmission on its 650 twins for 1963, the TR6 Trophy had long been established as the single-carburettor companion to the twin-carb Bonneville, whose specification in all other respects it closely followed. However, although the pair possessed an impeccable engine, Triumph's larger models were widely recognised as lacking in the handling department, especially when compared to rivals Norton. The most important 'tweak' to the Trophy/Bonneville frame was made for the 1967 model year, when a shallower steering head angle was adopted in the interests of better high-speed stability, and road testers duly reported a marked improvement in that respect. By this time Triumph's two 650cc sports roadsters had been updated with 12-volt electrics and a full-width 8" front brake, while other significant improvements for '67 included a new oil pump and an increase in the Trophy's compression ratio to 9.0:1, same as the Bonneville's. This matching-numbers Trophy was purchased from GB Motorcycles of Christian Malford, Wiltshire in November 2001, and for most of the last 17-plus years has been SORN'd. Accompanying documentation consists of the 2001 sales receipt, SORN paperwork, old/current V5C Registration Certificates, an expired MoT (1998-1999), and a bill for an engine rebuild by Sports Classic Spares dated July 2002.

£5,000 - 6,000

€5,800 - 7,000





567

1967 BSA 650CC A65 FIREBIRD SCRAMBLER

Registration no. NAL 217E

Frame no. A65 FA7910 (see text)

Engine no. A65 FA7910

BSA did not hold back in this period with their use of exciting model names, dipping into Met Office parlance with Cyclone, Lightning, and Thunderbolt. Their earlier 500cc unit-engine Wasp and 650cc Hornet had made a worthwhile mark in USA Desert Racing, prompting concerns to be raised that these under-equipped/race-ready bikes, which were not street-legal, were increasingly being ridden on the highway. These concerns led BSA to the genesis of the first ever Firebird, in late 1967, essentially a 'civilised' Hornet, but kitted in its crate with lights, silencers and road-spec tyres. The Firebird was repatriated from USA in 1999. Following a 2001 restoration by Weedon Classics, it was purchased by the current vendor in 2002. Supplied as expected in exceptional condition; great care had been taken to ensure the BSA was presented as close as possible to catalogue specification. Thereafter it was enjoyably if sparingly ridden – but exclusively under sunny skies – until 2008, confirmed by the final tax disc. Not run since, but regularly turned-on-the-kick-start, the Firebird has been carefully dry-stored, but will now require a thorough re-commissioning before further use. The BSA is offered with a V5C, Roy Bacon Dating Certificate, plus a full set of keys. It should be noted that due to 'over-painting' the frame number is not visible. This attractive Firebird is understood to have originated from a run of approximately 250 machines, the majority of which were exported; only a handful have subsequently returned to the UK.

£5,000 - 6,000

€5,800 - 7,000



568

1977 TRIUMPH 744CC T140 'SILVER JUBILEE' BONNEVILLE

Registration no. VTA 123S

Frame no. T140V JP84633J

Engine no. JP84633J

The final phase of the Triumph twin's development began in 1972 with the first appearance of the new 750cc version of the Bonneville, the increase in bore size necessitating a new crankcase to accommodate the larger barrels. Other improvements included a new ten-stud cylinder head, triplex primary chain, stronger transmission and a disc front brake. A five-speed gearbox, introduced on the preceding 650 Bonneville, was standard equipment on the 750. Despite the age of the basic design and strong competition from Japanese and European manufacturers, the Bonnie remained for many years the UK's top-selling 750. In 1977 Triumph introduced a special, limited edition Bonneville to celebrate HM Queen Elizabeth II's Silver Jubilee. This was basically the standard Bonnie enhanced by a red, white, and blue on silver finish, coachlined cycle parts, and a chromed timing cover and primary chain case. This example of one of the more collectible of later Bonneville was purchased new by the lady vendor's late husband. Used sparingly, the machine has covered circa 12,000 miles from new and has been kept in dry storage, unused, for several years. Described as in need of sympathetic restoration, the machine is offered with Triumph Certificate of Ownership, the original sales invoice, an owner's handbook, and a V5C Registration Certificate.

£3,000 - 5,000

€3,500 - 5,800



569

1973 TRIUMPH 750CC T150V TRIDENT

Registration no. GYY 549L
Frame no. T150V CH03639
Engine no. T150V CH03639

- *Delivered new to the US*
- *Long term ownership*



Launched in 1969, the BSA-Triumph 750cc triples were based on the existing Triumph 500cc twin-cylinder engine, being in essence a 'Tiger-and-a-half'. Differences between the Triumph Trident and BSA Rocket 3 were more than just cosmetic: the two models used different frames and in BSA guise the motor featured an inclined cylinder block. Only the Trident survived the group's collapse in 1972, continuing as the five-speed T150V and later the T160 (using the inclined engine).

Although ultimately upstaged in the showroom by Japanese rivals, the Triumph and BSA 750 triples did more than enough on the racetrack to ensure their place in motorcycling history. The team narrowly missed victory at the 1970 Daytona 200, its first major event, when Gene Romero finished second on a Triumph. Dick Mann's BSA won at Daytona in 1971 and John Cooper, also BSA-mounted, at Mallory Park's Race of the Year, vanquishing the hitherto unbeatable combination of Giacomo Agostini and MV. Percy Tait and Ray Pickrell had won the 24-hour Bol d'Or endurance race the preceding week on another Triple, and Cooper wrapped up a memorable international season with victory in the 250-mile race at Ontario in October. As a production racer the Triple was equally dominant, as the number of important production race victories achieved (most notably by the works Triumph 'Slippery Sam') is eloquent testimony.

Delivered new to the USA, this beautiful Triumph Trident was imported into the UK by Metropolis Motorcycles, London in June 1993 and has belonged to the current vendor since October '93. In October 1997 the engine was rebuilt and fitted with high-compression pistons, while in August 1999 the clutch was overhauled and fitted with new rubbers. More recently (in 2011), the fork stanchions were replaced, and the front brake overhauled with new hoses and pads. This Trident's most striking feature is its additional brightwork, the crankcases, carburettors, footrests, engine mounts, wheel hubs, oil pipes, and stands all being chromium plated.

Working abroad and with declining health, the vendor has found little time to enjoy the machine, which has covered only 184 miles since 1997 and was last used in October 2015, hence the decision to sell. Accompanying documentation includes a V5C Registration Certificate, expired MoTs, and sundry bills for the aforementioned works/parts, and the machine also comes with a parts list and workshop manual. Described by the private vendor as in generally excellent condition, it represents a wonderful opportunity to acquire a unique example of an increasingly collectible classic Triumph.

£7,000 - 8,000
€8,200 - 9,300

570

818 miles from new

**2012 TRIUMPH 865CC BONNEVILLE T100
'STEVE MCQUEEN'**

Registration no. GY12 TYW
Frame no. SMTTJ9187GD550190
Engine no. 551391

- Number '107' of only 1100 produced
- Two owners from new
- Triumph Certificate of Authenticity



'Legendary actor Steve McQueen was famous for his love of motorcycles. Produced in co-ordination with the Steve McQueen Estate, this Triumph Steve McQueen Edition motorcycle is inspired by one of his favourite and most famous Triumphs and is one of only 1100 produced for worldwide sale.' – Triumph Motorcycles.

Ever since the re-emergence of a newly revitalised Triumph in 1990, enthusiasts had been eagerly waiting the revival of the Bonneville brand, one of the most evocative names in motorcycling history. Ten years would elapse before Triumph felt ready to do so, having by then emphatically established its credentials as a builder of thoroughly modern motorcycles rivalling the best from Japan and Europe.

Triumph's design brief for the new Bonneville was to emulate the classic style of the late 1960s version while incorporating the best of modern technology in the engine, transmission, and running gear. The need to recapture the sound and feel of the original meant that the power unit had to be an air-cooled parallel twin with 360-degree crankshaft, while applying similar criteria to the cycle parts dictated wire-spoked wheels and a twin-shock rear end.

At 790cc (initially) the new 8-valve engine was bigger than any preceding Bonneville, while a balancer shaft - something the original could have done with - was deemed essential to dampen vibration inherent in the traditional engine layout. The new Bonneville debuted to critical acclaim at Munich in 2001 and before long the concept had been expanded to include cruiser-style Bonneville America, super-sports Thruxton, and various other models such as the T100 and Steve McQueen.

The limited-edition Steve McQueen Bonneville was inspired by one of the most famous scenes in movie history, when Triumph-mounted McQueen attempts to jump the PoW camp's wire fence in *The Great Escape* (the stunt was actually performed by McQueen's great friend, Bud Ekins). Currently in the hands of its second owner, this example has covered only 818 miles since delivery and is presented in effectively 'as new' condition. MoT'd to March 2020, the machine is offered with a Triumph Certificate of Authenticity, SORN, and a V5C Registration Certificate.

£8,000 - 10,000
€9,300 - 12,000

571

1947 TRIUMPH 498CC TIGER 100

Registration no. LPG 805

Frame no. TF 13783

Engine no. 47 T100 87166

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. Performance proved exemplary for a road-going 500, around 85mph being attainable by the Speed Twin while the sporting Tiger 100, launched in 1938, was even faster. Performance was boosted by the use of high-compression forged pistons and polished ports and internals, the result being a machine that could touch 100mph in road trim and exceed it with the silencer end-caps removed. When production resumed in 1946, the T100 reappeared with telescopic forks in place of the original girders, and separate dynamo and magneto instead of the pre-war version's magdyno. This matching-numbers Tiger 100 was despatched to G W Wilkins Ltd of Kingston-on-Thames, Surrey in July 1947 and first owned by one Eric Rowlands of nearby Norbiton (see old-style logbook and correspondence on file). 'LPG 805' has belonged to the current vendor since September 2017 and was last run in January 2019. Known refurbishment includes re-chroming the fuel tank and handlebars (2009); overhauling the magneto (2014); and replacing the big-end bearings and flywheel bolts (2016). Described by the private vendor as in very good condition, the machine is offered with a dating certificate; a quantity of expired tax discs; and a V5C document.

£9,000 - 11,000

€10,000 - 13,000



572

1958 TRIUMPH 649CC TIGER 110 PROJECT

Registration no. 747 ANN

Frame no. 018929

Engine no. T110 018929

When manufacturing resumed in 1946 after the war, the Triumph model range was, in common with other makers, necessarily limited, and there were only two 500cc twins, as well as the 3T, in the range. With the drive for exports in full flow during the 1940s, Triumph felt the pressure from their distributors in USA for larger capacity machines. The result of this was the introduction of the 650cc Thunderbird in 1949. Although the Thunderbird temporarily stemmed the US cries for capacity, these soon turned to performance. Whilst this was partially addressed with the race kit tuning parts for the T100, Edward Turner, ever mindful of his valuable US marketplace, set about the task. The outcome was the 650cc Tiger 110, which was introduced for 1954, and incorporated the swinging arm frame, plus a tuned motor. Capable of 110 mph, the new Tiger was well received in its target market, and used in competition by many. In 1956, the Tiger was further improved by the addition of the alloy cylinder head. The 110 remained much the same, with only minor detail changes, until the year of this machine. Purchase by the deceased owner prior to 1978, it has been partly restored. Some of the paintwork has been renewed, and some items have been re-chromed. The engine appears untouched except for removal of the carburettor and dynamo. The majority of the important components appear to be present, and the T110 represents an ideal opportunity for a new owner to complete the work. Documentation consists of an old-type V5.

£2,500 - 3,500

€2,900 - 4,100





573

Property of a deceased's estate

1957 NORTON 350CC MODEL 40 INTERNATIONAL

Registration no. MSL 241

Frame no. M10 73599

Engine no. M10 73599

One of the most charismatic model names in motorcycling history, 'International' was first used by Norton for its top-of-the-range sports roadster in 1932. The Inter's overhead-camshaft engine had been developed in the works racers for the preceding two years, and although it retained the classic 79x100mm bore/stroke dimensions and shaft-and-bevels cam drive of the existing CS1, was entirely new. Based on the works bikes and intended for racing, the International could nevertheless be ordered with refinements such as lights and a kickstarter-equipped gearbox. By the time production halted in 1939 it was being built with a four-speed foot-change 'box and plunger rear suspension (the 'Garden Gate' frame), reappearing after the war in similar guise save for the adoption of the hydraulically-damped Roadholder front fork, replacing the pre-war girder. The Inter remained fundamentally unchanged until 1953 when it gained the race-developed Featherbed frame, all-alloy engine, and 'laid down' gearbox. Expensive to make, the Inter ceased to be catalogued after 1955 but could still be obtained to special order until 1958, many of these later machines incorporating Manx components. A desirable matching-numbers example dating from 1957, this '350' International was restored at date unknown (though prior to 1997) and was last used 6-7 years ago. Described by the private vendor as in generally very good condition, the machine is offered with a V5C document.

£8,000 - 12,000

€9,400 - 14,000



574

PANTHER 600CC MODEL 100 SPECIAL

Registration no. not registered

Frame no. 6931

Engine no. M3283

Joah Phelon and Richard Moore were joined by Bertie Mariani in 1908. A variety of machines were produced, and the firm supported entrants in differing types of competition, often with moderate success. At the outbreak of the Great War P&M were contracted to supply machines to the services, and in 1915 were taken into government control to ensure steady supply for the war effort. After the war the company was heavily involved in disposing of ex-WD machines, many being reconditioned and released to the public, as well as selling some new machines which were basically WD-spec. By 1923 the first bikes named Panther appeared as sports machines with a reputation for a decent turn of speed and reliability to boot. Throughout the twenties the company thrived, although the lightweight end of the range with Villiers engines proved to be less popular than the larger models, and were eventually dropped. In the early 1930s the Red Panthers gave way to the Redwings and the ubiquitous big-finned sloper engine, so familiar in post-WWII years. This Panther Special was purchased by the deceased owner at an indeterminate time. It appears to have elements of pre-war machines, although the wheels are the later interchangeable type. A spare petrol tank, a pair of mudguards and a saddle accompany the bike. Prospective bidders must satisfy themselves as to the age and compatibility of the component parts of this machine prior to bidding. There are no documents with the Panther, which is sold strictly as viewed.

£2,000 - 3,000

€2,300 - 3,500



575

1978 NORTON 828CC COMMANDO 850

Registration no. UJP 2S

Frame no. 336089

Engine no. 336089

- *Single family ownership from new*
- *Only 780 miles from new*
- *Recently re-commissioned following long-term storage*



Launched in 1967, the Commando deployed the preceding Featherbed-framed Atlas model's 750cc engine in the new vibration-beating Isolastic chassis and was an instant hit, being voted Motor Cycle News 'Machine of the Year' for five consecutive years. It might have been a little down in top speed compared to rivals such as BSA-Triumph's 750cc triples and Honda's CB750 four, but the Commando more than made up for this minor deficiency with superior mid-range torque and steadier handling. Introduced in 1973, the 850 (actually 828cc) featured a larger bore, through-bolted cylinder block, stronger gearbox casting and all-metal clutch among a host of other, more minor improvements. The extra capacity provided the 850 with even more mid-range urge, and the model would continue as the sole Commando after 1975 when the electric-start Mark III was introduced.

One of the very last made, this Commando 850 has a most unusual history. It was purchased new in February 1978 by the present owner's brother, who rode away with the sidestand still down, dropped the bike and never rode it again! The machine has been kept garaged since then and has covered only 780 miles from new.

In 2014/2015 the vendor re-commissioned the Commando, replacing the wheel rims, spokes, shock absorbers, and an exhaust. The original rims are with it, as is the exhaust, both of which were changed because the chroming company refused to put them in its tanks to clean them and suggested they were replaced instead.

Run recently and described by the private vendor as in generally very good condition, this quite exceptional Norton Commando is offered with its original Rider's Manual and service booklet (unstamped); the original purchase invoice and V5 registration document of 1978; sundry bills for parts and services relating to the recent re-commissioning; some MoTs (most recent expires June 2019); a Haynes workshop manual; and a V5C Registration Certificate. It should be noted that 'UJP 2S' is still registered in the deceased original owner's name.

£14,000 - 16,000

£16,000 - 19,000



576
C.1955/1951 BSA 349CC GOLD STAR
Registration no. DSU 575
Frame no. CB32 3154 (see text)
Engine no. ZB32GS3114

Introduced shortly prior to the Second World War, The Gold Star's existence was cut short by the hostilities, and did not reappear again until 1949. From its resurrection it built its reputation as a competent all-rounder in sporting events of all types. It continued throughout the nineteen fifties, almost without rival except for (much more expensive) factory exotica. The secret of its success was not only its all-round performance, but also its accessibility to the average man. This machine was purchased by the deceased owner in 1998 (receipt on file), from the family of previous owner Gordon Sweetmore, of Heywood Lancs, who had owned the bike from the 1980s. Gordon had used the bike extensively, including VMCC runs and events, for a number of years. Following acquisition, the new owner appears to have used the machine initially, but then retired it to garage storage where it has remained. Comprising a frame from c.1955 and an engine from 1951, the bike is fitted with a standard gearbox, touring bars and footrests. Due to the time in storage, it will now need re-commissioning or restoration prior to use by the new owner, but provides an ideal entry-level machine into the increasingly expensive world of Gold Star ownership. It should be noted that the frame number is thought not to be a factory stamping. Documentation consists of an old style V5C, an older V5, a quantity of tax discs, and a folder with a variety of copy articles, sundry notes, a copy of 'Goldie' by Golland, and other miscellaneous paperwork.
£3,000 - 4,000
€3,500 - 4,700



577
1951 ROYAL ENFIELD 346CC BULLET
Registration no. KAS 860
Frame no. 18966
Engine no. 18966

Royal Enfield revived the Bullet name in 1948 for a sensational new 350cc sports roadster with swinging-arm rear suspension, an innovation at the time. Enfield's newcomer featured an overhead-valve engine that housed its dry-sump oil tank in a compartment in the crankcase's rear, to which the four-speed gearbox was rigidly bolted in a form of semi-unitary construction. A long running, highly successful and much-loved model, the Bullet could be had in road, trials, or scrambles versions, with equipment and gearing to suit the application, and there was even a racer in the mid-1950s. Acquired by the elderly vendor at Bonhams 2018 Autumn Stafford Sale, the machine is sadly too heavy for him to lift or to ride. The machine has remained in his garage untouched ever since and is therefore surplus to requirement. Acquired by the previous owner in February 2016, this restored Bullet is offered with a V5C Registration Certificate and a selection of expired MoTs and a gov.uk Mot history print out.

£2,000 - 2,800
€2,300 - 3,300



578

1949 ARIEL 997CC SQUARE FOUR

Registration no. 281 XUX

Frame no. GS654

Engine no. DK154

Seventy years ago, a four-cylinder motorcycle was true exotica. Launched in difficult economic times while the Depression was at its worst, Ariel's Square Four saw off all the four-cylinder competition, principally in the form of the Matchless Silver Hawk. It continued in production until the late 1950s and was Ariel's flagship model throughout this period. Edward Turner, relatively unknown at the time but destined to become one of the giants of the motorcycle industry, designed the original 500cc ohc Square Four engine. Re-designed in the mid 1930s with pushrod valve operation as well as many other changes, it was available in 600cc & 1000cc capacities, but after the war only the larger engine was offered. Famously smooth, its wide power band was said to propel the bike from 10 to 90 mph in top gear. By 1949, the year of this example, the "Squariel" featured telescopic forks and Ariel's unique Anstey-link rear suspension. The engine is from the 1947 production. The vendor bought this Square Four nine years ago, but shortly afterwards acquired a Brough Superior. He has enjoyed riding the Ariel, but preferred the Brough, and the Square Four hasn't seen a great deal of use in his ownership. He tells us that there is an oil filter in the toolbox, and that the engine runs but the tappets rattle. Last started in August 2018, re-commissioning to a greater or less extent will be required. Prospective bidders should satisfy themselves as to the motorcycle's mechanical condition.

£10,000 - 14,000

€12,000 - 16,000



579

C.1931 RUDGE WHITWORTH 249CC RADIAL

Registration no. not registered

Frame no. 45690

Engine no. 127

In 1910 Rudge designed their first motorcycle, and from the first they adopted state-of-the-art ideas such as the inlet-over-exhaust design for cylinder heads. They followed with the Rudge-Multi variable gear, and won the Senior Isle of Man TT in 1914. They were one of the first to provide a four-speed gearbox, four-valve cylinder heads, and interconnected brakes, not to mention the lever-operated centre stand. Four-valve cylinder heads featured on the 500s and 350 in 1930, and for 1931 the four-valve radial head was also adopted for the 250. Additionally, they offered an optional coil ignition system which is used on this machine. It was purchased by the vendor in 1977 (receipt on file). Over the intervening time it has been used every year, until approximately five years ago, for road use, on VMCC runs, events, and local shows in addition to a trip to the Isle of Man. It should be noted that the owner used this machine in conjunction with a V5C which did not match the machine's details, and a new owner will need to register the bike in order to use it on the road. Unfortunately, due to advancing years, the vendor feels it is time to let a new owner have custody of it. Unused for approximately five years, it is presently on SORN. Consequently, although the battery has been kept charged, the Rudge will require a degree of re-commissioning before use by a new owner. Documentation comprises the aforementioned purchase receipt only.

£4,000 - 5,000

€4,700 - 5,800

No Reserve



580

1950 NORTON 499CC ES2 / INTERNATIONAL

Registration no. EFK 70

Frame no. E4 31175

Engine no. 69730 E11

- Long term ownership
- Well-sorted overhead cam special
- Road registered



Norton burst onto the motorcycling scene in 1907 with a victory in the twin-cylinder class of the inaugural Isle of Man Tourist Trophy. Rem Fowler was the privateer rider on the Norton mount which was powered by a Peugeot v-twin engine. Despite having produced very few motorcycles prior to that time, the victory proved to be a pivotal moment in the company's history. This success spurred James Norton on to improve and expand motorcycle production and, whilst a second TT success would not follow until 1924, the die was cast, and the future for Norton was onward and upward. Norton were best known for their production of single cylinder machines and, from their first motorcycle in 1902, throughout the teens, twenties and thirties, a succession of sporting machinery left Bracebridge Street, in addition to more workaday mounts.

The jewel in the crown of the Norton range was the CS1, their first overhead camshaft model, introduced for the 1928 season, which was joined the following year by a 350cc version, the CJ, both remaining in the range until the outbreak of war in 1939. Redesigned by Arthur Carroll, the camshaft models were added to in 1932 by two new models, the International model 40 and model 30, which were based on previous works racing developments, and aimed squarely at the racing and sporting markets. After World War Two, the CS1 and CJ were not re-introduced, but the International models were continued, complemented by the Manx racing models.

This overhead camshaft Norton special was purchased by the vendor in the late 1960s. Over the intervening years it has been well maintained, and the owner has used it for racing in VMCC events at Mallory Park and Oulton Park; also for road use and on VMCC runs, events, and local shows. Based on the ES2 frame, with a 500 International engine, it is fitted with a Brooklands can, tachometer, Manx front hub / brake, a BTH magneto, and the owner advises us that it is fitted with close-ratio gears. Whilst racing the bike at Oulton Park, the vendor tells us he has seen over 100mph on the speedometer on the back straight.

Unfortunately, due to advancing years, the owner can no longer use the bike as he once did, and feels it is therefore time to let a new owner have the benefit of it. It has not been used for approximately five years and is presently on SORN. Consequently, EFK 70 will require a degree of re-commissioning before use by a new owner. Documentation comprises a current V5C, some invoices, and photocopy pages of an instruction book and parts list. Also included are a front wheel, headlamp, headlamp fork shrouds, and a tail lamp.

£8,000 - 10,000

€9,300 - 12,000

No Reserve

581

C. 1941/1946 NORTON 490CC MODEL 16H

Registration no. not registered

Frame no. W1056

Engine no. W66976

Having hitherto relied on proprietary engines, Norton introduced its own power unit in 1907. The long-stroke sidevalve single displaced 633cc and the new model it powered became known as the 'Big 4'. Smaller capacity versions followed, and in 1911 the '500' adopted the classic 79x100mm bore and stroke dimensions that would characterise the half-litre (actually 490cc) Norton for the next 50 years. Norton's new sidevalve was among the fastest in its class, being the first machine under 500cc to be officially timed at over 70mph, which was some going for 1911. Small wonder that the slogan 'Unapproachable' began to be applied to the Norton singles at around this time. The 490cc engine was revised for 1914 and the following year gained a new frame with lowered riding position together with the option of a Sturmey Archer three-speed gearbox. When fitted with chain drive, the 490cc sidevalve single became the 'Model 16' in Norton's numbering system, changing to '16H' in 1921 when a new lower frame was introduced. Norton's trusty 16H sidevalve would be continuously up-dated for the next 30-plus years before taking its final bow, alongside the Big 4, in 1954. The ex-War Department 16H offered here is fitted with an engine dating from 1946. The machine has been re-commissioned by Tim Walker Restorations (date unknown). This machine was purchased from Bonhams in 2017 at our Spring Stafford Sale. No work has been undertaken since purchased and has since been dry-stored. Prospective bidders will need to satisfy themselves as to the mechanical condition of the machine which will need recommissioning to a greater or lesser extent. There are no documents with this Lot.

£3,500 - 4,500

€4,100 - 5,200

No Reserve



582

1956 FRANCIS-BARNETT 197CC FALCON 74

Registration no. to be advised

Frame no. to be advised

Engine no. to be advised

Founded by Gordon Francis and Arthur Barnett in 1919, Francis-Barnett became part of Associated Motor Cycles in 1947 and was joined there in 1951 by James. The two marques' model ranges became ever more similar until the transfer of Francis-Barnett production to the James factory in 1962 ushered in an era of unashamed 'badge engineering'. After WW2 Francis-Barnett concentrated on the production of lightweight two-strokes powered firstly by Villiers engines, though from 1957 AMC's own power units were fitted to many models. In the early 1950s the Falcon used the Villiers 8E 197cc engine and by 1956 was being built with a swinging-arm frame, partially enclosed centre section and 18" wheels, the latter being introduced on the Model 74. We are advised by the private vendor that this Falcon 74 was extensively restored in 2018 (bills available). The machine was stripped down, repainted, and rebuilt with fully serviced engine, gearbox, wheel bearings, and brakes, while the exhaust system is new. This Falcon was first registered in Ayrshire, Scotland (as 'JSD 518') and prior to the current vendor had only one owner: a Mr Yuill of Straven, Lanarkshire. The machine was discovered stored in a shipping container in 2014 (photograph on file). An age-related registration has been applied for.

£800 - 1,200

€930 - 1,400

No Reserve





583

C.1948/1952 MATCHLESS 499CC G80 'COMPETITION' PROJECT

Frame no. 30359 (see text)

Engine no. 52/G80 1128C

The overhead valve G3 and G80 Matchless were first produced in 1935 as the G3 and G80 Clubman models, with trials versions, the G3C and G80C Super Clubman, also available. With the outbreak of World War II, the British government contracted AMC to produce the G3L for the war effort, and over the next few years tens of thousands were made. They were little changed during the course of the war, save for the introduction of the 'Teledraulic' forks in 1941. It became thoroughly ingrained in the British consciousness by virtue of its adoption for military use in the war as a dispatch rider's bike. The G3 and G80 were part of the AMC range in an unbroken line stretching through to 1966, and were the basis of numerous road and competition variants along the way. Strong competitors in trials and scrambles disciplines, they were used by top riders in both, and riders such as Gordon Jackson, Hugh Viney, Bill Nilsson, and Dave Curtis campaigned the AMC products. This machine was purchased by the deceased owner in 1991 (invoice on file) from Cooper Brothers of Shipston-on-Stour. It needed restoration when purchased, but it is not known how much work has been done since, if any. Suffice it to say, it remains unfinished, and therefore provides a new owner with what appears to be a relatively straightforward project. It should be noted that the frame of this machine is believed to be that of a c.1948 road machine. Documentation comprises the aforementioned purchase invoice, a driver's handbook, and sundry papers.

£3,000 - 4,000

£3,500 - 4,700



584

C.1939 NORTON 490CC 16H/ES2 TRIALS MOTORCYCLE COMBINATION

Registration no. 780 UXD

Frame no. 108360

Engine no. 76087

Combining a 1939 ex-WD 16H frame, a 1937 ES2 trials-specification engine, and what is believed to be a Norton-made trials sidecar, this evocative Norton combination was campaigned by its builder and former owner Archie Appleby, accumulating an enviable competition record in the early post-war period. Until his retirement, Archie had for many years been workshop foreman at Alec Bennett Motorcycles in Southampton, while Tom was senior mechanic in the Service Department. It was in December 1975, having long ceased competing, that Archie - a founder member of the Southampton & District MCC - finally sold the Norton combination to a fellow club member, Bob Payton, who then undertook a thorough rebuild, the most important aspect of which involved replacing the post-war telescopic forks with period 'girders'. Previously registered 'EOF 859', the outfit was offered for sale at Bonhams' Oxford auction in June 2012 (Lot 148) where it was purchased by the immediately preceding owner. Since then the engine has been rebuilt, incorporating a new piston, bearings, valves, and a new-old-stock oil pump, while the fuel tank has been professionally restored, painted and sign-written. Bills and photographs of the engine rebuild are on file. The current vendor purchased '780 UXD' at Bonhams' Stafford Sale in April 2014 (Lot 184). Last run in October 2018, the machine is offered with a V5C document.

£4,500 - 6,500

£5,200 - 7,600



585

1980 CAN-AM 399CC MX6 MOTO-CROSSER

Frame no. 8084000001

Engine no. 123535

Canadian snowmobile maker Bombardier Incorporated diversified into motorcycle manufacture in the early 1970s with the launch of the Can-Am marque. A Bombardier subsidiary, Rotax already supplied engines for its parent company's Ski-Doo snowmobiles, and the Austrian firm was chosen to provide power units for Can-Am motorcycles. Development of the proposed moto-cross and enduro models began under the direction of American Gary Robinson, with expert assistance from the former moto-cross World Champion, Jeff Smith. Unusually for an off-road engine, the Rotax employed disc-valve induction rather than the piston-ported arrangement favoured by most of the Japanese and European opposition, giving the Can-Ams a useful power advantage. Production began in 1973 and the new Can-Ams would go on to enjoy enormous success in both the ISDT enduro and North American moto-cross. In 1974, Can-Am dominated the American Motorcyclist Association's 250cc class, its riders taking the top three places in that year's championship with Gary Jones winning the title. However, soon after the Can-Am's introduction, Bombardier began shifting its business away from recreational products, diversifying into other areas of manufacturing. In 1983, Bombardier licensed the Can-Am brand to Armstrong/CCM in the UK. Can-Am motorcycles were last produced in 1987. This pristine Can-Am MX-6 moto-crosser has been restored and then de-commissioned, being drained of all fluids. The machine comes with an original brochure and a manufacturer's Certificate of Origin (copy).

£2,800 - 3,400

€3,300 - 4,000



586 N

**C.1969 ROKON TRAIL-BREAKER
TWO-WHEEL-DRIVE MOTORCYCLE**

Registration no. not registered

Frame no. 691292

Engine no. 3585

Engineers have explored the potential of two-wheel-drive motorcycles on-and-off over the years, arguably the best-known examples being those produced by Rokon and, more recently, Yamaha. First in the field, the Rokon originated in a 2WD prototype built by American inventor Charles Fehn in 1958, which was later put into production as the Trail-Breaker. Fehn's unique motorcycle incorporated his patented power transfer system and hollow drum wheels, just like today's Rokons. His machine was intended for use on forest trails, in wilderness areas, and on other difficult terrain, and the wheels also served as reservoirs for fuel or water. If empty, they could act as ballast tanks, enabling the machine to float. Powered by a 134cc Chrysler two-stroke engine and capable of carrying a load weighing up to 75lb, the Trail-Breaker would become popular with hunters, farmers, and construction workers. In 1960, Nethercutt Industries purchased Fehn's design, re-branding it as the Trail-Breaker before selling the project to one of its dealers, Orla Larsen, in 1963. Larsen moved production from California to Vermont, renaming the company as Rokon. Sold again in 1966, Rokon was relocated to New Hampshire where production expanded and continues to this day. There are no documents with this Trail-Breaker, which appears to have been restored.

£2,500 - 3,500

€2,900 - 4,100





587

CRAYFORD ARGOCAT ALL-TERRAIN VEHICLE

Registration no. not registered
 Frame no. to be advised
 Engine no. to be advised

The Argo amphibious all-terrain vehicles originated in Canada in the 1960s, manufactured by the Ontario Drive and Gear Company (ODG). Built in six- and eight-wheeled versions, the Argocat ran on low-pressure balloon tyres that provided buoyancy on water and even enabled the machine to cross quicksand. All that rubber afforded phenomenal traction, and the Argocat was capable of climbing the steepest of gradients, endearing itself to farmers, hunters, explorers, and the military (Argocats were used during the Falklands War of 1982). Argo's UK importer was the Crayford Special Equipment Co Ltd, perhaps better known for its convertible conversions for cars, which also secured the rights to market and sell its ATVs in Europe, Africa, and Asia. The company still exists as Argo Vehicles Ltd, based in St Albans, Hertfordshire. This Argocat is powered by an 11 horsepower Honda engine with cord-pull starter. It is not known when it was last used, and its mechanical condition likewise is unknown. There are no documents with this Lot, which is sold strictly as viewed. An add-on rubber 'caterpillar' track is included in the sale.

£1,200 - 1,800

£1,400 - 2,100

No Reserve



588

**C.1970 HINDALL YAMAHA 246CC DT1F
 DESERT RACER / ENDURO**

Registration no. not UK registered
 Frame no. HH111170
 Engine no. DT1F-114847

Harry Hindall was a frame maker who had emigrated from England to Southern California in the 1960s to pursue his primary occupation of working in the aero industry. His passion was motorcycles, and he developed an interest in desert racing, enduro, and motocross. Having worked making frames in the UK for Don and Derek Rickman with their Metisse brand, it was inevitable that he should make his own frame for his bike. Having campaigned the machine, various participants requested one of his frames for their machines. Consequently, he made a few one-off frames in his spare time. When his employment ended abruptly, he turned his hand to making frames on a more regular basis. These were made to accommodate a wide variety of engines, including Triumph, BSA, Yamaha, Suzuki, and Kawasaki. The DT1 Yamaha was hugely successful in USA, and was an excellent choice of engine for a machine such as this. Purchased by the owner in 2018, the Hindall appears still to be in substantially original condition. The vendor believes this is one of only a handful of Hindalls in the UK, and possibly less than 80 worldwide. He also advises us that it is in very good running order, and can happily be put to use by a new owner. A NOVA reference has been supplied for the machine if a new owner wishes to register it for the road. Documentation comprises the purchase invoice, together with a copy of a Classic Bike magazine featuring an article about Hindall, and mentioning this machine in particular.

£2,000 - 3,000

£2,300 - 3,500

No Reserve



589

1977 YAMAHA XT500D

Registration no. not registered

Frame no. 1E6-103418

Engine no. 1E6-103418

'Considering the Japanese preoccupation with technology, the appearance from the Orient of a motorcycle so traditionally British in concept as a 500cc four-stroke single seemed nothing short of amazing,' – Bill Haylock, Bike magazine. Introduced for 1976 and sold only in the United States market at first, the Yamaha XT500 single-handedly made singles cool again thanks to its smart, functional styling and bullet proof engine. An 'adventure bike' before the term was coined, the XT was soon proving its reliability and speed in desert races in North America and the gruelling Paris-Dakar Rally. Although marketed as a dirt bike, the XT500 was equally capable as an urban commuter, its upright riding position, wide handlebars and responsive engine making an ideal combination for carving through city traffic. Dispatchers loved them. Today the XT500 enjoys a cult following and original early models are highly prized. Wonderfully presented in the early versions' iconic white/red/black livery, this example has been restored by collector Harry Kay and is believed to have covered a mere 3,314 miles since the rebuild's completion. Decommissioned, the machine will require re-commissioning to a greater or lesser extent and thus is sold strictly as viewed. It is offered with 2017 NOVA correspondence/clearance only and is unregistered.

£5,000 - 7,000

€5,800 - 8,200



590

1978 YAMAHA XT500

Registration no. YEL 301S

Frame no. 1E6-204033

Engine no. 1E6-204033

Introduced for 1976 and sold only in the United States market at first, the Yamaha XT500 single-handedly made singles cool again thanks to its smart, functional styling and bullet-proof engine. An 'adventure bike' before the term was coined, the XT was soon proving its reliability and speed in desert races in North America and the gruelling Paris-Dakar Rally. Although marketed as a dirt bike, the XT500 was equally capable as an urban commuter, its upright riding position, wide handlebars and responsive engine making an ideal combination for carving through city traffic. Dispatchers loved them. Today the XT500 enjoys a cult following and original early models are highly prized. Imported from the USA and first registered in the UK in August 2017, this beautiful example has covered 9,716 miles since total restoration by Harry Kay. Since decommissioned, the XT will require re-commissioning to a greater or lesser extent and thus is sold strictly as viewed. Accompanying documentation consists of copy US title, NOVA paperwork, DVLA correspondence, MoT certificate (expired July 2018), and a V5C.

£5,000 - 7,000

€5,800 - 8,200



591 N

1979 HONDA CBX1000Z

Registration no. not UK registered
Frame no. CB1 2000419
Engine no. CB1E 2000637

- Fewer than 3,000 miles from new
- Factory exhaust system
- Requires re-commissioning



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

Just as it had in the preceding decade with the four-cylinder CB750, Honda stunned the world again in the 1970s, introducing the Gold Wing super-tourer and the outrageous six-cylinder CBX1000. Launched in 1978, the latter was not the first six of the modern era, Benelli's 750 Sei having beaten it by a couple of years, but it was by far the biggest and fastest. Launched in 'naked', twin-shock form, the CBX was revamped for 1981, gaining Pro-Link mono-shock rear suspension, a half fairing, and ventilated front disc brakes. Weighing around 550lbs and with 105bhp on tap, the CBX was good for over 130mph and scorched through the standing quarter-mile in around 12 seconds.

For most owners though, it was not the CBX's performance so much as its on-road presence that mattered. Even today, few bikes can match it for charisma, visual appeal and, above all, sound.

This desirable, twin-shock example of Honda's standout classic was acquired in May 2016 from a Czech collector who had purchased it from Bonhams' Las Vegas Sale in 2015 (Lot 305). At that time the CBX was described as having covered 2,500 miles from new (the current odometer reading is 2,757 miles) and that it had undergone only the mildest restoration, which consisted of re-spraying the cylinder head and generator cover, and fitting a very lightly used original Honda exhaust system. Otherwise the machine was said to be factory original. Since decommissioned, this CBX will require re-commissioning to a greater or lesser extent and thus is sold strictly as viewed. Offered with a Czech 'Oldtimer' title. A wonderful example, viewing highly recommended.

£11,500 - 13,500
€13,000 - 16,000

592 N

1972 SUZUKI GT750J

Registration no. YAK 400L (see text)

Frame no. GT750-22418

Engine no. GT750-26423

- 16 miles since restoration
- Multiple concours winner
- Offered for re-commissioning



Launched at the Tokyo show in 1971, Suzuki's new GT750 flagship was, as its name suggests, more Gran Turismo than outright sports bike. First of a family of Suzuki two-stroke triples, the newcomer retained the cylinder dimensions of the existing T500 air-cooled twin, but with the added refinements of water-cooling and an electric starter. Top speed was around 115mph, but more important was the effortless cruising capability. Modifications were not long in coming, the GT750K gaining twin front disc brakes (replacing the original double-sided drum) for 1973. 'It's solid and utterly secure at the ton and comfortably relaxing in a way that only a heavyweight cruiser can be, but it's also perfectly manageable trickling along at walking pace,' declared Bike magazine.

An early drum-braked model, this beautiful Suzuki GT750 has covered a mere 16 miles since it was restored by the previous owner (Mr Bibby) who had purchased the machine in 2002. A multiple concours winner, its awards include 'Highly Commended' at the 2014 Classic Motorcycle Mechanics Show, Stafford; 'Best Japanese' at the 2014 Bristol Classic Motorcycle Show; 'Best Japanese' at the Scottish Motorcycle Show; and 'Best in Show' at the 2016 LlanBikeFest, Llangollen.

Purchased by the current owner in October 2017, the machine has been decommissioned and drained of fluids, and thus will require re-commissioning to a greater or lesser extent before returning to the road; it is thus sold strictly as viewed.

It should be noted that this machine is logged as 'permanently exported' with both the DVLA and the HPI database. Accordingly, prospective purchasers should satisfy themselves with regard to the status of the registration 'YAK 400L' before bidding. The successful purchaser will need to apply to the DVLA for a replacement V5C Registration Certificate. Accompanying documentation consists of some expired MoTs, copy old V5 document, and an old V5C (part only).

£9,800 - 12,500
€11,000 - 15,000



593
1977 HONDA GL1000 GOLD WING
Registration no. SWX 50R
Frame no. GL1-2025628
Engine no. GL1E-2024820

In a world grown accustomed to an excess of decadence on all fronts, it is hard to imagine the mixture of awe and disbelief that greeted the Honda Gold Wing on its arrival in 1974. 'Motorcycle or sci-fi fantasy?' was Bike magazine's reaction. 'Quite simply the most advanced motorcycle ever made,' was Honda's preferred description, and given the mind-boggling specification: 1,000cc flat-four engine, water cooling, belt-driven overhead camshafts, shaft drive, triple disc brakes, etc, it was certainly complex if not, strictly speaking, that advanced. Over the years the 'Wing has grown in engine capacity, overall size, and complexity, which only serves to underline the increasingly collectible original GL1000's purity of form. Purchased two years ago, this GL1000 displays a believed genuine total of 2,715 miles on the odometer and is presented in un-restored age-related condition, the paintwork apparently original. Noteworthy features include a Bill Rae Motorcycles (Wakefield) supplying-dealer sticker to the tank, and a US-type rear light (the original was damaged in transit and the vendor has been unable to source the correct type). The machine will require re-commissioning to a greater or lesser extent before returning to the road and thus is sold strictly as viewed. Accompanying documentation consists of some expired MoTs (most recent expired 2015), part old V5, a V5C, photographs of the machine on display, and a Motorcycle Mechanics Honda Supplement.

£5,000 - 7,000
€5,800 - 8,200



594
1976 HONDA CB750F SUPER SPORT
Registration no. PHG 535P
Frame no. CB750F-1023761
Engine no. CB750E-2545789

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 1968 Tokyo Show. Here for the first time was a mass-produced four within the financial reach of the average enthusiast, and one whose specification - overhead camshaft, disc front brake, five-speed gearbox, electric starter, etc - made the opposition look obsolete overnight. Just how far ahead of the game it was, may be gauged from the fact that the first significant facelift did not arrive until 1975 in the form of the CB750F Super Sport, a café racer-styled variant with a four-into-one exhaust and rear disc brake. This wonderful CB750F has covered 15,742 miles since restoration by Harry Kay, its (previous) owner since 2011. The rebuild's date is unknown but must have been prior to May 2015 when the Honda was MoT'd with 9 miles recorded. Since decommissioned, the machine will require re-commissioning to a greater or lesser extent and thus is sold strictly as viewed. Accompanying documentation consists of pre- and post-restoration photographs, expired MoTs (most recent 2016), and part old V5C in the previous owner's name and a current V5C.

£4,500 - 6,500
€5,200 - 7,600



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595 N

1975 KAWASAKI 903CC Z1B

Registration no. not UK registered

Frame no. Z1F 58529

Engine no. Z1E 058078

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. Charismatic in the extreme, these early 'Big Zeds' are served by an enthusiastic owner's club and are increasingly sought after today. Few bikes from Japan have had as big an impact on the motorcycling world. This Kawasaki Z1B was restored in 2016 by Motorradhaus Stahl, with paintwork by Heinz Loblein (see article and receipts on file). Decommissioned, including all fluids drained, the machine will require re-commissioning to a greater or lesser extent and thus is sold strictly as viewed. Accompanying documentation consists of various German registration documents (including Fahrzeugsbrief) and sundry bills for servicing in 2013.

£11,000 - 15,000

€13,000 - 17,000



596

1983 KAWASAKI Z1300

Registration no. MTL 861Y

Frame no. KZ130A-015933

Engine no. KZT30AE-16442

Having seen its Z1000 deposed as top superbike by Honda's outrageous six-cylinder CBX, it was inevitable Kawasaki would strike back. Enter the Z1300. Launched in 1978 to a fanfare of superlatives - biggest, heaviest, most powerful, fastest - Kawasaki's new flagship was more super-tourer than outright sports bike, its 140mph top speed notwithstanding. Weighing close to 700lb and producing an astonishing - at that time - 120bhp, the Z1300 promised to be a real handful but in fact handled 'predictably and reassuringly over virtually any kind of surface' according to Bike. Only the upright riding position and limited range (despite a six-gallon fuel tank) took the gloss off the stupendous performance afforded by that admirably smooth and torquey six-cylinder engine. This pristine example was extensively restored with no expense spared by a previous owner circa 2013/2014 (perusal of the large file of invoices and restoration photographs is highly recommended). Accompanying documentation consists of some MoTs, (most recent expired 2017), sundry invoices, and a part V5C in the previous keeper's name and a current V5C. The machine will require re-commissioning to a greater or lesser extent and thus is sold strictly as viewed.

£6,500 - 8,500

€7,600 - 9,900





597
1972 SUZUKI GT380J
Registration no. PGU 807K
Frame no. GT380-27103
Engine no. GT380-28030

Suzuki joined the exclusive superbike club in 1971 with the launch of the GT750. A three-cylinder water-cooled two-stroke, the GT750 was joined a year later by a pair of smaller air-cooled triples: the GT380 and GT550. Using the 54x54mm bore/stroke dimensions of the existing T250 twin, the GT380 displaced 371cc and produced 38bhp. The gearbox was a six-speeder, complemented by Suzuki's useful digital gear indicator in the instrument binnacle. Performance was brisk - 100mph being achievable. Smooth and comfortable, the GT380 handled surprisingly well once the original-equipment Japanese tyres had been replaced by superior European rubber, proving quicker than the more powerful, but heavier and harder-to-handle, GT550 over cross-country going. This early drum-braked GT380 has been restored by collector Harry Kay and remains cosmetically in very nice condition. Decommissioned, the machine will require re-commissioning to a greater or lesser extent and thus is sold strictly as viewed. The machine is offered with a US Suzuki Warranty Booklet and Owner's Manual, expired MoT (March 2018), DVLA correspondence, 2016 NOVA correspondence, and a V5C.

£3,500 - 4,500
€4,100 - 5,200



598 N
1976 HONDA 49CC Z50J 'MONKEY BIKE'
Registration no. not registered
Frame no. Z50J-1111926
Engine no. Z50JE-1111

With the launch of the CZ100- in 1960, Honda created the class known as 'monkey bikes', so called because of their diminutive stature. The power unit was the C100 step-thru's reliable four-stroke single, while an ultra-short wheelbase, small wheels, and a vestigial fuel tank were all features of a machine which, in the case of the folding handlebar version, could be fitted into the boot of a car. An important milestone in Monkey development was reached in 1974 with the launch of the Z50J, which featured front and rear suspension like a 'proper' motorcycle while retaining the overhead-camshaft engine and 8" wheels, first seen on the Z50M and Z50A respectively. Immensely popular as paddock transport the world over, Monkeys are currently much in vogue, with a flourishing owners club in the UK, and original examples of these charismatic little machines can only become increasingly collectible. This Z50J was restored by German Ducati specialists Desmo Classico in January 2018 having covered 3,851 kilometres since a previous restoration. Decommissioned and drained of fluids, the machine will require re-commissioning to a greater or lesser extent and thus is sold strictly as viewed. Accompanying documentation consists of a Honda DE 1976 guarantee, Moped ID card, invoice for the Desmo Classico restoration, and numerous bills for parts.

£3,000 - 4,000
€3,500 - 4,700



599

1969 HONDA CB750 'SAND CAST'

Registration no. MFX 639G
Frame no. CB750-1000975
Engine no. CB750E-1001065

- *Historically significant motorcycle*
- *Rarest and most desirable version*
- *First UK registered in 1996*



'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.

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.

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

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

An example of the rare and now most sought-after 'sand cast' model, this early CB750 was first used overseas (almost certainly in the USA) before being imported into the UK and registered here in 1996. The machine is offered with an MoT certificate (expired 2007) and photocopies of an old V5C document.

£24,000 - 28,000
€28,000 - 33,000



600
C.1975 HONDA CB750F SUPER SPORT

Registration no. OVT 372P
Frame no. CB750F 2011362
Engine no. to be advised

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 1968 Tokyo Show. True, there had been plenty of four-cylinder motorcycles before, but these had been built in relatively small numbers and aimed at the wealthy few. Here for the first time was a mass-produced four within the financial reach of the average enthusiast, and one whose specification - overhead camshaft, disc front brake, five-speed gearbox, electric starter, etc - made the opposition look obsolete overnight. Just how far ahead of the game it was, may be gauged from the fact that the first significant face-lift did not arrive until 1975, in the form of the CB750F Super Sport, a café-styled variant with four-into-one exhaust and rear disc brake. 'It feels more compact, more manageable and, hallelujah - it handles,' enthused Bike magazine. This particular CB750F was purchased by the current owner from GB Motorcycles of Christian Malford, Wiltshire in February 1999. The sales invoice is on file and the machine also comes with David Silver's invoice (dated August 2006) for a front brake overhaul kit. Essentially, 'OVT 372P' remains as it was when purchased, though it will have been serviced and MoT'd by time of sale. Offered with old-style V5/V5C documents.

£2,800 - 3,400
€3,300 - 4,000



601 N
C.1981 HONDA CB750C CUSTOM

Registration no. not UK registered
Frame no. RC06-2005415
Engine no. RC01E-2221942

Nine years after introducing the revolutionary CB750 to a stunned world, Honda moved the concept forward in the shape of the CB750K. A totally new design, the CB750K brought Honda's Grand Prix-developed twin-overhead-cam, four-valves-per-cylinder technology to road bikes for the first time. Styling was up-to-the-minute, but there was a welcome return to the four-pipe exhaust system of the 1969 original. 'The tank and seat unit flow gently rearward to a massive tail-light unit and the whole effect is enhanced by a lovely but expensive four-into-four exhaust system,' declared Bike magazine, continuing: 'The bike's standard of finish is quite superb - lacquered aluminium castings are especially impressive, and the chrome and paintwork are of an extremely high quality.' The CB750K's straight-line performance impressed too: 127.5mph flat out and a standing quarter-mile time of under 13 seconds. There was, inevitably, also a cruiser-style 'custom' model: the CB750C. Intended principally for the North American market, the latter incorporated all the usual features associated with the genre including a smaller rear wheel, upswept handlebars, stepped seat, extra chrome, etc to which this particular example adds forward foot controls. The machine is offered with German Fahrzeugbrief, which currently displays a total of 8,976 kilometres on the odometer.

£3,000 - 4,000
€3,500 - 4,700



602

1979 KAWASAKI 1015CC Z1000 MK.II

Registration no. DVU 179T

Frame no. KZT00A-040082

Engine no. KZT00AE-087083

Kawasaki had been planning a large four-cylinder machine when Honda dropped the bombshell of the CB750 four – exactly the size Kawasaki were considering. The scheme was shelved, and Kawasaki retreated to lick their wounds and consider the future. A new plan was formulated, and the intention was to be bigger and better, but it took a full four years to design, test and build the bike which was eventually to become the Z1 900cc Kawasaki, released at the end of 1972 for 1973. This ran until 1974 when the Z1A arrived, followed by the Z1B in 1975. In 1976 the KZ900-A4 was the final 900 before the debut of the Z1000 in 1977. In 1979 the Z1000 Mk.II was introduced. DVU 179T was purchased new by the vendor in 1979. He used it regularly, but only during summer months, for the first 20 years of his ownership. Then it was warm-stored inside his house for approximately 18 years, while he used other bikes. Two years ago he re-commissioned the Mk.II, replacing the brake fluid, reconditioning all the brake calipers with new seals, fitted a new battery, new tyres and tubes, and carried out a general service with fresh oil, oil filter, and new plugs etc. Included with the bike are a rear carrier, and the original seat. Recorded mileage is 37,400; the original tool kit is still in place under the seat. Documentation comprises the current V5C, the original owner's manual, the warranty/service booklet, some expired MoT certificates, various invoices and a workshop manual.

£4,000 - 6,000

€4,700 - 7,000



603 N

C.1979 KAWASAKI Z1000 A3

Registration no. not UK registered

Frame no. KZT00A514392

Engine no. KZT00AE088041

The first major revision of Kawasaki's trend-setting Z1/Z900 arrived for 1977 in the form of the Z1000, which, as its name suggests, was a bored-out version of the original double-overhead-cam four. Power went up - marginally - to 83bhp, while there was more torque delivered further down the rev range than before. Testing the new Z1000 in February 1977, Bike magazine had to contend with a wet track but nevertheless recorded a 12.76-second standing quarter mile time, despite an enforced half-throttle take-off, and a staggering terminal velocity of 117mph with rider normally seated! A much-revised frame meant that the Z1000 had lost some of its predecessors' wayward handling while remaining every bit as refined. 'It's a lusty, sturdy motorcycle with a proven reliability record, and now the handling matches the performance even better,' concluded editor Mike Nicks. Charismatic in the extreme, these early 'Big Zeds' are served by an enthusiastic owners club and are increasingly sought after today. The much-modified example offered here is believed to be an A3 model dating from circa 1979. The A3's introduction marked the return to 28mm carburettors; the adoption of electronic ignition; and an increase in maximum power to 93bhp. The machine is offered with German Fahrzeugbrief, which currently displays a total of 23,425 kilometres on the odometer.

£4,500 - 6,500

€5,200 - 7,600





604 N
1975 KAWASAKI 903CC Z1B
Registration no. not UK registered
Frame no. Z1F 55247
Engine no. Z1E 55314

Having established its performance credentials with the Mach III two-stroke triple, Kawasaki went on to ace the opposition again with the awe-inspiring Z1. The model had been planned in 750cc form in the late 1960s but was beaten to the showroom by Honda's CB750. Kawasaki's proposed superbike already had two overhead camshafts to the Honda's one, so its designers redrew the motor as a 900. Launched in 1972 at the Cologne Show, the big 'Zed' set new road-bike performance standards, at least as far as straight-line speed was concerned. With 82bhp on tap, top speed was around 130mph, but if the rider used all that power on twisty roads, things could get exciting. As a fast tourer though, the Z1 excelled. Mildly revised, the model was renamed Z900 for 1976, gaining twin front disc brakes and 26mm carburetors among other more minor changes. Charismatic in the extreme, these early 'Big Zeds' are served by an enthusiastic owner's club and are increasingly sought after today. Few bikes from Japan have had as big an impact on the motorcycling world. Original and un-restored, this Z1B is offered from a private collection in Belgium. The machine comes with a US Title and is sold strictly as viewed.

£6,000 - 8,000
€7,000 - 9,300
No Reserve



605
1976 KAWASAKI 498CC KH500
Registration no. OBA 922P
Frame no. H1F 52211
Engine no. KAE 122320

From Z1 to ZX10R, Kawasaki has long enjoyed a reputation for building uncompromising, often outrageous, high performance motorcycles. However, the machine that started it all was not a four-stroke like the forgoing but a two-stroke: the awesome, legendary Mach III. Light weight combined with a peaky 60bhp and indifferent handling made the two-stroke triple an exciting machine to ride but one that nevertheless had the legs of just about everything under 750cc when launched in 1968. The Mach III (H1) triple was regularly revised and updated before production ceased in at the end of 1976, by which time it had become the KH500. A last-of-the-line example, this ex-USA KH500 was restored in the UK in the autumn of 2018 and registered on 1st November 2018. The engine, clutch, and gearbox are described as excellent, the engine having new Japanese pistons fitted. The forks and wheels have been rebuilt (original rims re-chromed); the brightwork re-plated; and the cycle parts repainted. In addition, the brakes have been fully overhauled with new brake lines and the disc rotor machined, while the switches, battery, chain and Avon tyres are all new. A new Higgspeed exhaust system and K&N air filters are the only notified deviations from factory specification. The machine is said to start first kick, and we are advised that the (corrected) mileage from new is 8,542. Accompanying documentation consists of a US registration certificate, NOVA acknowledgement, restoration invoices, MoT to October 2019, and a current V5C.

£6,000 - 7,000
€7,000 - 8,200



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

606

1973 SUZUKI GT750K

Registration no. EVN 712L

Frame no. GT750-37033

Engine no. GT750-37259

Launched at the Tokyo show in 1971, Suzuki's new GT750 flagship was, as its name suggests, more Gran Turismo than outright sports bike.

First of a family of Suzuki two-stroke triples, the newcomer retained the cylinder dimensions of the existing T500 air-cooled twin, but with the added refinements of water-cooling and an electric starter. Top speed was around 115mph, but more important was the effortless cruising capability. Modifications were not long in coming, the GT750K gaining twin front disc brakes (replacing the original double-sided drum) for 1973. 'It's solid and utterly secure at the ton and comfortably relaxing in a way that only a heavyweight cruiser can be, but it's also perfectly manageable trickling along at walking pace,' declared Bike magazine.

A 2nd series disc-braked model, this Suzuki GT750K was beautifully restored to factory specification in 2016 and even retains the original exhaust cones. We are advised by the vendor that the carburettors have been cleaned recently and new jets fitted, and that the machine is running very well. Accompanying paperwork consists of a current MoT certificate and a V5C document

£8,000 - 10,000

€9,300 - 12,000



607 N

1975 SUZUKI GT380J

Registration no. not registered

Frame no. 83488

Engine no. 92704

Suzuki joined the exclusive superbike club in 1971 with the launch of the GT750. A three-cylinder water-cooled two-stroke, the GT750 was joined a year later by a pair of smaller air-cooled triples: the GT380 and GT550. Using the 54x54mm bore/stroke dimensions of the existing T250 twin, the GT380 displaced 371cc and produced 38bhp. The gearbox was a six-speeder, complemented by Suzuki's useful digital gear indicator in the instrument binnacle. Performance was brisk - 100mph being achievable. Smooth and comfortable, the GT380 handled surprisingly well once the original-equipment Japanese tyres had been replaced by superior European rubber, proving quicker than the more powerful, but heavier and harder-to-handle, GT550 over cross-country going. Offered from a private collection in Belgium, this GT380 currently displays a total of 26,300 kilometres (approximately 16,300 miles) on the odometer and is described by the private vendor as highly original. Offered with the original service booklet.

£2,800 - 3,200

€3,300 - 3,700

No Reserve



608 * N

1984 YAMAHA RZV500R

Registration no. not UK registered

Frame no. 51X001212

Engine no. to be advised

- *Lightweight, alloy-framed model for the Japanese market*
- *In use up to 2004*
- *Extensively re-commissioned in 2018*



'Before 1983 Joe Public could only imagine what top-class racing equipment might be like to ride. Then Yamaha revealed the RD500LC. Here was everything on the wish list: the water-cooled V4 engine sprouting a multipack of expansion chambers, a mirror of the twin-crank V4s campaigned by Kenny Roberts. Its screaming 88bhp motor powered a lithe 392-pound package wearing all the factory racing graphics...' - Classic & Motorcycle Mechanics.

Few motorcycles before or since have caused as much of a sensation as Yamaha's RD500LC Grand Prix Replica, and today this legendary model is one of the most sought after Japanese classics of the 1980s.

Offered here is an example of the RZV500R variant, a model designed exclusively for the Japanese home market. The RZV500R features upgraded parts not found on the standard RD500LC and Australia/Canada RZ500, the most important difference being the RZV's hand-welded lightweight aluminium frame.

Aluminium was also used for the handlebars, gear lever, and brake lever, these modifications adding up to a useful weight saving of some 20lb over the stock RD500LC. On the minus side, the engine was de-tuned to 64bhp to comply with Japanese legislation, although the restrictions (internal exhaust plates and carburettor jetting changes) are relatively easily reversed.

We are advised by the private vendor that this RZV was used by the previous owner up to 2004. The machine was serviced in 2018 (fresh engine oil, brake fluid, brake pads, etc). In addition, the wheels have been replaced and repainted as original, new tyres fitted, the battery renewed, and various cosmetic repairs carried out (full list available). The engine is said to start first kick and idle steadily with no abnormal noise, while the suspension is not 'baggy' and there is no rust in the fuel tank. All in all, and considering it is over 30 years old, the Yamaha appears in remarkably good condition. The machine is offered with a genuine tool kit, fuel tank lifting wire, spare key, service manual, and a parts catalogue.

Should the vehicle remain in Europe, import VAT of 5% will be added to the Hammer Price and Buyer's Premium.

£10,000 - 14,000
€12,000 - 16,000

609 N

1990 HARRIS-YAMAHA FZR1000 EXUP

Registration no. Q924 NST (see text)

Frame no. HPF1173

Engine no. 3LG010213

- *Harris frame and updated suspension*
- *Purchased dismantled in 2007 and reassembled*
- *Currently resident in Italy*



Founded by Steve and Lester Harris in 1972, Harris Performance Products has long enjoyed a reputation for both high performance and superb build quality. In the mid-1980s the company was one of the first to introduce the now almost universal twin-spar aluminium chassis, initially developed to house a Rotax tandem twin and supplied to Decorit and EMC among others.

In the case of the machine offered here, one of Harris's signature aluminium beam frames is wrapped around a Yamaha FZR1000 EXUP engine. Dating from an era when one-litre sports bikes could afford to be relatively roomy and comfortable, Yamaha's FZR1000 Genesis had arrived in 1987 as the class leader, boasting the FZ750's pioneering five-valves-per-cylinder engine technology and a race-developed aluminium twin-spar 'Deltabox' frame. With a maximum output of 125bhp, the Genesis was good for a top speed of over 150mph and had handling and brakes to match.

It lasted for only two years before being replaced by the extensively redesigned 'EXUP' model, which took its name from Yamaha's 'Exhaust Ultimate Power Valve'.

Installed downstream of the headers, the EXUP was designed to boost mid-range power while at the same time making it easier to meet noise and emissions targets. It certainly worked, but while the 1989 EXUP was stronger low-down than its predecessor, it made no more power than the '88 version because Yamaha had fitted restrictive 'weirs' in the carburettor stubs. Using a Stanley knife, Bike magazine removed the weirs from 'their' EXUP and found an additional 19bhp!

This Harris-framed FZR1000 was in a dismantled state when purchased from the previous owner at The Classic & Motorcycle Mechanics Show, Stafford in October 2007. Currently resident in Italy, the machine is offered with a copy of its most recent V5C. However, it should be noted that it is logged as 'permanently exported' with the DVLA. Accordingly, prospective purchasers should satisfy themselves with regard to the status of the registration 'Q924 NST' before bidding. The successful purchaser will need to apply to the DVLA for a replacement V5C Registration Certificate.

£10,000 - 15,000

€12,000 - 17,000

An Important European Collection

The following 15 machines are offered from an important European Collection



610 N

1934 MATCHLESS 592CC SILVER HAWK

Registration no. not registered

Frame no. 964

Engine no. 34B 1855

- *Rare 1930s four-cylinder motorcycle*
- *An older restoration*
- *Purchased some 40 years ago*



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

The early 1930s was a period of severe economic depression, yet the 1931 Motorcycle Show at Olympia, London witnessed the launch of not one, but two four-cylinder models aimed at the very top of the market. The ultimate fates of the two newcomers would turn out to be very different however. Ariel's offering – the Square Four – would enjoy a lengthy production life lasting into the 1950s, whereas the rival Matchless Silver Hawk would be gone within four years.

Matchless had introduced another vee-engined model, the twin-cylinder Silver Arrow, the previous year, and the Silver Hawk's design shared many of the 'Arrow's' features, most notably the narrow-inclined angle of the cylinders: 26 degrees.

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

This Silver Hawk had already been restored when it was purchased for the vendor's private collection some 40 years ago. Offered with Italian ASI homologation papers, the machine is described by the vendor as in working order, having been cared for by the owner's in-house mechanic.
£32,000 - 38,000
€37,000 - 44,000



611 N
1915 AJS 748CC MODEL D
Registration no. not registered
Frame no. to be advised
Engine no. 6784

Formerly suppliers of proprietary engines, the Stevens brothers of Wolverhampton diversified into manufacturing complete motorcycles, setting up A J Stevens & Co in 1909. The brothers' first machine was a 292cc (2½hp) single equipped with either direct belt drive (Model A) or a two-speed countershaft gearbox with all-chain drive (Model B), this latter combination being advanced in its day, especially for a lightweight. A 5hp v-twin - the Model D - joined the range in 1912. Intended for sidecar work, the Model D was powered by a 631cc sidevalve engine and came with a 'beefed-up' version of the two-speed gearbox. The Model D's engine was enlarged to 696cc (6hp) for 1913, while a three-speed gearbox and internal expanding rear brake were additional improvements. A new, smaller 'Double-Purpose' v-twin - the 550cc Model A - arrived in November 1914, at which time the Model D was redesigned along 'A' lines and further enlarged to 748cc. One of the most effective and popular sidecar tugs of its day, the AJS Model D continued in production well into the 1920s. This smartly turned out AJS Model D was purchased circa 2008 having already been restored. The machine is described by the vendor as in working order, having been cared for by the owner's in-house mechanic, this imposing machine participated at the Settimana Motoristica Bresciana in Italy in 2012, covering some 600 kilometres in that event. There are no documents with this Lot.

£15,000 - 20,000
€17,000 - 23,000



612 N
1926 AJS 498CC MODEL G8
Registration no. not registered
Frame no. G87220
Engine no. G88224

After victory in the 1920 Junior TT, AJS's new overhead-valve '350' racer scored a memorable double the following year, Tom Sheard winning the Junior race and Howard Davies the Senior - the first time such a feat had been achieved on a '350'. The production version made its debut in November 1922, delighting clubmen everywhere with its 'racer on the road' performance. A right-first-time design destined to achieve countless successes in the hands of privateers, the overhead-valve '350' AJS, latterly known as the 'Big Port', changed only in detail before being superseded by a much-revised M6 model for 1929. Originally built only as a '350', the 'Big Port' became available as a '500' for the first time in 1926. Coded G8 (G is AJS's letter code for 1926) the new 3½hp model followed the general lines of its successful smaller sibling. The engine combined the latter's 90mm stroke with an 84mm bore, distinguishing itself in the 1926 Isle of Man Senior TT when AJS works rider Jimmy Simpson became the first man to lap at over 70mph. Progressively updated, the Model 8 remained in production until the Matchless take-over in 1931. This early example of the rarer, 500cc 'Big Port' was purchased in 2008. The machine is described by the vendor as in working order, having been cared for by the owner's in-house mechanic. There are no documents with this Lot.

£12,000 - 18,000
€14,000 - 21,000



613 N

1926 RUDGE 500CC FOUR-VALVE

Registration no. not registered

Frame no. 22980

Engine no. 43355

Formed by the acquisition in 1894 of the Rudge Cycle Company Ltd by the Pugh family's Whitworth Cycle Company, Rudge-Whitworth built its first motorcycle in 1910 and is best remembered for its pioneering use of four-valve cylinder heads. Rudge Whitworth's first four-valve production motorcycle appeared in 1924, and the company persevered with the layout until manufacture ceased at the outbreak of WW2. The motorcycling public's response to this new four-valve, four-speed model was enthusiastic, and by the end of 1924 twice as many machines had been produced as in 1923. The full potential of Rudge's four-valves-per-cylinder design was slow to emerge, but in 1928 Graham Walker's works '500' became the first motorcycle to win a road race - the Ulster Grand Prix - at an average speed in excess of 80mph, a feat which led to the introduction of the legendary 'Ulster' sports model. A variety of valve arrangements was tried across a variety of 250cc, 350cc and 500cc four-valve models as the range developed throughout the 1930s. Sadly, the marque did not re-emerge after WW2. This early four-valve Rudge was purchased for the vendor's private collection some 30 years ago. Believed to be largely original, the machine is described by the vendor as in working order, having been cared for by the owner's in-house mechanic. There are no documents with this Lot.

£10,000 - 15,000

€12,000 - 17,000



614 N

1912 FRERA 2½HP

Registration no. not registered

Engine no. 21694

'For many years a leading make. Built 320cc and 570cc singles and 795cc V-twins, afterwards also a big 1140cc sv V-twin. During the 1920s, Frera machines had a very Sunbeam-like black and gold appearance and were designed on English lines.' – Tragatsch. Società Anonima Frera was founded in Tradate, Italy in 1906 by Corrado Frera. At first the company built bicycles, motorcycles and cars, although production of the latter ceased in 1913. For a while a 269cc two-stroke model featured in the range but during the inter-war years the bulk of production consisted of 350 and 500 four-strokes of both sidevalve and overhead-valve configuration. Frera was active in competitions during the 1920s and 1930s, being favoured by riders such as Felice Macchi, Virginio Fieschi, Mario Acerboni, Edoardo Self, Mario Ventura, and F J Meyer. The company ceased production in the mid-1950s. This Veteran-era Frera ultra-lightweight is powered by a 2½hp (approximately 300cc) four-stroke engine with the IOE valve gear, which drives the rear wheel directly by belt; there is also the provision of pedal assistance. Purchased for the vendor's private collection some 20 years ago, it is an older restoration and described by the vendor as in working order, having been cared for by the owner's in-house mechanic. Offered with an ASI certificate.

£10,000 - 15,000

€12,000 - 17,000



615 N

1926 NORTON 490CC MODEL 18

Registration no. not registered

Frame no. 15353

Engine no. 34018

- *An older restoration*
- *Offered from a private collection*
- *Described by the vendor as in working order*



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

The Model 18 retained its essentially Vintage characteristics until 1931 when the range was extensively redesigned, dry-sump lubrication and rear-mounted magneto being standardised.

The most obvious external alteration in its appearance before then had been the adoption of a 'saddle' tank for 1929. There were numerous improvements made to the engine throughout the 1930s, including enclosure of the valve gear, while Norton's own four-speed foot-change gearbox replaced the old Sturmey Archer in 1935. Production of an essentially unchanged 1939 model resumed after WW2 and then for 1947 the Model 18 was up-dated with Roadholder telescopic forks in common with the rest of the Norton range. Production ceased in 1954.

An older restoration, this Vintage-era Model 18 was purchased for the vendor's private collection in 2009 and is described by the vendor as in working order, having been cared for by the owner's in-house mechanic. There are no documents with this Lot.

£18,000 - 24,000

€21,000 - 28,000

616 N

1938 ARIEL 995CC SQUARE FOUR & BUSMAR SIDECAR

Registration no. not registered

Frame no. P769

Engine no. DD749

Designed by Edward Turner, creator of the legendary Triumph Speed Twin, the first Ariel Square Four was shown at the Olympia Motorcycle Show in 1930. Conceived as an overhead-camshaft '500', the model grew to 601cc before a total redesign saw it emerge as the Model 4G, with 995cc overhead-valve engine, in 1937. Anstey-link plunger rear suspension became an option in 1939 but would not be offered again until 1946 when a telescopic front fork replaced the previous girder type. For 1949 the cast-iron cylinder head and barrel were replaced by alloy components, this revised model, now capable of 90mph-plus, being known as the Mark I. Introduced in 1953, the 'four-pipe' MkII with redesigned cylinder head elevated the Square Four into the league of genuine 100mph motorcycles. To date, Ariel's innovative Square Four remains unique in motorcycling history; a true gentleman's motorcycle, this refined yet characterful machine retains an enthusiastic and loyal following, and is highly prized by discerning enthusiasts. Attached to a Busmar two-seater sidecar, the latter fully trimmed and equipped with a sunroof, this 4G model is believed to have resided for the last 30-40 years in Italy. A beautifully patinated older restoration, the combination was acquired for the vendor's private collection some 12 years ago and is described by the vendor as in working order, having been cared for by the owner's in-house mechanic. There are no documents with this Lot.

£12,000 - 18,000

€14,000 - 21,000



617 N

1929 COVENTRY EAGLE 249CC

Registration no. not registered

Frame no. 4014

Engine no. 95507

Originally a bicycle manufacturer, Coventry Eagle built a diverse range of machines using proprietary engines, mainly those of J A Prestwich, from 1901 to 1939. Models ranged from two-stroke lightweights up to the formidable Flying 8 v-twin. A landmark development for the company was the introduction in 1927 of a two-stroke lightweight featuring a novel pressed-steel frame, and this method of construction spread to larger models the following year, remaining a characteristic of the marque until it ceased motorcycle production in 1939. Another introduction of significance was the 'Silent Superb' range of luxury two-stroke lightweights, which commenced with the 147cc H19 model in 1931. Although Coventry Eagle manufactured its own small-capacity two-stroke engines, including that of the H19, the majority of its 'strokers' used Villiers power. Offered here, though, is one of Coventry Eagle's four-stroke lightweights, which according to the accompanying Italian libretto (issued 1948) is powered by a 249cc engine of 60x88mm bore/stroke. Purchased for the vendor's private collection some 15 years ago and subsequently comprehensively restored, the machine is described by the vendor as in working order having been cared for by the owner's in-house mechanic. The aforementioned libretto confirms that the machine had been registered in the Novara region of Italy from 1935.

£3,800 - 4,600

€4,400 - 5,400



618 N

1928 BMW 500CC R57

Registration no. not registered

Frame no. 27600

Engine no. 70085

- One of only 1,012 made
- Purchased circa 25 years ago
- Described by the vendor as largely original and in working order





Following the collapse of its aero engine business after WWI, BMW turned to other areas of manufacture, motorcycles among them. Its first two models, marketed as the Frink and Helios respectively, were failures, but a successful proprietary engine was supplied to other manufacturers. Launched in 1923, the first motorcycle to be sold as a BMW - the R32 - featured a 493cc, twin-cylinder, sidevalve engine having horizontally opposed cylinders, and this 'flat twin' layout would forever be associated with the marque. Setting a pattern that endures to this day, the first BMW motorcycle was relatively expensive but superbly engineered and constructed, while the quality of finish was of the highest order. BMW's first sports machine, the R37, appeared in 1924. The R37 boasted an overhead-valve engine producing almost double the R32's power output, and in tuned form proved good enough to take the German national championship in its debut year.

Before long BMW updated its original tourer, which in 1926 became the R42, gaining a redesigned and more powerful engine boasting detachable alloy cylinder heads and cooling fins set at 90 degrees to the cylinder axis. The engine was set further back in the duplex loop frame, which improved weight distribution and enabled straight front down-tubes to be used. The braking too came in for attention: the old block-and-pulley type rear brake being replaced by a drum on the driveshaft gripped by external contracting bands.

In 1927 this same chassis was used for the new R47 sports roadster, which now featured cast-iron barrels in place of the R37's steel items.

For 1928 BMW reorganised its range of engines, which now included a brace of 750s: one sidevalve, the other overhead-valve. A stroke of 78mm was used for the sidevalves and 68mm for the OHVs regardless of capacity, with different cylinder bore sizes depending on the model. Thus, the new overhead-valve R57 sports bike's engine was a 'square' unit of 68x68mm bore/stroke. Electric lighting, hitherto regarded as an 'extra', was standardised throughout the roadster range. R57 production lasted for only three years and today this rare vintage BMW is among the marque's most desirable and sought-after machines of the period.

One of only 1,012 of its type manufactured, this rare BMW R57 dates from the first year of production. Purchased for the vendor's private collection some 25 years ago, it is described by the vendor as largely original and in working order, having been cared for by the owner's in-house mechanic. The machine is offered with Italian ASI homologation papers and a FIVA passport.

£55,000 - 75,000
€64,000 - 87,000

619 N

1929 BMW 735CC R16

Registration no. not registered
Frame no. P540
Engine no. 75723

- *Landmark of motorcycle design*
- *Present ownership for some 40 years*
- *Described by the vendor as in working order*



Following the collapse of its aero engine business after WWI, BMW turned to other areas of manufacture, motorcycles among them. Its first two models, marketed as the Frink and Helios respectively, were failures, but a successful proprietary engine was supplied to other manufacturers. Launched in 1923, the first motorcycle to be sold as a BMW - the R32 - featured a 493cc, twin-cylinder, sidevalve engine having horizontally opposed cylinders, and this 'flat twin' layout would forever be associated with the marque. Setting a pattern that endures to this day, the first BMW motorcycle was relatively expensive but superbly engineered and constructed, while the quality of finish was of the highest order.

For 1928 BMW reorganised its range of engines, which for the first time included a brace of 750s: one sidevalve, the other overhead-valve. A stroke of 78mm was used for the sidevalves and 68mm for the OHVs regardless of capacity, with different cylinder bore sizes depending on the model.

Shortly after venturing into car manufacture for the first time by acquiring the Dixi works at Eisenach, BMW introduced a major innovation to its motorcycle range in 1929. The transversely mounted 'flat-twin' engine was already a BMW trademark but for the first time it was installed in a pressed-steel frame, the first models to incorporate this landmark of motorcycle design being the 735cc R11 and R16. BMW's relatively vibration-free engine was already a byword for smoothness and refinement, and this, coupled to a three-speed shaft-drive transmission, made the overhead-valve R16 one of the finest large-capacity sports motorcycles of its day. Progressively improved, the R16 was built in five series up to 1934, a total of 1,106 machines being built.

Purchased by the vendor some 40 years ago for his private collection, this R16 has been restored and is described by the vendor as in working order, having been looked after by the owner's in-house mechanic. The machine is offered with Italian ASI homologation papers.

£30,000 - 40,000
€35,000 - 47,000

620 N

1921 WANDERER 616CC V-TWIN

Frame no. 1027

Engine no. 27725L

- German make of the highest quality
- Purchased in 2009 and restored
- Described by the vendor as in working order



A 'well known manufacturer of high class motorcycles' according to Tragatsch, 'Wanderer' was the brand name of Winkelhofer & Jaenicke, a bicycle-making firm founded in Chemnitz, Saxony around 1885. Like those of many of its contemporaries, its first motorised two-wheeler of 1902 was merely a power-assisted cycle. The company built its first automobile in 1903 and was also known for its typewriters and mechanical calculators. Wanderer's motorcycles quickly established a reputation for excellence, being sturdily built and finished to the highest standard.

By 1913 Wanderer's range of motorcycles had expanded considerably and was topped by a 408cc v-twin. Distinguished by their wedge-shaped fuel tanks, these early Wanderer twins were of an advanced specification for their day, boasting bottom-link forks, sprung frames, two-speed hub gears, automatic lubrication, and an internal expanding rear drum brake. A 'militarised' version of Wanderer's v-twin was widely used by the German armed forces during WWI, and it was with the civilian version of this model that the company resumed production at the war's end.

In the early 1920s a new 616cc v-twin appeared boasting unitary construction of the engine/gearbox unit, which was suspended at upper crankcase height from the duplex's frame's lower rails.

Wanderer was successful in racing during the 1920s, especially with their 8-valve v-twin, being favoured by top riders such as Schuster, Urban, Kohlrausch, and Ebert.

In 1929, during the Great Depression, the company's owner, Dresdner Bank, sold the motorcycle business to František Janeček (founder of Jawa). In 1932 Dresdner disposed of the rest of Wanderer, its Siegmars-based car division becoming part of the Auto Union together with Audi, DKW, and Horch. As far as Wanderer motorcycles went, the sale to Janeček marked the end of the line and there were no more made after 1929.

This superb Wanderer v-twin was purchased in 2009 and has been restored by the vendor. The machine is described by the vendor as in working order, having been cared for by the owner's in-house mechanic. There are no documents with this Lot.

£16,000 - 22,000
€19,000 - 26,000

621 N

**1926 MOTO GUZZI 498CC C2V
RACING MOTORCYCLE**

Registration no. not UK registered

Frame no. 4203

Engine no. N3916

- *Moto Guzzi's first purpose-built racing model*
- *Present ownership for circa four years*
- *Registered in Italy*



Moto Guzzi's origins can be traced back to WWI, when a trio of motorcycle enthusiasts serving with the Italian air force hatched a plan to start a business: Giorgio Parodi would secure the finance, Carlo Guzzi would design the machine and Giovanni Ravelli would race it. Sadly, Ravelli died in a flying accident soon after the war's end, leaving Parodi and Guzzi to found what would become one of the most exalted of Italian marques at Mandello del Lario, close to the shores of Lake Como.

Carlo Guzzi's first prototype motorcycle of 1919 was unconventional in so far as its single-cylinder engine was installed horizontally, and by the end of the 1930s the 'flat single' had established itself as a Guzzi hallmark. The prototype Guzzi was exceptionally advanced for its day: unit construction of the 500cc engine and gearbox, over-square bore/stroke, geared primary drive, an overhead camshaft and four valves per cylinder being just some of its salient features. However, the Normale (standard) model that entered production in 1921 was necessarily less ambitious, the most obvious difference being its engine's inlet-over-exhaust valve arrangement, adopted to reduce costs.



Weighing 290lbs and producing 8bhp, the Normale was good for around 50mph flat out. Although not intended for competition, the Normale was raced by the works prior to the arrival of the purpose-built Corsa 2V for 1923, winning the prestigious Targa Florio endurance classic in 1922. A Tipo Sport spin-off with more powerful engine was catalogued for the first time the following year.

The importance of racing as a means of publicising Carlo Guzzi and Giorgio Parodi's fledgling marque had been recognised right from the start, at least by the latter, and although Moto Guzzi's Normale roadster in tuned form had proved capable of winning races, its inlet-over-exhaust valve gear limited further development, prompting a switch to the superior overhead-valve layout of the Corsa 2V (Racing 2-Valve).

Guzzi's first purpose-built racer and first machine to feature the marque's classical red finish, the 500cc C2V retained the Normale's flat-single engine and over-square bore/stroke dimensions of 88x82mm but was considerably more powerful, its 17bhp maximum output being good for a top speed of 75mph. The C2V made its race debut in the 1923 Giro d'Italia long-distance race and would remain a catalogued model for a further four years, being dropped in 1927.

This C2V dates from 1926, the year of the works team's Isle of Man TT debut. Purchased some four years ago for this private collection, it is described by the vendor as in working order, having been cared for by the owner's in-house mechanic. The machine is offered with Italian registration documents (registered in Cagliari, Sardinia) and a Certificate of Origin from Moto Guzzi.

£50,000 - 70,000
€58,000 - 82,000

622 N

1957 MOTO GUZZI 247CC AIRONE SPORT

Frame no. MDL54

Engine no. MDL51

- *Original un-restored condition*
- *Acquired circa 30 years ago*
- *Described by the vendor as in working order*



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Guzzi recommenced production post-WW2 with range of updated pre-war designs, which in the case of the 250cc Airone (heron), first introduced in 1939, meant it gained a telescopic front fork, larger diameter brakes, and an aluminium-alloy cylinder barrel and 'head'. In 1949 a Sport version became available; the original being renamed Turismo. Boasting a higher compression ratio and larger carburettor, the more powerful Sport offered a 73mph top speed and the ability to cruise at 60mph all day, and remained a top-seller well into the 1950s. 'Robust Italian machine capable of very hard driving; remarkably light petrol consumption' was how Motor Cycle magazine summed up the Airone Sport after testing one in 1949.

This Airone Sport carries competition numberplates, suggesting that it has been used on historic road events such as the Giro d'Italia and Milan-Taranto. Purchased for the vendor's private collection some 30 years ago, the machine is presented in original un-restored condition and is described by the vendor as in working order, having been cared for by the owner's in-house mechanic. There are no documents with this Lot.

£14,000 - 18,000
€16,000 - 21,000

623 N

1926 PIAZZA 174CC CORSA

Registration no. not registered

Frame no. 136

Engine no. A2-138

'Small 124cc two-stroke bicycle engines were Antonio Piazza's first creations. Complete 174cc sv and ohv motorcycles followed and a 496cc JAP-engined machine was added during the 1930s. While they were made in limited numbers only, 173cc Piazza ohv engines were popular and were also used by other Italian manufacturers.' – Tragatsch. Authorities agree that Piazza was founded in Turin, Italy in 1924, although there is some disagreement about when it ceased to exist, with estimates ranging from 1934 to 1937. An extremely rare motorcycle from a little-known, short-lived Italian make, this Corsa (racing) model is powered by a 174cc overhead-valve engine. Although all but ignored in the UK, the 175cc class was very popular in Europe both before and after WW2, with many of the more sporting models offering '250' levels of performance in a '125' size package. This Piazza Corsa was purchased for the vendor's private collection circa 23 years ago. Subsequently restored, this most attractive little machine is described by the vendor as in working order, having been cared for by the owner's in-house mechanic. There are no documents with this Lot.

£5,500 - 7,500

€6,400 - 8,700



624 N

1938 ZÜNDAPP K500

Registration no. not UK registered

Frame no. 181482

Engine no. 181482

Founded at the height of WWI to manufacture armaments, Zündapp found a new role post-war as a producer of motorcycles under the direction of new owner, Dr Fritz Neumeyer, building its first machine, a Levis-powered two-stroke, in 1921. The firm began making its own engines in 1924, selling more than 10,000 machines that year, and in 1933 introduced the first of the horizontally opposed, four-stroke twins that it is best remembered for. The initial 398cc and 496cc sidevalve 'K' models were followed in 1936 by the overhead-valve KS500 which, like its predecessors, employed designer Richard Küchen's unconventional all-chain four-speed 'gearbox' and shaft final drive. Common to all the larger models and eminently suited to withstanding the stresses and strains imposed by travel on unmade roads, the robust frame and girder forks were made of pressed steel, an advanced feature at the time.

This Zündapp K500 was purchased for the vendor's private collection circa 40 years ago in Austria. Described by the vendor as very original, the machine is described by the vendor as in working order, having been cared for by the owner's in-house mechanic. Accompanying paperwork consists of an Italian libretto and an ASI homologation document.

£10,000 - 15,000

€12,000 - 17,000



END OF COLLECTION

625 N

1976 MV AGUSTA 750S AMERICA

Registration no. not UK registered

Frame no. MV750 221-0487

Engine no. 221-0231

- Restored in 2018
- Magni chain drive conversion
- Registered in Germany



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

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

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

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

Last run in 2008 and restored in 2018, this 750S America incorporates a Magni chain drive conversion. Described by the private vendor as in excellent condition throughout, the machine is offered with German registration papers.

£50,000 - 70,000

€58,000 - 82,000

626

1974 MV AGUSTA 350B ELETTRONICA

Registration no. FVL 35M

Frame no. 21302505

Engine no. 21302585

Better known for their racing and road-going multi-cylinder machinery, MV Agusta also built a range of single and twin-cylinder sports bikes during the 1960s and 1970s. Intermittently available in Britain throughout this period, their high price meant that they were never top sellers. Introduced at the Milan Show in 1971, MV's first production 350 roadsters was basically an over-bored version of the existing 250B model that had been around since 1967. Of unit construction, the engine was a compact, twin-cylinder overhead-valve unit breathing through twin Dell'Orto carburetors and featuring gear primary drive to a five-speed transmission. Claimed maximum power was 32bhp and top speed in excess of 90mph. Two versions were made: the touring 350GT and sports 350B, both of which were updated with 12-volt electrics and electronic ignition in October 1972. They were replaced by restyled 'square case' equivalents for 1975. This MV Agusta 350B Elettronica was first registered in the UK in March 1994 and has been owned by the current vendor since 1997. The MV was used regularly up to 2015 and was last run in 2018. Described by the private vendor as in generally good condition, the machine is offered with current MoT and a V5C Registration Certificate.

£3,500 - 4,500

€4,100 - 5,200



627

1999 DUCATI 748 BIPOSTO

Registration no. T930 KGO

Frame no. ZDM748S008813

Engine no. ZDM748W008866

'Baby brother' of the iconic 916, from which it was virtually indistinguishable, Ducati's 748 was the preferred choice of the many riders who found the smaller model more easily controllable. Classed as a '600' for racing's Supersport class, the 748 eclipsed the Honda and Kawasaki opposition when pitted against a CBR600F and ZX-6R by Bike magazine. Even today, the 748's combination of v-twin grunt and one of the best chassis ever built is guaranteed to keep it at the front of the track-day pack in the hands of a competent rider. And when it comes to style there's simply no comparison. Universally recognised as icons of automotive art, Ducati motorcycles have been exhibited in some of the world's foremost museums, including the Guggenheim in New York and the Museum of Modern Art in San Francisco. This Ducati 748 Biposto was purchased new by the current vendor and was in regular use up to 2016. The owner has done all the servicing himself (the cam belts have been changed once). Last run in 2018, the machine is described by the vendor as in generally very good condition, although it does need re-commissioning and a fresh battery. This collectible modern Ducati is offered with a V5C Registration Certificate and copies of MoTs.

£4,500 - 5,500

€5,200 - 6,400



628

1994 DUCATI 888 SP5 REPLICA SUPERBIKE

Registration no. L187 SWU
Frame no. ZDM888S1001898
Engine no. ZDM888W4B001883

- *Replica of a rare limited edition model*
- *Extensively restored earlier this year*
- *Numerous desirable upgrades*



As if intended to help Ducati (which they almost certainly were) the rules for the new World Superbike Championship allowed twins of up to 1,000cc to compete against 750cc fours. Ducati made the most of this capacity advantage, kicking off the inaugural Championship with victory in the opening round at Donington Park in April 1988. Works rider Marco Lucchinelli took the honours aboard an over-bored and race-kitted version of the Ducati 851 sports roadster, and the following year the factory announced what would be the first of many 'limited edition' models - the 'Lucchinelli Replica'. In 1990 Ducati replaced the Lucchinelli Replica with the competition-only Corsa, the first in a series of such machines based on the preceding year's works racers. Like the Replica, the Corsa used the 888cc engine, which also went into the limited edition, higher-specification 'SP' series of Ducati roadsters. Too good to reserve purely for limited production, the 888cc engine eventually went into the 851's replacement - the 888 Superbike - in 1993. Strada (road), SP (Sport Production) and SPO (Sport Production Omologato) versions were offered.

Restored earlier this year and currently displaying a total of circa 18,000 miles on the odometer, this 888 has been rebuilt to a specification approximating to that of the model's final Sport Production variant: the SP5. It was built late in 1994 and is one of the last of its type completed prior to the introduction of the 916.

Parts renewed/replaced/fitted include the Öhlins shock absorber; Bridgestone tyres; Yuasa battery; brake pads and lines; aluminium Corsa-style sub-frame; 50mm race exhaust system; carbon silencer cans; Samco coolant hoses, AFAM chain and sprockets; stainless ride height adjusters; Oberon clutch slave and master cylinders; brake levers and bar ends; and stainless fasteners. The rear hugger; front mudguard; instruments surround; belt covers; and yoke protector are carbon fibre, while other departures from factory specification include SPS throttle bodies with a Ducati 916 throttle; Corsa-style airbox; clutch casings machined to Corsa specification; 1098 Corsa clutch; billet rear-sets; and a sidestand modified for improved stability.

We are advised by the private vendor that the engine is fully serviced and has valves to racing specification. The paintwork is original. All works have been carried out by a Ducati specialist with 20 years experience. Bills relating to the restoration are on file and the machine also comes with MoT to 2020 and a V5C Registration Certificate. Offered complete with its original tool kit and owner's manual, this 888 SP5 represents a rare opportunity to acquire an iconic modern Ducati that can only become increasingly collectible.

£15,000 - 18,000
€17,000 - 21,000

629

Ex-Michael Rutter, 2011 Isle of Man TT

2011 DUCATI 1098R SUPERSTOCK RACING MOTORCYCLE

Registration no. WV12 XVC

Frame no. ZDMH702AB8B016180

Engine no. ZDM1198W4000985

- 8th place in the 2011 IoM Superstock TT
- Raced in Italy in 2012
- Fitted with full Barni Racing Superstock engine in 2013
- Stored until sale in 2015
- Numerous special parts



First registered on 20th March 2012, this Ducati 1098R was prepared to full Superstock specification by Riders Ducati and was raced by Michael Rutter at the 2011 Isle of Man TT. Riding the only Ducati in the race, Michael finished 8th in the Royal London 360 Superstock TT at an average speed of 123.916mph in an event won by Michael Dunlop (Kawasaki). Rutter also used this Ducati during qualifying for the North West 200, although the actual race was cancelled due to heavy rain. The Ducati comes with its fairings from this season, still retaining their TT stickers and Michael Rutter's signature on the seat tail.

The machine was then sold to Barni Racing in Italy and used by them in Italian Superstock racing for one season (2012). It then had a brand new full Barni Racing Superstock engine installed in 2013 (200 horsepower at the rear wheel) and was not used again until after its purchase by the current vendor in 2015, spending the intervening period in storage. Since then the Ducati has covered only some 200 miles; the current odometer reading is circa 7,500 kilometres (approximately 4,600 miles).

This Ducati's many special parts include the following: Full titanium Evo III Arkapovic exhaust, Barni Superstock engine, bought refreshed March 2015, JHP slipper clutch, Ducati Corse racing wiring, Ducati Corse race switches (both left and right) with keyless start, Brembo clutch and front brake master cylinders, Metaltek footrests (plus stock set), Reversed gear lever with electronic switches (Metaltek as spare can be used normal or reversed), Öhlins forks with K-Tech suspension DDS kit, Öhlins TTX36 shock absorber with hydraulic pre-load, Fairing and tank as pictured plus one full set of Riders Ducati team bodywork, as TT pictures, Febur aluminium radiator with silicone pipes, Barni mapped ECU, Pierobon front frame (original as spare), New chain and rear sprocket (39), Ducati Corse throttle, Front fork protection kit

Presented in race-only specification, this Ducati is ready to race so has tank sponge; a GB Racing engine protection kit; and carbon swingarm protection. It also comes with the following spares: Pierobon rear sub-frame, Spare set of Marchesini wheels with discs, Clutch lever and other ancillaries

Last run in January 2019, this very special Ducati Superstocker is described by the private vendor as in generally excellent condition.

£15,500 - 20,500
€18,000 - 24,000

630

2003 PETRONAS 900CC FP1

Registration no. not registered
Frame no. PN9AA90S43M000133
Engine no. 01.108

- One of only 150 made
- Delivery mileage only
- Recently serviced



Generously bankrolled by Malaysia's state oil company, Petronas, the FP1 World Superbike contender seemed destined for success when the first machines appeared towards the end of 2002. The ambitious project had started as a proposed MotoGP machine to be developed jointly by Petronas and the Sauber Formula 1 team, only for the initial idea to change in favour of building a WSBK racer. The three-cylinder engine was the work of Swiss race engineer Eskil Suter, who somewhat controversially decided to 'reverse' the cylinder head, placing the inlet ports at the front and the exhausts at the rear. In racing trim a maximum power output of around 185bhp was claimed, while the road-going version had to make do with a still highly respectable 127 horsepower.

To meet the WSBK homologation requirements, 150 motorcycles had to be built and this was achieved in two stages, the first 75 being assembled in the UK by MSX International and the remainder in Malaysia by local motorcycle manufacturer, Modenas. Four-time WSBK Champion Carl Fogarty was brought on board to manage the WSBK team, and contributed his 'Foggy' nickname to the bike, hence 'FP1' (Foggy Petronas 1).

Boasting a state-of-the-art chassis and running gear, gorgeous styling and a striking turquoise and black colour scheme, the Petronas FP1 was unarguably the most beautiful bike in the WSBK paddock when it first appeared towards the end of the 2002 season.

At the time of the project's inception, the WSBK rules stipulated a capacity limit of 750cc for fours, 1,000cc for twins, and 900cc for triples. However, by the start of the 2003 season the upper capacity limit for all types of machine had been set at 1,000cc, immediately putting the 900cc FP1 at a disadvantage. Nevertheless, with the Japanese factories slow to get involved in the revamped WSBK, the FP1 was able to enjoy a measure of podium success in its first two seasons, though it never won a race. The project came to an end at the end of 2006.

This example is offered directly from a private collection and since acquiring the machine, the vendor has replaced the battery; changed all fluids; re-sprayed the bodywork and reapplied the decals; and test-run the engine. Beautifully presented, this wonderful FP1 has covered 'delivery mileage' only and is presented in commensurately excellent condition and is offered with a NOVA declaration.

£28,000 - 32,000
€33,000 - 37,000

631

1976 HONDA CB750 K6

Registration no. EHJ 276P
Frame no. CB750 2542613
Engine no. CB750E 2431441

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 1968 Tokyo Show. True, there had been plenty of four-cylinder motorcycles before, but these had been built in relatively small numbers and aimed at the wealthy few. Here for the first time was a mass-produced four within the financial reach of the average enthusiast, and one whose specification - overhead camshaft, disc front brake, five-speed gearbox, electric starter, etc - made the opposition look obsolete overnight. A trend-setting design of immense significance and one of the truly great classic motorcycles. The K6 model offered here was purchased from a private owner in 2013. Having always wanted one of these, the retired vendor then embarked on a long-term restoration, completing the project in 2018. He began by stripping the machine, leaving only the engine in the frame. Components were cleaned, repainted, restored or replaced as required. The engine has been serviced and tuned, and the carburettors stripped, rebuilt and balanced. The tyres, brakes, battery, fork seals, and chain are new. Exercised on a private road in February 2019, the machine is said to ride well. Accompanying documentation consists of sundry restoration invoices and a V5C Registration Certificate.

£5,500 - 7,000

€6,400 - 8,200



632

1977 HONDA CB400F SUPER SPORT

Registration no. POE 67R
Frame no. CB400F-1074111
Engine no. CB400FE-1069664

Now regarded as a 1970s classic, the Honda 400 Four first appeared in 1974, its combination of a four-cylinder, overhead-camshaft engine in a 250-sized package endowing it a performance better than many 500s. With a stylish four-into-one exhaust, six gears, and rear-set footrests, it was every boy-racer's dream and a huge commercial success. Comparing it to the opposition, Bike magazine reckoned the CB400 'represents a brilliantly engineered concept. It retains its appeal on several fronts: it's a four-stroke... it's as quick as the two-strokes, yet on average road use will give considerably better fuel consumption; its handling is noticeably better than the two-strokes; and who can dispute that it's easily the best sounding 400?' The vendor purchased this CB400F from an elderly neighbour in 2011. The Honda had not been used for five years, and since acquisition has proved to be a delightful restoration project for the retired owner. He began by stripping the machine, leaving only the engine in the frame. The shock absorbers, fork seals, wheel bearings were replaced, and other components cleaned, repainted, restored or replaced as required. The engine has been serviced and tuned, and the carburettors stripped, rebuilt and balanced. The tyres, brakes, rear mudguard, battery, silencer, indicators, chain and chain guard are new. Exercised on a private road in February 2019, the machine is said to ride well. Accompanying documentation consists of sundry restoration invoices and a V5C Registration Certificate.

£3,500 - 5,000

€4,100 - 5,800





633
1990 HONDA VFR400R TYPE NC24
Registration no. G977 XTN
Frame no. NC24 1030302
Engine no. NC13E 1080303

Following the arrival of the VFR750R (RC30) race replica in the late 1980s, it was only to be expected that some of its style and technology would rub off on Honda's smaller V4s. The first of these min race-reps was the NC21, which was followed by the NC24 with RC30-style single-sided swinging arm. Restricted to a maximum of 59PS (59.8bhp) for the Japanese market, these 400cc models were not officially imported into the UK, unlike the successor NC30. The vendor purchased this imported NC24 from a dealer to add to his collection of motorcycles. It is now being sold because a house move is forcing him to reduce their number. The machine comes with some service invoices, a recently expired MoT (September 2018) and a V5C Registration Certificate. An A2 compliant restrictor kit is included in the sale.

£2,500 - 3,500
€2,900 - 4,100



634
1989 SUZUKI GSX-R1100 SLINGSHOT
Registration no. G818 VAY
Frame no. JV73BXXXXX102608
Engine no. V711102681

Suzuki rewrote the 750-class rulebook when it launched the GSX-R750 on an unsuspecting world back in 1985. Lighter than a 600 and as powerful as a 1,000, it made all other super-sports 750s seem flabby and slow. When the 1,100cc version arrived for 1986, it similarly eclipsed every other big-bore sports bike. 'The acceleration is awesome – like being charged in the back by a rugby scrum,' enthused Bike magazine's tester, attempting to sum up the experience of riding a bike weighing a relatively svelte 450lbs that produced 127bhp and could top 150mph with ease. This GSX-R1100 Slingshot was purchased new by the current owner, who advises us that it has only been used for leisure riding during the summer months and never ridden in wet conditions. The machine has covered only 4,678 miles from new and was last on the road in 2006. When on the road the 'Gixxer' was serviced regularly and MoT'd by the local Suzuki dealer, and a fresh MoT will have been obtained by time of sale. Unusually, 'G818 VAY' remains in standard specification, devoid of the tasteless tat that is sometimes inflicted on this model. The vendor describes this beautiful machine as 'virtually in showroom condition' with no known mechanical faults and all the electrics in working order. The machine comes with its original V5 registration document and a current V5C.

£3,500 - 5,500
€4,100 - 6,400



635

1978 SUZUKI GS1000

Registration no. GDF 601T

Frame no. 513912

Engine no. 120444

The second of Suzuki's big multi-cylinder four-strokes, the GS1000 arrived in the UK for the 1978 season, vying with Kawasaki's Z1000 for the 'top sports bike' crown. 'The GS1000 provides the silky smoothness synonymous with most across-the-frame fours, an incredible amount of torque which reduces gearchanging to a minimum plus devastating performance,' reported Bike. Historically significant as Suzuki's first one-litre multi, the GS1000 is today one of the most collectible of early Suzuki four-strokes. This GS1000 was dismantled and mostly in boxes when purchased in 2005. The bike was then fully stripped and all cycle parts, etc sent away for blasting, powder coating and other refurbishing. The brake pistons, wheel spindles, and most bolts were machined from stainless steel by Phil Denton. The Suzuki was then slowly rebuilt with new bearings, seals, 'O' rings, etc over the course of many years. Rebuilding the engine and carburettors was entrusted to a local motorcycle dealer/repairer (JHS Racing) whose bill for £3,500 is on file together with others relating to the restoration. Other works included repainting the fuel tank, applying decals, etc. Once the vendor had reinstalled the engine, the Suzuki was sent back to JHS Racing for electronic ignition to be fitted and the machine set up for optimum running. Only a little over 300 miles have been covered since the restoration's completion in 2018 and the private vendor advises us that the Suzuki runs very well. Accompanying documentation consists of a V5C Registration Certificate and the aforementioned restoration bills.

£6,500 - 7,500

€7,600 - 8,700



636

1967 HONDA Z50M MONKEY BIKE

Registration no. OYP 24F (see text)

Frame no. Z50M-103133

Engine no. Z50ME-113230

With the launch of the CZ100 in 1960, Honda created the class of machine known as 'Monkey Bikes', so called because of their diminutive stature. The power unit was the C100 step-thru's reliable overhead-valve four-stroke single that incorporated a three-speed gearbox with automatic clutch. An ultra-short wheelbase, small wheels and vestigial fuel tank were all features of a machine which, in the case of the folding handlebar version, could fit into the boot of a car.

Offered here is an example of the second 'Monkey' design, the CZ50 (or Z50M) which featured the overhead-camshaft engine from the C50 step-thru and was made from 1967 to 1975. The current vendor purchased this immaculate and original low-mileage Z50M in July 2015 from the previous owner in Hertford, who had bought it from a friend many years previously. There was no registration document with the Honda, although it had retained its original numberplate. An application will need to be made to the DVLA to ascertain whether or not 'OYP 24F' is still available. We are advised that when purchased the Honda ran beautifully and very quietly. After a few rides around the garden the fuel was drained, and the tank vented; the machine was then placed on display in the vendor's front room together with his two CZ100 Monkeys. Accompanying documentation consists of the 2015 purchase receipt and a DVLA letter. It should be noted that the tool roll is missing.

£3,500 - 4,500

€4,100 - 5,200





637



639



638



640

637
1964 HONDA 50CC CZ100 'MONKEY BIKE'

Registration no. GTC 298B

Frame no. 00314 Engine no. 63889

The current vendor purchased this Honda Monkey from a knowledgeable CZ100 enthusiast in July 2015 (sales receipt on file). The previous owner had purchased the little Honda to use on the road, subsequently consigning it to dry storage for 20 years before he decided to clear out his garage and offer it for sale. Since acquisition 'GTC 298B' has formed part of the vendor's collection of Monkey Bikes and has been kept inside his home. Seemingly original and unmodified, the machine has oil but no fuel and has not been started or run by the vendor. We are advised that it needs new fuel pipes and the rubber trunking above the carburettor.

Thorough re-commissioning will be required before returning the machine to the road. Accompanying documentation includes an old-style continuation logbook (issued 1974), a dating certificate, and a current V5C. A genuine Honda Monkey tool kit (value £400) is included in the sale.

£4,000 - 5,000 €4,700 - 5,800

638
1963 HONDA 50CC CZ100 'MONKEY BIKE'

Registration no. NWT 338A

Frame no. S00367 Engine no. C100E-248491

The current vendor purchased this CZ100 in August 2015 (sales receipt on file). A specialist in monkey bikes, the previous owner had lovingly restored the machine using original Honda cycle parts exclusively (list on file). The rebuild was completed early in 2015 and many of the new parts used are no longer available. A Honda Owners Club dating certificate was obtained; the machine examined by a DVLA inspector; and a V5C Registration Certificate issued. All certification is supplied together with a Driver's Manual. Forming part of a monkey bike collection kept inside the vendor's home, this machine has oil but no petrol and has not been started or run since acquisition. It should be noted that the engine is not the original and also that the headlamp is Z50M not CZ100 as the latter part is not made any more and is unobtainable.

£2,500 - 3,500 €2,900 - 4,100

639
1969 YAMAHA 125CC YAS1

Registration no. DVG 579G

Frame no. AS1 303340 Engine no. AS1 303340

Diversifying from its traditional role as a manufacturer of musical instruments, Yamaha introduced its first motorcycle in 1955. This was the YA1, a 123cc single-cylinder two-stroke strongly influenced by the pre-war DKW RT125. The foundations of Yamaha's sporting tradition were soon established when YA1s won the prestigious races at Mt Fuji and Asama that same year. Yamaha's first twin-cylinder model in the 125cc category arrived in 1969 in the form of the YAS1 sports roadster, a development of the 100cc YL1. With 15bhp on tap, the five-speed YAS1 was as fast as many British 250s, and owners were soon exploiting its potential for racing. Exported to Ireland and re-imported in 1995, this Yamaha AS1 was purchased in May 2017 and has been used sparingly on account of the owner's ill health. The machine is offered with a file containing a dating letter, sundry bills, DVLA correspondence, MoTs, and a V5C.

£2,200 - 2,800 €2,600 - 3,300

640
1981 YAMAHA SR250 SPECIAL

Registration no. SJT 94X

Frame no. 3Y8-021743 Engine no. 3Y8-021743

Among Japanese manufacturers, Yamaha pioneered the big-single dirt bike when it introduced the XT500 in the late 1970s. Its 500cc, four-stroke, single-overhead-cam motor was far too good to be restricted to the dirt and soon found its way into a roadster: the SR500 of 1978. More civilised than the traditional British big single yet almost as characterful, the SR500 was a competent lightweight all-rounder. A couple of years later Yamaha followed exactly the same path in creating a quarter-litre version: the SR250. With an 80mph top speed the SR250 was a little slower than its big brother though more economical, with up to 90mpg achievable with restraint. Offered here is an example of the cruiser-style SR250 Special. 'SJT 94X' was acquired in June 2016 and has been used sparingly on account of the owner's ill health. The machine comes with a V5C Registration Certificate.

£500 - 800 €580 - 930 No Reserve



641



643



642



644

641
1968 TRIUMPH 490CC DAYTONA

Registration no. MMR 141G
Frame no. T100T H64801 Engine no. T100T H64801
Competition success in the USA prompted Triumph to adopt the Daytona name for their top-of-the range sports 500 in 1966. Housed in a new frame common to the Tiger 90 and Tiger 100, the twin-carburettor Daytona engine produced 39bhp at 7,400rpm. Dubbed a 'Bonnie in miniature' by the motorcycling press, the new sporting middleweight came equipped with the 8"-diameter front brake of its larger sibling. At around 110mph, top end performance rivalled that of the 650 too. For 1968 a ball-race timing side main bearing was introduced alongside Amal Concentric carburettors and improved front forks. This '68 Daytona was purchased from DR Classic Motorcycles in 2009 (purchase receipt on file) and has been used sparingly on account of the owner's ill health. The machine is offered with a substantial history file containing bills, MoTs, SORN paperwork, old/current V5C documents and a Triumph Certificate of Authenticity.
£3,000 - 4,000 €3,500 - 4,700

642
1959 BSA 247CC C15

Registration no. 652 PEV
Frame no. C15 5558 Engine no. C SS 700
In September 1958 BSA introduced a new '250' that would provide the basis for an entire range of singles in capacities up to 500cc. This newcomer, the C15, featured a compact overhead-valve engine and unitary four-speed gearbox. Alternator electrics and coil ignition were features, early models being distinguished by a distributor-type points housing. The engine/gearbox unit was housed in a conventional cradle frame with bolt-on rear sub-frame. Trials and scrambles versions were offered as the range expanded during the 1960s. This C15 was purchased in July 2015 (sales invoice on file) and has been used sparingly on account of the owner's ill health. The machine is offered with an old-style continuation logbook (issued 1967), a recently expired MoT (October 2018), and a V5C Registration Certificate.
£1,800 - 2,500 €2,100 - 2,900 No Reserve

643
1965 BSA 343CC SS90 SPECIAL

Registration no. AOY 463C
Frame no. B40.76825 Engine no. B40F SS 158
Introduced in September 1958, the unitary construction BSA C15 250cc roadster replaced the outgoing C12 and would provide the basis for an entire range of singles in capacities up to 500cc. The first new C15-based model to feature an enlarged engine was the 343cc B40, an addition to the line-up for 1961. A faster variant was the 'SS90' sports model. Introduced in 1962, the SS90 came with a tuned engine incorporating a bigger inlet valve, raised compression ratio, 'hot' camshaft, larger carburettor, and a close-ratio gearbox. Outwardly the SS90 was distinguishable by its bright red finish, chromium-plated fuel tank, and chromed mudguards. This obviously much modified SS90 was purchased in September 2013 and has been used sparingly on account of the owner's ill health. The purchase receipt is on file and the machine also comes with sundry bills and a V5C Registration Certificate.
£1,500 - 2,500 €1,700 - 2,900 No Reserve

644
1968 CHEETAH 250CC TRIALS MOTORCYCLE

Registration no. SLT 953F
Frame no. 1542 Engine no. to be advised
For manufacturers of competition lightweights, events took a sizeable step forward in 1960 with arrival of the Villiers 246cc 32A trials and 33/34A scrambles engines. The one remaining downside was the cast-iron cylinder barrel, a shortcoming addressed by the likes of Greeves and various proprietary manufacturers - Parkinson, Marcelle, DMW, etc - who offered their own alloy top-end conversions. One such engine (with Greeves top end) powers this trials bike from Cheetah, a firm founded in Denmead, Hampshire by Bob Gollner, himself an accomplished trials rider. 'SLT 953F' was acquired in September 2013 and has been used sparingly on account of the owner's ill health. The machine is offered with the 2013 purchase receipt, sundry bills, two expired tax discs, and a V5C Registration Certificate.
£2,000 - 3,000 €2,300 - 3,500



645



647



646



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645
1968 BSA 172CC D14 BANTAM

Registration no. OKC 98F
Frame no. D14B 2451 Engine no. AD04994 B175
The introduction of the 172cc D10 model in 1966 marked a number of important technical developments for the ever-popular Bantam, the most important of which were a change to coil ignition, replacing the old flywheel generator, and the adoption of a four-speed gearbox, while a raised compression ratio and bigger carburettor increased maximum power to 10bhp and the top speed to 62mph. Introduced for 1968, the successor D14 Bantam boasted a more powerful engine producing 12.6bhp. All three models – Supreme, Sports, and Bushman – used the four-speed gearbox first seen on the preceding D10 while the latter pair boasted new, heavy-duty front forks. This D14 Bantam was acquired in July 2007 and has been used sparingly on account of the owner's ill health. The machine is offered with SORN paperwork, sundry bills, some MoTs (most recent expired September 2017), and a V5C Registration Certificate.

£1,200 - 1,800 €1,400 - 2,100 No Reserve

646
1968 BSA 172CC D14 BANTAM

Registration no. FMA 534F
Frame no. D14B 1012R Engine no. D14B 1021R
The introduction of the 172cc D10 model in 1966 marked a number of important technical developments for the ever-popular Bantam, the most important of which were a change to coil ignition, replacing the old flywheel generator, and the adoption of a four-speed gearbox, while a raised compression ratio and bigger carburettor increased maximum power to 10bhp and the top speed to 62mph. Introduced for 1968, the successor D14 Bantam boasted a more powerful engine producing 12.6bhp. All three models – Supreme, Sports, and Bushman – used the four-speed gearbox first seen on the preceding D10 while the latter pair boasted new, heavy-duty front forks. This D14 Bantam was purchased in December 2009 and has been used sparingly on account of the owner's ill health. The machine is offered with SORN paperwork, some MoTs (most recent expired July 2018), and a V5C Registration Certificate.

£1,000 - 1,500 €1,200 - 1,700 No Reserve

647
1968 BSA 172CC D14 BANTAM

Registration no. GFB 608G
Frame no. NC12002 D14B Engine no. NC12002 D14B
The introduction of the 172cc D10 model in 1966 marked a number of important technical developments for the ever-popular Bantam, the most important of which were a change to coil ignition, replacing the old flywheel generator, and the adoption of a four-speed gearbox, while a raised compression ratio and bigger carburettor increased maximum power to 10bhp and the top speed to 62mph. Introduced for 1968, the successor D14 Bantam boasted a more powerful engine producing 12.6bhp. All three models – Supreme, Sports, and Bushman – used the four-speed gearbox first seen on the preceding D10 while the latter pair boasted new, heavy-duty front forks. This D14 Bantam was purchased in August 2017 and has been used sparingly on account of the owner's ill health. The purchase receipt is on file and the machine also comes with a V5C Registration Certificate.

£1,000 - 1,500 €1,200 - 1,700 No Reserve

648
1965 BSA 250CC C15 TRIALS MOTORCYCLE

Registration no. unregistered
Frame no. n/a Engine no. JMG105 C15F
With its heavyweight B32 and B34 models becoming increasingly un-competitive, BSA had begun developing a trials version for the lightweight C15 '250' roadster in the late 1950s, before the latter's official launch. The trials C15 made its official debut at the start of the 1959 season when Jeff Smith secured a remarkable victory in the St David's Trial. In production form the C15T incorporated many design compromises that were not inflicted on the works bikes, which continued their run of success throughout the 1960 season. One way around the production version's deficiencies was to fit a proprietary frame, the one seen here being (it is believed) by Otter. Interestingly, the (roadster) engine has been converted to magneto ignition. The private vendor describes the machine as in 'fair' condition and advises us that it was last ridden earlier this year. There are no documents with this Lot.

£1,500 - 2,000 €1,700 - 2,300 No Reserve

649

1924 RALEIGH 2¾HP

Registration no. NY 4703

Frame no. 5754

Engine no. 53835

- *Known ownership since 1932*
- *Last taxed in 1947*
- *Present ownership since 1988*



Britain's best-known and longest-lived bicycle maker, Raleigh also manufactured motorcycles from circa 1902 to 1905, and again from 1919 to 1933. More recently, the Nottingham company offered a range of mopeds plus a scooter in the late 1950s/1960s. Raleigh's first powered two-wheeler looked very much like the contemporary Werner, carrying its engine in front of the steering head with drive being transmitted via belt to a large diameter pulley clipped to the spokes of the front wheel. Already obsolete, that first Raleigh was soon superseded by a range of more conventional machines, the first of which appeared at the 1903 Motor Cycle Show.

Sales must have been disappointing though, for only two years later Raleigh announced its complete withdrawal from the motorcycle market. The firm was back immediately after The Great War with a horizontally-opposed inline twin of advanced design, and during the 1920s the Raleigh range would expand to include machines of a wide variety of capacities and types, ranging from a 175cc unitary construction lightweight to a hefty 998cc v-twin. One of the mainstays was the 350cc, 2¾hp model, a compact sidevalve-engined lightweight that, while not devastatingly fast 'flat out', accelerated briskly and handled well by the standards of its day.

This Raleigh '350' was first registered on 11th December 1924 and comes with an old-style continuation logbook issued in April 1932. At that time the machine was registered to one Thomas John Larimore of Aberdare, Mid Glamorgan. On 2nd November 1938 the Raleigh was registered to a neighbour, Clifford Oswald Johns, only to be repurchased by Mr Larimore on 9th October 1946. On 12th June 1988 the machine was sold to the current vendor by Mr W F Jones, a beneficiary of T J Larimore.

'NY 4703' was last taxed in September 1947 and is still resident in Aberdare, all its owners living within a two-mile radius of one another. Amazingly, in February 2019, after checking the magneto and rigging up a slave fuel supply, the vendor was able to start the Raleigh and ride it around the yard! The machine is presented today in totally original and unmolested condition, ripe for sympathetic restoration. Accompanying documentation consists of an old-style V5 and the aforementioned logbook. We are advised by the vendor that the registration 'NY 4703' is recorded in the DVLA database.

£4,000 - 6,000
€4,700 - 7,000



650
1933 NORTON 490CC MODEL 30 INTERNATIONAL

Registration no. TJ 2564
Frame no. 47075
Engine no. 55305 (see text)

One of the most charismatic model names in the history of motorcycling, 'International' was first used by Norton for its top-of-the-range sports roadster in 1932. The Inter's Arthur Carroll-designed overhead-camshaft engine had been developed in the works racers for the preceding two years, and although it retained the classic 79x 100mm bore/stroke dimensions and shaft-and-bevels cam drive of the existing CS1, was entirely new. Based on the factory bikes and intended for racing, the International could nevertheless be ordered with refinements such as lights and a kickstart-equipped gearbox. This example of the 490cc Model 30 International was restored by respected marque authority, the late George Cohen, who confirmed that fact in conversation with the current owner in 2015. There is also a DVD on file showing the Norton undergoing restoration in George's workshop. Since then the magneto has been reconditioned (by R T Holder in 2015). The machine was last run in 2017 and should only require minimal re-commissioning before returning to the road. Accompanying documentation includes an old-style buff continuation logbook (issued 1949) an old-style V5, and a V5C Registration Certificate. It should be noted these documents show that the engine was changed from '55341' to '55301'. However, the current engine, '55305', is so close to the second in number that the latter may have been thus recorded as a clerical error.

£18,000 - 22,000
£21,000 - 26,000



651
1950 SUNBEAM 500CC S7 DE LUXE

Registration no. KOX 765
Frame no. S7 4402
Engine no. S8 8325

Following its 1946 launch Sunbeam's futuristic shaft-drive S7 did not sell in quite the expected volume but, after the modified S7 De Luxe arrived in 1949, sales did indeed improve, possibly assisted by the firm's same-time intro of the more conventional S8. During a brief post-war lifespan Sunbeam manufactured a respectable total of around 16000 S7/S8s, albeit many potential customers deemed the 2-model range was always too high-priced and over-engineered. Sadly, BSA's board of directors, who'd purchased the prestigious brand from AMC during WWII, called a halt to production in 1956. In recent years however Sunbeam's ohc twins have become increasingly popular, undoubtedly helped by the availability of parts and technical support provided by Stewart Engineering, one of the first sole-brand specialists, established in 1960. After its acquisition in stripped condition two years ago, there began a no-expense-spared restoration, with countless new parts [outlined below] sourced from Stewart Engineering. The vendor also ensured that all the original tin-ware was indeed of pressed steel. He also confirms that the unhurried but comprehensive rebuild included a complete rewire [with electronic rectifier/regulator]; plus a Stewart alternator; a refurbished & recalibrated speedometer, now showing about 80 post-workshop miles; a new carburettor; all bearings checked with new seals and gaskets throughout; plus a new set tyres. Visual inspection reveals an immaculate machine, presented as in a local friendly Sunbeam dealer showroom, almost 70 years ago! Taxed until February 2020 an accompanying ring-binder contains a V5 & V5C, a VMCC Dating Certificate, previous MOTs, and other relevant history.

£4,000 - 5,000
£4,700 - 5,800



652

Property of a deceased's estate

C.1961 VELOCETTE 499CC VENOM

Registration no. unregistered (see text)

Frame no. RS16882

Engine no. VM3340

Introduced in 1956, the Venom sports roadster was derived from the touring MSS. The latter disappeared from the range in 1948, re-appearing in 1954 with a new swinging-arm frame and telescopic fork. The engine too was up-dated, changing to 'square' bore and stroke dimensions of 86x86mm and gaining an alloy cylinder barrel and 'head'. Engine development pursued as part of the scrambles programme bore fruit in 1956 in the shape of the high-performance Venom and its 350cc sibling, the Viper. The MSS frame and forks were retained for the newcomers, while full-width alloy hubs were adopted to boost braking power and smart chromed mudguards fitted to enhance the models' sporting image. Produced until the end of Velocette production in 1971, the Venom represents the final glorious flowering of the traditional British sports single, and today these supremely well-engineered thoroughbreds are highly sought after. An older restoration, this Venom has been 'semi-Clubmanised' like many of its kind, featuring the large-capacity fuel tank, swept-back exhaust pipe, rear-set footrests, clip-on handlebars, and matching Smiths rev counter. The cast-iron cylinder barrel would appear to be from an MSS. The engine turns over (with poor compression) and thus the machine is offered for restoration and sold strictly as viewed. It should be noted that the displayed registration does not pertain to this machine (neither frame nor engine numbers match the HPI), which is offered without documents.

£4,500 - 5,500

€5,200 - 6,400



653

1963 GREEVES 246CC RAS SILVERSTONE RACING MOTORCYCLE

Frame no. 24RAS 192

Engine no. 085E CR1178

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, via a succession of highly successful off-rovers, to clubman's road-racer. Greeves' first road-racer, the Silverstone, was introduced for the 1963 season following the success of Reg Everett's converted scrambler. The production bike used a modified 24MDS frame, narrowed at the rear, and was powered by a Villiers 36A engine fitted with Greeves' own cylinder barrel and head. An Amal GP carburettor and expansion chamber exhaust were standard equipment and the motor produced 31bhp at 7,400rpm. Built through versions RAS to RES until 1967, the Silverstone provided many an aspiring star with their first taste of road racing and today remains a popular mount in historic racing's 250 class. Factory records held by the Greeves Riders Association show that frame number '192' (the last made was '194') was despatched to the Guildford dealership Minear & Bruce in December 1963 for the renowned tuner/entrant, Francis Beart. Beart bought '192' as a backup machine for the one he was running for Joe Dunphy, though there is no evidence Dunphy actually raced it. '192' was restored to its present outstanding condition by Andy Blackman around eight years ago and has belonged to the current vendor for some five years.

£4,500 - 5,500

€5,200 - 6,400





654
1964 COTTON 247CC TELSTAR MK2 RACING MOTORCYCLE
Frame no. 63
Engine no. not numbered

The Gloucester firm of Cotton became famous in pre-war days for fine handling sports bikes powered by JAP and Blackburne engines. Post-war production used Villiers two-stroke engines, and the company built trials, scrambles and racing machines as well as road models. Cotton's Telstar road-racer made its debut in 1963 fitted with the then-new Villiers Starmaker engine. Designed by Bernard Hooper, the Starmaker was a purpose-built competition engine and quite unlike anything Villiers had been producing hitherto. The new engine was first seen in moto-cross form in 1962, the road-race version appearing the following year in 'clubman's racers' from Cotton and DMW. Short circuit ace Derek Minter road the factory development Telstar for four seasons, and the Cotton quickly became competitive at national level, 'The Mint' winning the 1964 British 250cc Championship on the works entry. Production ceased in 1968 when the supply of Villiers engines dried up, by which time around 60 examples are believed to have been made. The scant factory records indicate that this four-speed Mk2 is one of the very last Telstars made. All that is known of the machine's history is that it was once owned by Jack Gow, a regular Isle of Man TT competitor, though he did not ride the Telstar in the Island. Beautifully restored a few years ago, '63' has not been used or raced since restoration.

£4,000 - 5,000
€4,700 - 5,800



655
Formerly owned and restored by Mick Grant
1967 GREEVES 246CC RES SILVERSTONE RACING MOTORCYCLE
Frame no. 24RES 121
Engine no. to be advised

One of an estimated 16 survivors of the 58 RES Silverstones made, this example was left to former racing star and seven-times TT winner Mick Grant in the will of its deceased owner. Apparently, Mick had admired the Greeves at a Cadwell Park race meeting in the late 1960s and asked for first refusal should the owner wish to sell. It seems the latter never forgot that encounter and some 40 years later, following his death, the Silverstone passed into Mick's hands. Mick proceeded to restore the machine, including rebuilding the engine around a new Alpha crankshaft, although it is not to fully race-ready specification. As he told Old Bike Mart: 'I suppose it's at that starting point for someone who would fancy racing a Greeves, it's together, works and has all the right bits there. But, the tyres are just basic ones and certainly not the racing type'. Nevertheless, Mick did return the Greeves as close as possible to original factory specification; having a replica exhaust specially made and retaining the standard clutch and points ignition. Even the piston is to the standard bore size. The machine has belonged to the current owner for around five years and is presented in the same condition as when restored by Mick Grant. GRA records show that '121' was delivered new to Greeves dealer Don Smith fitted with engine number 'GPA2 146'.

£4,500 - 5,500
€5,200 - 6,400



656

Property of a deceased's estate

1951 VINCENT 998CC SERIES-C BLACK SHADOW

- Fully matching numbers
- Un-restored condition
- Offered for restoration

Registration no. NTV 761 (see text)

Frame no. RC9661B

Rear Frame no. RC9661B

Engine no. F10AB/1B/7761

Crankcase mating nos. VV17 / VV17



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

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

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

The Vincent Owners Club has confirmed that this matching-numbers Black Shadow was despatched to Blacknells of Nottingham in October 1951. Sadly, nothing else is known of its history. The engine is seized, the exhaust pipes have rusted through, and both the engine cases and Girdraulic forks have been stripped of their original black paint. Accordingly, the machine is offered for restoration and sold strictly as viewed. There are no documents with it; however, the registration 'NTV 761' does appear on the HPI database.

£40,000 - 50,000

€47,000 - 58,000



657



659



658



660

657
1999 HARLEY DAVIDSON 883CC SPORTSTER XLH HUGGER
 Registration no. T393 YNU
 Frame no. 1HD4CEM16XK121735 Engine no. *CEMX121735*
 The Harley Davidson Sportster XL was introduced in 1957, and was a variation of the flathead model KH, but with overhead valves, bigger bores, and shorter strokes. The first Sportsters were fitted with cast iron cylinder heads and, apart from racing versions, remained so until 1986. The original XLs were not hugely more powerful than the forerunner KH, but formed an excellent basis for tuning for increased power, and became a popular model. The following year the XL was joined by the XLH, XLC, and the XLCH, which were a higher state of tune for those with sporting aspirations. 'T393 YNU' was purchased new by the vendor in 1999. It was used that year for approximately 700 miles, but thereafter has remained unused to the present time. It has been dry stored since 1999, and will therefore require re-commissioning by a new owner. Documentation comprises an old-type V5.
£3,000 - 4,000 €3,500 - 4,700

659 N
1960 VÉLOSOLEX 49CC MOPED
 Registration no. not registered
 Frame no. to be advised Engine no. 4361406
 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 in Britain 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. Offered from a private collection in Belgium, this VéloSolex is described by the private vendor as highly original. There is no registration document with this Lot.
£700 - 1,000 €820 - 1,200 No Reserve

658
1979 HARLEY DAVIDSON 1208CC FXE SUPER GLIDE 'LUCKY 13 SHOVEL'
 Registration no. CMM 303V
 Frame no. 9D67657H9 Engine no. 9D67657H9
 This machine has been radically customised for the owner. Based on a 1979 1208cc Super Glide, it has had a huge amount of work; the vendor advises us that the cost of the work was approximately £27,000. Whilst there is no paperwork for the work, it is believed to be the work of Destiny Cycles of Yorkshire, and named 'Lucky 13 Shovel'. The high standard of workmanship speaks for itself. From the superbly finished paintwork and designs, to the individually made exhaust system, the tooled leatherwork and massive belt drive, it oozes quality. Completed in approximately 2013, it is thought to have only covered a few hundred miles since completion. Having been standing for the last two years in dry storage, it will require a degree of re-commissioning and safety checks before use on the road again. Documentation comprises an old-type V5.
£6,000 - 8,000 €7,000 - 9,300

660
1938 MOTOBÉCANE 63CC LIGHTWEIGHT
 Registration no. 471 UYF Frame no. 443006 Engine no. 443038
 Founded in 1923, the French Motobécane company had become the world's largest manufacturer of mopeds and bicycles by the 1970s. A wide range of machines was manufactured between the wars, at the top of which were sensational 500cc and 750cc air-cooled four-cylinder models. The bedrock of production however, was 'bread and butter' two-strokes. At the time of cataloguing it had not been possible positively to identify this Motobécane lightweight, which is powered by a 63cc two-stroke engine and has a hand-change gearbox. Last run 12 months ago, '471 UYF' is described by the private vendor as in generally good condition. The machine is offered with a V5C Registration Certificate and is sold strictly as viewed.
£2,000 - 3,000 €2,300 - 3,500 No Reserve

661

Property of a deceased's estate

1951 VELOCETTE 349CC MAC

Registration no. NFM 325

Frame no. 9597

Engine no. MAC 24040

In 1933 Veloce Limited augmented its long-established range of overhead-camshaft models with an overhead-valve 250: the MOV. The latter would spawn an entirely new range of OHV singles, culminating in the Thruxton sports roadster of 1965. The newcomer's engine was a 'high camshaft' design with enclosed valves, and the compact and sprightly machine featured a four-speed gearbox equipped with the company's new foot-change mechanism. The following year an overhead-valve 350 built along MOV lines appeared. This was the long-stroke MAC, subsequently bored out to create the 500cc MSS. Post-war, Velo's overhead-valve trio continued much as before, with rigid frames and - initially - Webb girder forks. The MAC gained an alloy cylinder barrel and 'head for 1951, as well as Velocette's own telescopic front fork in place of the previous Dowty, and was further updated with a swinging-arm frame alongside the rest of the singles range in 1953. Production ceased in 1960. Apparently well restored and seemingly to substantially original specification, this Velocette MAC was last used by the late owner approximately 6-7 years ago. Re-commissioning and the customary safety checks will be required before returning it to the road. The machine is offered with an old-style logbook and old/current V5/V5C documents.

£3,000 - 4,000

€3,500 - 4,700



662

Property of a deceased's estate

1967 NORTON 745CC ATLAS

Registration no. NTN 118E

Frame no. 20/116616

Engine no. 116616 (see text)

'When it was launched the Atlas was hailed as a machine that would accelerate from 10mph to more than 100mph in top gear, and 20 years later the bike remains capable of squirting past most vehicles at the flick of the rider's right wrist.' – Mike Nicks, *Classic Bike* magazine, 1988. First seen in prototype form in 1962, the 745cc Atlas represented the biggest stretch yet applied to Norton's parallel twin engine. Built for export only initially (home market deliveries commenced in 1964) the Atlas was fundamentally a larger-engined version of the existing 650SS, using the same Featherbed frame and Roadholder fork. Contemporary road tests typically recorded a top speed in the region of 115-120mph with fuel consumption approaching 60mpg. The arrival of the similar-capacity but Isolastic-framed Commando in 1967 spelled the end for the Atlas, which was discontinued towards the end of 1968. Almost the last of Norton's traditional Featherbed-framed twins (the 650cc version lasted into 1970) this muscular road-burner is today highly sought after by discerning collectors. This particular Atlas was last taxed in May 2000 and will require re-commissioning at the very least, or possible more extensive restoration, before returning to the road. Sold strictly as viewed, the machine is offered with a V5C Registration Certificate. It should be noted that the engine number has been re-stamped to match the frame number.

£1,800 - 2,400

€2,100 - 2,800

No Reserve



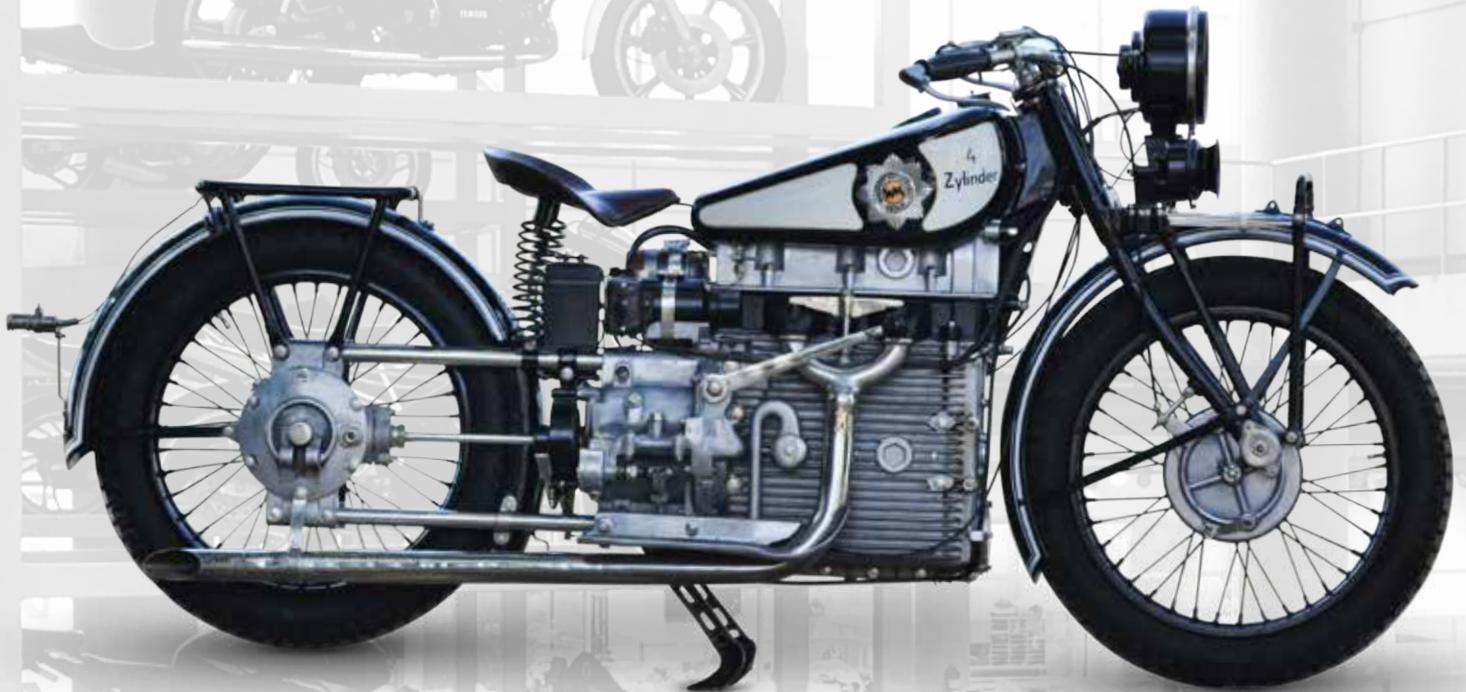
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For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

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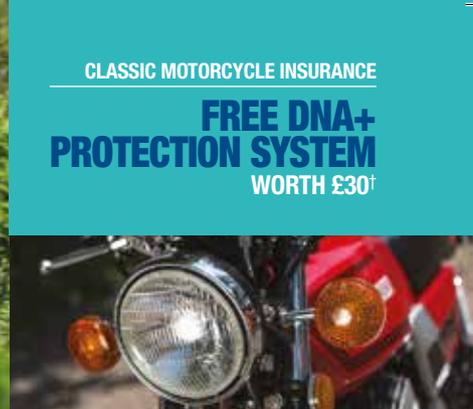
1953 FIAT 8V SUPERSONIC

Coachwork by Ghia

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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 47Y
250 Regent Street
London W1A 4RY
Account Name: Bonhams 1793 Limited Trust Account
Account Number: 25563009
Sort Code: 56-00-27
IBAN Number: GB 33 NWBK 560027 25563009

If paying by bank transfer, the amount received after the deduction of any bank fees and/or conversion of the currency of payment to pounds sterling must not be less than the sterling amount payable, as set out on the invoice.

Payment may also be made by one of the following methods:

Sterling personal cheque drawn on a UK branch of a bank or building society: all cheques must be cleared before you can collect your purchases and should be made payable to Bonhams 1793 Limited.

Cash: you may pay for *Lots* purchased by you at this *Sale* with notes or coins in the currency in which the *Sale* is conducted (but not any other currency) provided that the total amount payable by you in respect of all *Lots* purchased by you at the *Sale* does not exceed £3,000, or the equivalent in the currency in which the *Sale* is conducted, at the time when payment is made. If the amount payable by you for *Lots* exceeds that sum, the balance must be paid otherwise than in coins or notes; this limit applies to both payment at our premises and direct deposit into our bank account.

Debit cards (including China Union Pay (CUP) cards and debit cards issued by Visa and MasterCard only). There is no limit on payment value if payment is made in person using Chip & Pin verification.

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

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

It may be advisable to notify your debit or credit card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay.

Note: only one debit or credit card may be used for payment of an account balance. If you have any questions with regards to card payments, please contact our Customer Services Department.

10. COLLECTION AND STORAGE

The Buyer of a Lot will not be allowed to collect it until payment in full and in cleared funds has been made (unless we have made a special arrangement with the Buyer). For collection and removal of purchased Lots, please refer to Sale Information at the front of the Catalogue. Our offices are open 9.00am – 5pm Monday to Friday. Details relating to the collection of a Lot, the storage of a Lot and our Storage Contractor after the Sale are set out in the Catalogue.

11. SHIPPING

For information and estimates on domestic and international shipping as well as export licenses please contact Alban Shipping on +44 (0) 1582 493 099 enquiries@albanshipping.co.uk

12. EXPORT/TRADE RESTRICTIONS

It is your sole responsibility to comply with all export and import regulations relating to your purchases and also to obtain any relevant export and/or import licence(s). Export licences are issued by Arts Council England and application forms can be obtained from its Export Licensing Unit. The detailed provisions of the export licensing arrangements can be found on the ACE website <http://www.artscouncil.org.uk/what-we-do/supporting-museums/cultural-property/export-controls/export-licensing/> or by phoning ACE on +44 (0)20 7973 5188. The need for import licences varies from country to country and you should acquaint yourself with all relevant local requirements and provisions. The refusal of any import or export licence(s) or any delay in obtaining such licence(s) shall not permit the rescission of any Sale nor allow any delay in making full payment for the Lot. Generally, please contact our shipping department before the Sale if you require assistance in relation to export regulations.

13. CITES REGULATIONS

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

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

14. THE SELLERS AND/OR BONHAMS' LIABILITY

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

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

15. BOOKS

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

16. CLOCKS AND WATCHES

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

17. FIREARMS – PROOF, CONDITION AND CERTIFICATION

Proof of Firearms

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

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

Guns Sold as Parts

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

Condition of Firearms

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

Original Gun Specifications Derived from Gunmakers

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

Licensing Requirements Firearms Act 1968 as amended

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

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

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

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

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

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

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

Unmarked Lots require no licence.

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

Taxidermy and Related Items

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

18. FURNITURE

Upholstered Furniture

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

19. JEWELLERY

Gemstones

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

Estimated Weights

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

Signatures

1. A diamond brooch, by Kutchinsky

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

2. A diamond brooch, signed Kutchinsky

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

3. A diamond brooch, mounted by Kutchinsky

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

20. PHOTOGRAPHS

Explanation of Catalogue Terms

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

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

21. PICTURES

Explanation of Catalogue Terms

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

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

22. PORCELAIN AND GLASS

Damage and Restoration

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

23. VEHICLES

The Veteran Car Club of Great Britain

Dating Plates and Certificates

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

24. WINE

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

Examining the wines

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

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

Corks and Ullages

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

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

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

Options to buy parcels

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

Wines in Bond

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

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

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

Bottling Details and Case Terms

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

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

SYMBOLS

THE FOLLOWING SYMBOLS ARE USED TO DENOTE

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

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

DATA PROTECTION – USE OF YOUR INFORMATION

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

APPENDIX 1

CONTRACT FOR SALE

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

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

1 THE CONTRACT

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

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

2 SELLER'S UNDERTAKINGS

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

3 DESCRIPTIONS OF THE LOT

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

4 FITNESS FOR PURPOSE AND SATISFACTORY QUALITY

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

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

5 RISK, PROPERTY AND TITLE

- 5.1 Risk in the *Lot* passes to you when it is knocked down to you on the fall of the *Auctioneer's* hammer in respect of the *Lot*. The *Seller* will not be responsible thereafter for the *Lot* prior to you collecting it from *Bonhams* or the *Storage Contractor*, with whom you have separate contract(s) as *Buyer*. You will indemnify the *Seller* and keep the *Seller* fully indemnified from and against all claims, proceedings, costs, expenses and losses arising in respect of any injury, loss and damage caused to the *Lot* after the fall of the *Auctioneer's* hammer until you obtain full title to it.
- 5.2 Title to the *Lot* remains in and is retained by the *Seller* until the *Purchase Price* and all other sums payable by you to *Bonhams* in relation to the *Lot* have been paid in full, 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> ;		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.
8.1.5	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;		10.6	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.
8.1.6	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.		10.7	The headings used in the <i>Contract for Sale</i> are for convenience only and will not affect its interpretation.
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;				10.8	In the <i>Contract for Sale</i> "including" means "including, without limitation".
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;				10.9	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.
8.1.9	to retain possession of, and on seven days written notice to sell, <i>Without Reserve</i> , any of your other property in the possession of the <i>Seller</i> and/or of <i>Bonhams</i> (as bailee for the <i>Seller</i>) for any purpose (including, without limitation, other goods sold to you) and to apply any monies due to you as a result of such <i>Sale</i> in satisfaction or part satisfaction of any amounts owed to the <i>Seller</i> or to <i>Bonhams</i> ; and	9.4	Nothing set out in paragraphs 9.1 to 9.3 above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by the <i>Seller's</i> negligence (or any person under the <i>Seller's</i> control or for whom the <i>Seller</i> is legally responsible), or (iii) acts or omissions for which the <i>Seller</i> is liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law.		10.10	Reference to a numbered paragraph is to a paragraph of the <i>Contract for Sale</i> .
8.1.10	so long as such goods remain in the possession of the <i>Seller</i> or <i>Bonhams</i> as its bailee, to rescind the contract for the <i>Sale</i> of any other goods sold to you by the <i>Seller</i> at the <i>Sale</i> or at any other auction or by private treaty and apply any monies received from you in respect of such goods in part or full satisfaction of any amounts owed to the <i>Seller</i> or to <i>Bonhams</i> by you.				10.11	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> .
8.2	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		10.12	Where the <i>Contract for Sale</i> confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of the <i>Seller</i> , it will also operate in favour and for the benefit of <i>Bonhams</i> , <i>Bonhams'</i> holding company and the subsidiaries of such holding company and the successors and assigns of <i>Bonhams</i> and of such companies and of any officer, employee and agent of <i>Bonhams</i> and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.
8.3	On any resale of the <i>Lot</i> under paragraph 8.1.2, the <i>Seller</i> will account to you in respect of any balance remaining from any monies received by him or on his	10.1	You may not assign either the benefit or burden of the <i>Contract for Sale</i> .			

11 GOVERNING LAW

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

APPENDIX 2

BUYER'S AGREEMENT

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

1 THE CONTRACT

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

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

2 PERFORMANCE OF THE CONTRACT FOR SALE

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

3 PAYMENT

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

- 3.6 Time will be of the essence in relation to any payment payable to us. If you do not pay the *Purchase Price*, or any other sum due to us in accordance with this paragraph 3, we will have the rights set out in paragraph 7 below.
- 3.7 Where a number of *Lots* have been knocked down to you, any monies we receive from you will be applied firstly pro-rata to pay the *Purchase Price* of each *Lot* and secondly pro-rata to pay all amounts due to *Bonhams*.

4 COLLECTION OF THE LOT

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

- 4.2 You must collect and remove the *Lot* at your own expense by the date and time specified in the *Notice to Bidders*, or if no date is specified, by 4.30pm on the seventh day after the *Sale*.

- 4.3 For the period referred to in paragraph 4.2, the *Lot* can be collected from the address referred to in the *Notice to Bidders* for collection on the days and times specified in the *Notice to Bidders*. Thereafter, the *Lot* may be removed elsewhere for storage and you must enquire from us as to when and where you can collect it, although this information will usually be set out in the *Notice to Bidders*.

- 4.4 If you have not collected the *Lot* by the date specified in the *Notice to Bidders*, you authorise us, acting as your agent and on your behalf, to enter into a contract (the "*Storage Contract*") with the *Storage Contractor* for the storage of the *Lot* on the then current standard terms and conditions agreed between *Bonhams* and the *Storage Contractor* (copies of which are available on request). If the *Lot* is stored at our premises storage fees at our current daily rates (currently a minimum of £3 plus *VAT* per *Lot* per day) will be payable from the expiry of the period referred to in paragraph 4.2. These storage fees form part of our *Expenses*.

- 4.5 Until you have paid the *Purchase Price* and any *Expenses* in full the *Lot* will either be held by us as agent on behalf of the *Seller* or held by the *Storage Contractor* as agent on behalf of the *Seller* and ourselves on the terms contained in the *Storage Contract*.

- 4.6 You undertake to comply with the terms of any *Storage Contract* and in particular to pay the charges (and all costs of moving the *Lot* into storage) due under any *Storage Contract*. You acknowledge and agree that you will not be able to collect the *Lot* from the *Storage Contractor's* premises until you have paid the *Purchase Price*, any *Expenses* and all charges due under the *Storage Contract*.

- 4.7 You will be wholly responsible for packing, handling and transport of the *Lot* on collection and for complying with all import or export regulations in connection with the *Lot*.

- 4.8 You will be wholly responsible for any removal, storage, or other charges for any *Lot* not removed in accordance with paragraph 4.2, payable at our current rates, and any *Expenses* we incur (including any charges due under the *Storage Contract*), all of which must be paid by you on demand and in any event before any collection of the *Lot* by you or on your behalf.

5 STORING THE LOT

We agree to store the *Lot* until the earlier of your removal of the *Lot* or until the time and date set out in the *Notice to Bidders*, on the Sale Information Page or at the back of the catalogue (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) and, subject to paragraphs 6 and 10, to be responsible as *balee* to you for damage to or the loss or destruction of the *Lot* (notwithstanding that it is not your property before payment of the *Purchase Price*). If you do not collect the *Lot* before the time and date set out in the *Notice to Bidders* (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) we may remove the *Lot* to another location, the details of which will usually be set out in the relevant section of the *Catalogue*. If you have not paid for the *Lot* in accordance with paragraph 3, and the *Lot* is moved to any third party's premises, the *Lot* will be held by such third party strictly to *Bonhams'* order and we will retain our lien over the *Lot* until we have been paid in full in accordance with paragraph 3.

6	RESPONSIBILITY FOR THE LOT	7.2	You agree to indemnify us against all legal and other costs, all losses and all other <i>Expenses</i> (whether or not court proceedings will have been issued) incurred by us as a result of our taking steps under this paragraph 7 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 7.1.5 from the date upon which we become liable to pay the same until payment by you.	9.2.2	you notify us in writing as soon as reasonably practicable after you have become aware that the <i>Lot</i> is or may be a <i>Forgery</i> , and in any event within one year after the <i>Sale</i> , that the <i>Lot</i> is a <i>Forgery</i> ; and
6.1	Only on the payment of the <i>Purchase Price</i> to us will title in the <i>Lot</i> pass to you. However under the <i>Contract for Sale</i> , the risk in the <i>Lot</i> passed to you when it was knocked down to you.			9.2.3	within one month after such notification has been given, you return the <i>Lot</i> to us in the same condition as it was at the time of the <i>Sale</i> , accompanied by written evidence that the <i>Lot</i> is a <i>Forgery</i> and details of the <i>Sale</i> and <i>Lot</i> number sufficient to identify the <i>Lot</i> .
6.2	You are advised to obtain insurance in respect of the <i>Lot</i> as soon as possible after the <i>Sale</i> .			9.3	Paragraph 9 will not apply in respect of a <i>Forgery</i> if:
7	FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS	7.3	If you pay us only part of the sums due to us such payment shall be applied firstly to the <i>Purchase Price</i> of the <i>Lot</i> (or where you have purchased more than one <i>Lot</i> pro-rata towards the <i>Purchase Price</i> of each <i>Lot</i>) and secondly to the <i>Buyer's Premium</i> (or where you have purchased more than one <i>Lot</i> pro-rata to the <i>Buyer's Premium</i> on each <i>Lot</i>) and thirdly to any other sums due to us.	9.3.1	the <i>Entry</i> in relation to the <i>Lot</i> contained in the <i>Catalogue</i> reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion or reflected the then current opinion of an expert acknowledged to be a leading expert in the relevant field; or
7.1	If all sums payable to us are not so paid in full at the time they are due and/or the <i>Lot</i> is not removed in accordance with this agreement, we will without further notice to you be entitled to exercise one or more of the following rights (without prejudice to any rights we may exercise on behalf of the <i>Seller</i>):	7.4	We will account to you in respect of any balance we hold remaining from any monies received by us in respect of any <i>Sale</i> of the <i>Lot</i> under our rights under this paragraph 7 after the payment of all sums due to us and/or the <i>Seller</i> within 28 days of receipt by us of all such sums paid to us.	9.3.2	it can be established that the <i>Lot</i> is a <i>Forgery</i> only by means of a process not generally accepted for use until after the date on which the <i>Catalogue</i> was published or by means of a process which it was unreasonable in all the circumstances for us to have employed.
7.1.1	to terminate this agreement immediately for your breach of contract;			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	CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT	9.5	If we are satisfied that a <i>Lot</i> is a <i>Forgery</i> we will (as principal) purchase the <i>Lot</i> from you and you will transfer the title to the <i>Lot</i> in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims, in accordance with the provisions of Sections 12(1) and 12(2) of the Sale of Goods Act 1979 and we will pay to you an amount equal to the sum of the <i>Purchase Price</i> , <i>Buyer's Premium</i> , <i>VAT</i> and <i>Expenses</i> paid by you in respect of the <i>Lot</i> .
7.1.3	to remove, and/or store the <i>Lot</i> at your expense;	8.1	Whenever it becomes apparent to us that the <i>Lot</i> is the subject of a claim by someone other than you and other than the <i>Seller</i> (or that such a claim can reasonably be expected to be made), we may, at our absolute discretion, deal with the <i>Lot</i> in any manner which appears to us to recognise the legitimate interests of ourselves and the other parties involved and lawfully to protect our position and our legitimate interests. Without prejudice to the generality of the discretion and by way of example, we may:	9.6	The benefit of paragraph 9 is personal to, and incapable of assignment by, you.
7.1.4	to take legal proceedings against you for payment of any sums payable to us by you (including the <i>Purchase Price</i>) and/or damages for breach of contract;	8.1.1	retain the <i>Lot</i> to investigate any question raised or reasonably expected by us to be raised in relation to the <i>Lot</i> ; and/or	9.7	If you sell or otherwise dispose of your interest in the <i>Lot</i> , all rights and benefits under this paragraph will cease.
7.1.5	to be paid interest on any monies due to us (after as well as before judgement or order) at the annual rate of 5% per annum above the base lending rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;	8.1.2	deliver the <i>Lot</i> to a person other than you; and/or	9.8	Paragraph 9 does not apply to a <i>Lot</i> made up of or including a Chinese painting or Chinese paintings, a motor vehicle or motor vehicles, a <i>Stamp</i> or <i>Stamps</i> or a <i>Book</i> or <i>Books</i> .
7.1.6	to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless you buy the <i>Lot</i> as a <i>Consumer</i>) you hereby grant an irrevocable licence to us, by ourselves, our servants or agents, to enter upon all or any of your premises (with or without vehicles) during normal business hours to take possession of any <i>Lot</i> or part thereof;	8.1.3	commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or	10	OUR LIABILITY
7.1.7	to sell the <i>Lot Without Reserve</i> by auction, private treaty or any other means on giving you three months' written notice of our intention to do so;	8.1.4	require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.	10.1	We will not be liable whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967 or in any other way for lack of conformity with or any inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in respect of it, made by us or on our behalf or by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Bonhams' Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> .
7.1.8	to retain possession of any of your other property in our possession for any purpose (including, without limitation, other goods sold to you or with us for <i>Sale</i>) until all sums due to us have been paid in full;	8.2	The discretion referred to in paragraph 8.1:	10.2	Our duty to you while the <i>Lot</i> is at your risk and/or your property and in our custody and/or control is to exercise reasonable care in relation to it, but we will not be responsible for damage to the <i>Lot</i> or to other persons or things caused by:
7.1.9	to apply any monies received from you for any purpose whether at the time of your default or at any time thereafter in payment or part payment of any sums due to us by you under this agreement;	8.2.1	may be exercised at any time during which we have actual or constructive possession of the <i>Lot</i> , or at any time after such possession, where the cessation of such possession has occurred by reason of any decision, order or ruling of any court, mediator, arbitrator or government body; and	10.2.1	handling the <i>Lot</i> if it was affected at the time of <i>Sale</i> to you by woodworm and any damage is caused as a result of it being affected by woodworm; or
7.1.10	on three months' written notice to sell, <i>Without Reserve</i> , any of your other property in our possession or under our control for any purpose (including other goods sold to you or with us for <i>Sale</i>) and to apply any monies due to you as a result of such <i>Sale</i> in payment or part payment of any amounts owed to us;	8.2.2	will not be exercised unless we believe that there exists a serious prospect of a good arguable case in favour of the claim.		
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	FORGERIES		
		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 here (unless the context otherwise requires) the meanings given to them below. The Glossary is to assist you to understand words and phrases which have a specific legal meaning with which you may not be familiar.

LIST OF DEFINITIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

"Website" *Bonhams Website* at www.bonhams.com

"Withdrawal Notice" the *Seller's* written notice to *Bonhams* revoking *Bonhams'* instructions to sell a *Lot*.

"Without Reserve" where there is no minimum price at which a *Lot* may be sold (whether at auction or by private treaty).

GLOSSARY

The following expressions have specific legal meanings with which you may not be familiar. The following glossary is intended to give you an understanding of those expressions but is not intended to limit their legal meanings:

"artist's resale right": the right of the creator of a work of art to receive a payment on *Sales* of that work subsequent to the original *Sale* of that work by the creator of it as set out in the *Artists Resale Right Regulations 2006*.

"bailee": a person to whom goods are entrusted.

"indemnity": an obligation to put the person who has the benefit of the indemnity in the same position in which he would have been, had the circumstances giving rise to the indemnity not arisen and the expression "indemnity" is construed accordingly.

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

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

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

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

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

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

SALE OF GOODS ACT 1979

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

"Section 12 Implied terms about title, etc

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

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

Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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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 SPRING STAFFORD SALE	Sale date: 27 & 28 April 2019												
Sale no. 25383	Sale venue: Stafford												
<p>If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids.</p> <p>General Bid Increments:</p> <table> <tr> <td>£10 - 200by 10s</td> <td>£10,000 - 20,000by 1,000s</td> </tr> <tr> <td>£200 - 500by 20 / 50 / 80s</td> <td>£20,000 - 50,000by 2,000 / 5,000 / 8,000s</td> </tr> <tr> <td>£500 - 1,000by 50s</td> <td>£50,000 - 100,000by 5,000s</td> </tr> <tr> <td>£1,000 - 2,000by 100s</td> <td>£100,000 - 200,000by 10,000s</td> </tr> <tr> <td>£2,000 - 5,000by 200 / 500 / 800s</td> <td>above £200,000at the auctioneer's discretion</td> </tr> <tr> <td>£5,000 - 10,000by 500s</td> <td></td> </tr> </table> <p>The auctioneer has discretion to split any bid at any time.</p>		£10 - 200by 10s	£10,000 - 20,000by 1,000s	£200 - 500by 20 / 50 / 80s	£20,000 - 50,000by 2,000 / 5,000 / 8,000s	£500 - 1,000by 50s	£50,000 - 100,000by 5,000s	£1,000 - 2,000by 100s	£100,000 - 200,000by 10,000s	£2,000 - 5,000by 200 / 500 / 800s	above £200,000at the auctioneer's discretion	£5,000 - 10,000by 500s	
£10 - 200by 10s	£10,000 - 20,000by 1,000s												
£200 - 500by 20 / 50 / 80s	£20,000 - 50,000by 2,000 / 5,000 / 8,000s												
£500 - 1,000by 50s	£50,000 - 100,000by 5,000s												
£1,000 - 2,000by 100s	£100,000 - 200,000by 10,000s												
£2,000 - 5,000by 200 / 500 / 800s	above £200,000at the auctioneer's discretion												
£5,000 - 10,000by 500s													
Customer Number	Title												
First Name	Last Name												
Company name (to be invoiced if applicable)													
Address													
City	County / State												
Post / Zip code	Country												
Telephone mobile	Telephone daytime												
Telephone evening	Fax												
Preferred number(s) in order for Telephone Bidding (inc. country code)													
E-mail (in capitals)													
By providing your email address above, you authorise Bonhams to send to this address information relating to Sales, marketing material and news concerning Bonhams. Bonhams does not sell or trade email addresses.													
I am registering to bid as a private buyer <input type="checkbox"/>	I am registering to bid as a trade buyer <input type="checkbox"/>												
If registered for VAT in the EU please enter your registration here: <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/10/18

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Lot No	Year	Model	Lot No	Year	Model
202	c.1969	AJS 250cc Stormer	270	c.1957	Jawa 246cc Enduro
239	c.1981	Anvian Cross 250	271	c.1957	Jawa 248cc 553-01
296	c.2008	Aprilia 550cc RXV 550 Enduro	273	c.1978	Jawa 246cc 653/3 Enduro
281	c.1980	Barigo Yamaha 500cc YB500	272		Jawa 400cc Motocross
257	c.1971	Beta 49cc Nevada 50 Enduro	289	c.1978	Kawasaki 173cc KDX175 Project
268	c.1975	Beta 250 Cross	290	c.1995	Kawasaki Metrakit 50cc Automatic Enduro Special
302	c.2006	Beta	300	c.2004	Kawasaki 249cc KX250
210	c.1966	Bultaco 200cc Sherpa S	226	c.1977	Kramer 247cc
211	c.1968	Bultaco 125cc Sherpa S	225	c.1978	Kramer 247cc
208	c.1969	Bultaco 75cc Lobito Mk.3 Nacional	243	c.1974	KTM 250cc
213	c.1970	Bultaco 244cc Pursang 250 Mk. 4	244	c.1977	KTM 250 MC5
214	c.1970	Bultaco 244cc Pursang 250 Mk. 4	245	c.1984	KTM 526cc XC 600 Enduro
212	c.1971	Bultaco 125cc Sherpa S	246	c.1985	KTM 250 MX
215	c.1972	Bultaco 250cc Pursang Mk. 6	247	1988	KTM 600 Enduro
207	c.1974	Bultaco 75cc Enduro trim	248	c.1990	KTM 250 MX
216	c.1975	Bultaco 250cc Pursang Mk. 8	249	c.1998	KTM 85cc SX 85
217	c.1976/1977	Bultaco 370cc Pursang Mk.8 / Mk.10	258	c.1972	Macal 49cc Motocross
221	c.1976	Bultaco 74cc Frontera	227	c.1962	Maico 250 'Scrambler'
209	1976	Bultaco 74cc Sherpa T	228	c.1976	Maico 386cc MC400
218	1977	Bultaco 244cc Pursang 250 Mk.10 Project	230	c.2003	Maico 500 Cross
219	1977	Bultaco 250cc Pursang Mk.10	229		Maico 250cc Motocross
220	1978	Bultaco 246cc Pursang Mk.12 Everts	278	c.1976	MAV 250
222	c.1978	Bultaco 370cc Frontera Mk.11	275		Minsk 175cc Motocross
223	c.1979	Bultaco 370cc Frontera Mk.11	231	c.1970	Montesa 247cc King Scorpion
224	c.1981	Cagiva MXR250	232	c.1971	Montesa 246cc Cappa 250 MX
293	c.2002	Cannondale X440	233	c.1974	Montesa 246cc Racing Special
240	c.1974	CZ 246cc 'Falca Replica' Recreation	234	c.1977	Montesa 123cc Enduro 125 H
241	c.1983	CZ 125cc	235	c.1977	Montesa 124cc Cappa 125 VB
242		CZ 246cc	237	1980	Montesa 246cc Cappa 250VF
259	c.1973	Derbi 50cc Trial 50	236	1980	Montesa 413cc Cappa 414VF
260	c.1980	Derbi 50cc Enduro 50	238	c.1981	Montesa Enduro 360 H6
305	c.1999	Derbi 80cc Senda RC	263	c.1949	Moto Guzzi Hispania Motoleggera
306	2006	Derbi 80cc Metrakit	264	c.1962	Moto Guzzi 123cc Stornello Sport
265	c.1969	DKW MC125	262	c.1971	Moto Guzzi 175cc Stornello 'Fraire'
255	c.1971	Ducati 49cc Motocross	203	c.1961	Motobi 250 Cross
254	c.1970	Ducson 49cc Especial S21 Enduro Moped	267	c.1975	Ossa 125cc Phantom Enduro
299		Factory Bike Desert RP250	307	c.2005	Piaggio 125cc Trail-Adapted 'Polini' Scooter
303	c.2006	Fantic Motor 50cc Supersei Competizione 50	256	c.1965	Rieju Special 67cc
304	c.2007	Generic 49cc Trigger X Enduro 50	274		Sachs 250cc Motocross
261		Gilera 124cc Enduro	282	1974	Suzuki 396cc TM400L Cyclone
204	c.1964	Greeves 246cc Challenger 250	283	c.1979	Suzuki 246cc PE250
205	c.1970	Greeves 246cc Griffon Model 56	301	2004	Suzuki 988cc GSXR 1000 K4
206	c.1971	Greeves 380cc Griffon	284		Suzuki/Yamaha 500cc Special RM / XT500
269	1978	Hercules-Sachs 122cc K125 Project	276	c.1975	SWM RS250 Motocross
285	c.1979	Honda CR250R Elsinore	277	c.1976	SWM 250cc Enduro
286	c.1981	Honda CR250R Elsinore	201	1954/1957	TRI-BSA 498cc Motocross
298	c.2005	Honda 449cc CRF450R	250	c.1975	Villa Cross 250
287		Honda 124cc CR125R	251	c.1976	Villa Cross 250
288		Honda 124cc CR125R	295	c.2001	VOR 503cc Supermoto SM
291	c.2002	Husaberg 550cc FC550-6	294	c.2003	VOR 444cc Enduro 450
252	1976	Husqvarna 250 CR	279	c.1974	Yamaha 246cc MX250A
292	c.2005	Husqvarna 250 Motocross	280	1978	Yamaha YZ400E
253		Husqvarna 250 Cross	297	2004	Yamaha 449cc WR450F 2-TRAC
266		IZH Planeta Motocross			

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Lot No	Year	Model	Lot No	Year	Model
310	1946	AJS 348cc 16MC Trials	321	c.1949	BSA 350cc 'Gold Star' Trials (see text)
336	1926	Ariel 3½hp Model D	314	1952	BSA 349cc Gold Star Clubman's
337	1927	Ariel 3½hp Model D	318	1953	BSA 500cc Gold Star Trials
335	1928	Ariel 3½hp Model C Project	320	1954	BSA 499cc Gold Star Trials
338	1928	Ariel 3½hp Model D Project	325	1954	BSA 500cc Gold Star
340	1928	Ariel 497cc Model E	308	1954	BSA 500cc Gold Star Trials
342	1928	Ariel 557cc Model A Project	326	c.1956	BSA 499cc Gold Star Clubman's
341	1930	Ariel 497cc Model F	330	1956	BSA 499cc Gold Star Scrambler
339	1930	Ariel 497cc Model G	322	1959	BSA 646cc A10 ISDT Replica
343	1935	Ariel 557cc Model VA	319	1960	BSA 250cc C15T Trials
331	1936	Ariel 497cc Red Hunter Project	327	1962	BSA 646cc Rocket Gold Star Replica (see text)
332	1938	Ariel 497cc Red Hunter Project	328	1971	BSA 247cc B50/B25 Gold Star (see text)
334	1938	Ariel 499cc Model VG Project	312	1951	Royal Enfield 495cc Twin
333	1945	Ariel 497cc VH2 Red Hunter Project	313	1966	Royal Enfield 499cc Bullet
348	1946	Ariel 499cc VH2 Red Hunter Project	324	1953	Triumph 499cc Trophy
347	1947	Ariel 499cc Model VG Project	315	1961	Triumph 490cc Trials
344	1948	Ariel 350cc Red Hunter	309	1962	Triumph 649cc TR6SS Trophy
346	1951	Ariel KH500 Twin	317	1966	Triumph 504cc Trials
311	1958	Ariel 497cc HT5	316	1967	Triumph 504cc Trials
345	1941/1952	Ariel 497cc 'VCH Trials Special' (see text)	323	1938	Velocette 349cc MAC
329	1972	BMW 599cc R60/5			

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Lot No	Year	Model	Lot No	Year	Model
450	c.1919	ABC Skootamota	648	1965	BSA 250cc C15 Trials Motorcycle
452	1921	ABC 398cc	643	1965	BSA 343cc SS90 Special
611	1915	AJS 748cc Model D	563	1965	BSA 654cc Hornet/Lightning Clubman
612	1926	AJS 498cc Model G8	564	1966	BSA 654cc Hornet
501	1929	AJS 349cc Model M6 'Twin Port'	559	1966	BSA 654cc Lightning
469	c.1936	AJS Model 38-7 Grass-track Racing Motorcycle	567	1967	BSA 650cc A65 Firebird Scrambler
476	1950	AJS 350cc 7R Racing Motorcycle	645	1968	BSA 172cc D14 Bantam
432	c.1957	AJS 348cc Model 16MS	646	1968	BSA 172cc D14 Bantam
554	1938	Ariel 499cc Model VG	647	1968	BSA 172cc D14 Bantam
616	1938	Ariel 995cc Square Four & Busmar Sidecar	422	c.1968	BSA 172cc D7 Bantam Super
553	1939	Ariel 499cc Model VG	560	1969	BSA 654cc Firebird Street Scrambler
435	c.1940	Ariel 346cc Military Motorcycle Project	561	1969	BSA 654cc Thunderbolt
578	1949	Ariel 997cc Square Four	562	1971	BSA 654cc Thunderbolt/Lightning
436	c.1952	Ariel 499cc Special	524	1956/1958	BSA 646cc A10 'Super Rocket'
459	1925	Automoto 125cc	576	c.1955/1951	BSA 349cc Gold Star
491	1973	Benelli Tornado 650S2	404	1999	Buell 1,200cc M2 Cyclone
618	1928	BMW 500cc R57	434	1936	Calthorpe 350cc Brooklands Ivory Special Project
619	1929	BMW 735cc R16	433	c.1938	Calthorpe 350cc Model K5
549	1949	BMW 247cc R24	585	1980	Can-Am 399cc MX6 Moto-crosser
548	1952	BMW 247cc R25/2	463	1922	Chater-Lea 8hp No.7 'Big Twin' & Sports Sidecar
547	1956	BMW 494cc R50	644	1968	Cheetah 250cc Trials Motorcycle
545	1958	BMW 494cc R50	495	1903	Clement-Garrard 143cc Single Speed
474	1961	BMW 597cc R69S	654	1964	Cotton 247cc Telstar Racing Mk2 Motorcycle
546	c.1965	BMW 494cc R50/2	505	1925	Coventry-Eagle 981cc Flying-8
544	1968	BMW 594cc R69S	617	1929	Coventry Eagle 249cc
550	c.1981	BMW 980cc R100RT	587		Crayford Argocat All-Terrain Vehicle
551	1992	BMW 980cc R100GS	425	c.1979	CZ 380cc Moto-Crosser Project
506	1924	Brough Superior 980cc SS80	426	c.1959	DOT 200cc Grass Track Special
508	1926	Brough Superior 986cc SS100 Alpine Grand Sports	496	c.1910	Douglas 2¾hp Model C
507	1933	Brough Superior 1,096cc 11-50hp Combination	442	1925	Douglas CW 348cc
509	1939	Brough Superior 982cc SS80	472	1961	Ducati 250cc F3 Production Racer
423	1950	BSA 172cc Bantam (see text)	418	1965	Ducati 204cc Elite Project
424	1957	BSA 70cc Dandy	419	1967	Ducati 250 Mark 3 Project
565	1958	BSA 646cc Golden Flash	542	1978	Ducati 900SS
642	1959	BSA 247cc C15	628	1994	Ducati 888 SP5 Replica Superbike
427	c.1959	BSA 498cc Gold Star Catalina	538	1994	Ducati 888 Strada
421	1965	BSA 172cc D7 Bantam Super	537	1997	Ducati 996cc 916 SPS
526	1965	BSA 172cc D7 Bantam Super	539	1998	Ducati 996cc 916 SPS

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Lot No	Year	Model	Lot No	Year	Model
627	1999	Ducati 748 Biposto	408	1994	Laverda 668cc 650 Sport
629	2011	Ducati 1098R Superstock Racing Motorcycle	461	1929	Levis 247cc '6 Port'
443	1928	Francis-Barnett 172cc Super Sport TT Model 9	448	1931	Matchless 397cc Silver Arrow
582	1956	Francis-Barnett 197cc Falcon 74	439	1934	Matchless 245cc Model F
614	1912	Frera 2½hp	610	1934	Matchless 592cc Silver Hawk
490	1959	Gilera 305cc B300 Extra	511	1936	Matchless 982cc Model X
403	1977	Gitane-Testi 49cc Champion Project	583	c.1948/1952	Matchless 498cc G80 'Competition' Project
653	1963	Greeves 246cc RAS Silverstone Racing Motorcycle	431	c.1956	Matchless 348cc Model G3L
655	1967	Greeves 246cc RES Silverstone Racing Motorcycle	478		Matchless 498cc G45 Replica Racing Motorcycle
527	1941	Harley-Davidson 1,200cc Model UH	621	1926	Moto Guzzi 498cc C2V Racing Motorcycle
532	1947	Harley Davidson FL Special Sport 'Knucklehead'	465	c.1928	Moto Guzzi 498cc GT 'Norge'
535	1963	Harley-Davidson 1,000cc XLCH Sportster	464	c.1930	Moto Guzzi 498cc Sport 14 (see text)
533	c.1965	Harley Davidson 883cc XLH Sportster	466	c.1932	Moto Guzzi 498cc GT 16 (see text)
531	1973	Harley-Davidson X90	468	c.1935	Moto Guzzi 250cc Racing Motorcycle
658	1979	Harley Davidson 1208cc FXE Super Glide	467	c.1939	Moto Guzzi 498cc Model W (see text)
609	1990	Harris-Yamaha FZR1000 EXUP	622	1957	Moto Guzzi 247cc Airone Sport
657	1999	Harley Davidson 883cc Sportster XLH Hugger	493	1978	Moto Guzzi 346cc V35
534	2006	Harley Davidson 1130cc VRSCDX Night Rod Special	660	1938	Motobécane 63cc Lightweight
588	c.1970	Hindall Yamaha 246cc DT1F Desert Racer / Enduro	543	1971	Münch Mammoth 1200 TTS
638	1963	Honda 50cc CZ100 'Monkey Bike'	492	c.1954	MV Agusta 125cc Pullman
637	1964	Honda 50cc CZ100 'Monkey Bike'	473	1956	MV Agusta 123.5cc Bialbero Racing Motorcycle
636	1967	Honda Z50M Monkey Bike	486	c.1956	MV Agusta 175cc Racing Motorcycle
599	1969	Honda CB750 'Sand Cast'	417	1958	MV Agusta 124cc Turismo Rapido
488	c.1970	Honda CB450 Racing Motorcycle	420	c.1958	MV Agusta 83cc Ottantatre Project
401	1973	Honda C90 Cub Moped	541	1968	MV Agusta 861cc 'Magni'
600	c.1975	Honda CB750F Super Sport	626	1974	MV Agusta 350B Elettronica
598	1976	Honda 49cc Z50J 'Monkey Bike'	625	1976	MV Agusta 789cc 750S America
631	1976	Honda CB750 K6	540	2004	MV Agusta 998cc F4 1000 Agostini
594	1976	Honda CB750F Super Sport	487	c.1979	MZ 243cc TS250 Racing Motorcycle
632	1977	Honda CB400F Super Sport	500	1922	Ner-a-Car 2½hp
593	1977	Honda GL1000 Gold Wing	447	1924	Ner-a-car 285cc
591	1979	Honda CBX1000Z	449	1925	Norton 490cc Model 16H
601	c.1981	Honda CB750C Custom	437	c.1925	Norton 490cc Model 16H Project
402	1983	Honda Motocompo 49cc Folding Scooter	615	1926	Norton 490cc Model 18
405	1988	Honda 600cc XBR500	650	1933	Norton 490cc Model 30 International
633	1990	Honda VFR400R Type NC24	584	c.1939	Norton 490cc 16H/ES2 Trials Motorcycle Combination
529	1927	Indian 37ci (600cc) Scout	581	c.1941/1946	Norton 490cc Model 16H
530	1936	Indian 500cc Scout Junior Project	580	1950	Norton 499cc ES2 / International
528	1940	Indian 78ci Four	477	1954	Norton 348cc Manx Model 40M
595	1975	Kawasaki 903cc Z1B	430	1955	Norton 500cc Dominator 88 De Luxe
604	1975	Kawasaki 903cc Z1B	573	1957	Norton 350cc Model 40 International
605	1976	Kawasaki 498cc KH500	522	1957	Norton 596cc Model 19S
602	1979	Kawasaki 1015cc Z1000 Mk.II	429	c.1963	Norton 498cc Dominator 88
603	c.1979	Kawasaki Z1000 A3	662	1967	Norton 745cc Atlas
596	1983	Kawasaki Z1300	412	1974	Norton Commando 850 Interstate Mark II Project
458	c.1935	Koehler-Escoffier Racing Motorcycle	575	1978	Norton 828cc Commando 850
536	1983	Laverda 497cc Alpino Project	479	c.1993	Norton 500cc Manx Replica by Bernie Allen



Lot No	Year	Model	Lot No	Year	Model
510	1938/31	OEC 1,000cc 'Flying Squad'	569	1973	Triumph 750cc T150V Trident
470	1928	OK Supreme 250cc TT Racing Motorcycle	568	1977	Triumph 744cc T140 'Silver Jubilee' Bonneville
574		Panther 600cc Model 100 Special	410	1977	Triumph 744cc T140J Silver Jubilee Bonneville
475		Parkin-Vincent 998cc Black Shadow Racing Project	409	1981	Triumph 744cc T140 Royal Wedding Bonneville
630	2003	Petronas 900cc FP1	570	2012	Triumph 865cc Bonneville T100 'Steve McQueen'
460	c.1930	Peugeot 174cc P109S	453	1927	Velocette 348cc KS/KTT Special
623	1926	Piazza 174cc Corsa	454	1929	Velocette 348cc KSS
649	1924	Raleigh 2¾hp	455	1929	Velocette 348cc KSS
499	c.1920	Rex 550cc Model 77 4Hp	457	c.1931	Velocette 348cc Project
481		Rickman Métisse-Matchless G50 Replica	456	1935	Velocette 348cc KSS
586	c.1969	Rokon Trail-Breaker Two-wheel-drive Motorcycle	503	1936	Velocette 348cc KTS
498	1916	Rover 499cc 3½hp	504	1937	Velocette 348cc KTS
577	1951	Royal Enfield 346cc Bullet	462	1939	Velocette 248cc MOV
411	1969	Royal Enfield 736cc Interceptor Series II	471	c.1948	Velocette 350cc KTT MkVIII Duke Reynolds Replica
613	1926	Rudge 500cc Four-Valve	661	1951	Velocette 348cc MAC
579	c.1931	Rudge Whitworth 249cc Radial	557	1959	Velocette 499cc Venom to 'Clubman' Specification
482		Saxon-Ducati 350cc Mark III Desmo	558	1960	Velocette 499cc Venom
445	1924	Scott 486cc Squirrel	652	c.1961	Velocette 499cc Venom
446	1926	Scott 596cc Super Squirrel	556	1964	Velocette 499cc Venom Clubman
444	1927	Scott Flying Squirrel Touring De Luxe	555	1966	Velocette 499cc Venom Thruxton
441	1928	Scott 596cc 3 Speed Super Squirrel	451	c.1950	VéloSolex 49cc Moped
440	1928	Scott 596cc Flying Squirrel	659	1960	VéloSolex 49cc Moped
480	1972	Seeley-Weslake 850cc Racing Motorcycle	516	1935	Vincent-HRD 498cc Series-A Comet
497	1915	Sunbeam 3½hp	517	1949	Vincent-HRD 500cc Series-B Meteor
438	1927	Sunbeam 493cc Model 9	520	1951	Vincent 499cc Series-C Comet
502	1930	Sunbeam 493cc Model 9	513	1951	Vincent 998cc Series-C Black Shadow
651	1950	Sunbeam 500cc S7 De Luxe	656	1951	Vincent 998cc Series-C Black Shadow
597	1972	Suzuki GT380J	512	1951	Vincent 998cc Series-C Touring Rapide
592	1972	Suzuki GT750J	515	1952	Vincent 998cc Rapide Series C
606	1973	Suzuki GT750K	521	1953	Vincent 499cc Series-C Comet
607	1975	Suzuki GT380J	519	c.1953	Vincent 998cc Comet/Rapide Steib S501 Combination
635	1978	Suzuki GS1000	514	1955	Vincent 998cc Black Prince
483	1982	Suzuki 998cc XR69 TT Formula 1 Racing Motorcycle	518		Vincent-HRD 998cc Black Lightning Evocation Special
634	1989	Suzuki GSX-R1100 Slingshot	620	1921	Wanderer 616cc V-Twin
428	c.1956	Tri-BSA 650cc Special	639	1969	Yamaha 125cc YAS1
415	1946	Triumph 349cc 3T	589	1977	Yamaha XT500D
525	1946	Triumph 349cc 3T	590	1978	Yamaha XT500
571	1947	Triumph 498cc Tiger 100	489	c.1979	Yamaha TZ250F Racing Motorcycle
552	1951	Triumph 498cc Tiger 100	640	1981	Yamaha SR250 Special
414	c.1954	Triumph 649cc Thunderbird / Tiger 110	608	1984	Yamaha RZV500R
572	1958	Triumph 649cc Tiger 110 Project	406	1991	Yamaha FZR1000 EXUP
413	1960	Triumph 649cc Thunderbird Combination	407	1996	Yamaha GTS1000
416	1967	Triumph 349cc Tiger 90	484	1997	Yamaha 749cc YZF-R7 Endurance Racing Motorcycle
641	1968	Triumph 490cc Daytona	485	1987	Yoshimura Suzuki GSX-R400 Racing Motorcycle
523	1968	Triumph 649cc TR6C Trophy	494	1914	Zenith-JAP 8hp 'Gradua' Twin
566	1969	Triumph 649cc TR6 Trophy	624	1938	Zündapp K500





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