

# Bonhams



## The Autumn Stafford Sale

The Classic Motorcycle Mechanics Show, Stafford | 19 & 20 October 2019



# The Autumn Stafford Sale

Important Collectors' Motorcycles, Related Spares and Memorabilia  
Including The Bill Crosby Collection, as displayed at The London Motorcycle Museum

The 26th Carole Nash Classic MotorCycle Mechanic Show  
Staffordshire County Showground | Saturday 19 & Sunday 20 October 2019

## VIEWING

Saturday 19 October  
9.00 to 17.00

Sunday 20 October  
from 9.00

## SALE TIMES

### Saturday 19 October

Spares, Memorabilia  
(Lots 1 - 150) 12.00

Motorcycles  
(Lots 201 - 290) 14.00

### Sunday 20 October

Motorcycles  
(Lot 301 - 451) 11.00

## SALE NUMBER

25384

## 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](http://classicbikeshows.com)  
or purchased on entry  
to the show

## BIDS

+44 (0) 20 7447 7447  
+44 (0) 20 7447 7401 fax  
bids@bonhams.com

To bid via the internet please visit  
[www.bonhams.com](http://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 16.00 on  
Friday 18 October. Thereafter bids  
should be sent directly to the  
Bonhams office at the sale venue.  
+44 (0) 8700 270 089 fax or  
bids@bonhams.com

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

## CASH LIMIT ACCEPTANCE

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

## ENQUIRIES

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James Stensel  
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Andy Barrett  
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andrew.barrett@bonhams.com

## Motorcycle Administrator

Kristi Lavis  
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## ENQUIRIES ON VIEW AND SALE DAYS

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

## CUSTOMER SERVICES

Monday to Friday 8.30 - 18.00  
+44 (0) 20 7447 7447

Please see page 2 for bidder  
information including after-sale  
collection and shipment

Please see back of catalogue  
for important notice to bidders

## IMPORTANT INFORMATION

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

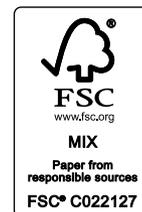
## REGISTRATION IMPORTANT NOTICE

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

To bid live online and / or leave  
internet bids please go to  
[www.bonhams.com/auctions/25384](http://www.bonhams.com/auctions/25384)  
and click on the Register to bid link  
at the top left of the page.

Bonhams 1793 Limited  
Registered No. 4326560  
Registered Office: Montpelier Galleries  
Montpelier Street, London SW7 1HH

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



# 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 1-150) 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 201-451) 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](http://www.gov.uk/nova-log-in). N.B: Bonhams takes no responsibility for a purchaser's failure to submit a NOVA Declaration and any fines / charges levied against them as a result.

## Methods of Payment

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

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

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

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

## Bonhams preferred payment method is by bank transfer.

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

If paying by bank transfer, the amount received after the deduction of any bank fees and/or conversion of the currency of payment to pounds sterling must not be less than the sterling amount payable, as set out on the invoice. Payment may also be made by one of the following methods:

• **Cash:** You may pay for Lots purchased by you at this Sale with notes or coins in the currency in which the Sale is conducted (but not any other currency) provided that the total amount payable by you in respect of all Lots purchased by you at the Sale does not exceed £3,000, or the equivalent in the currency in which the Sale is conducted, at the time when payment is made. If the amount payable by you for Lots exceeds that sum, the balance must be paid otherwise than in coins or notes; this limit applies to both payment at our premises and direct deposit into our bank account.

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

Credit cards issued by Visa and MasterCard only. There is a £5,000 limit on payment value if payment is made in person using Chip & Pin verification. It may be advisable to notify your debit or credit card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay.

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

Note: only one debit or credit card may be used for payment of an account balance. If you have any questions with regards to card payments, please contact our Customer Services Department.

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

## 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 - 150) 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- 451) 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 20 October. Limited collection is available until 11am Monday 21 October, by appointment only. Purchasers must advise Bonhams Motorcycle Department via email no later than 7pm Sunday 20 October. 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](http://www.gov.uk/vehicle-tax)

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

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

# Your contacts for this sale

## Motorcycle Specialists

London  
Ben Walker  
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ben.walker@bonhams.com

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## Motorcycle Administrator

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kristi.lavis@bonhams.com

## Buyers/Sellers Accounts

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## Catalogue subscriptions

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

## Press Office

Lynnie Farrant  
+44 (0) 20 7468 8363  
lynnie.farrant@bonhams.com

## Recommended Transporters

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

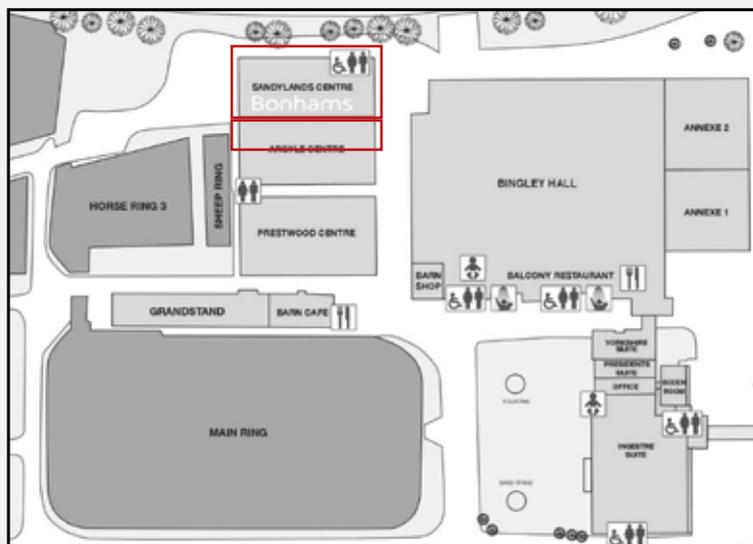
## International Shipping

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 20 October 2019.

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

### Bonhams Motorcycles

The Guard House  
Bicester Heritage  
Oxfordshire, OX26 5HA

Lots will be available for collection from 10am Thursday 24 October by appointment only.

To arrange collection please contact the Motorcycle Department +44 (0) 20 8963 2817 or [ukmotorcycles@bonhams.com](mailto: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](mailto: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

Motorcycle lots must be collected from the saleroom by 7pm Sunday 20 October. Limited collection is available until 11am Monday 21 October, by appointment only. Purchasers must advise Bonhams Motorcycle Department via email no later than 7pm Sunday 20 October. Please email [ukmotorcycles@bonhams.com](mailto: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 2H  
Marchwood Industrial Park  
Normandy Way  
Marchwood, Southampton  
Hampshire SO40 4PB  
+44 (0) 20 3540 4929  
[transport@straighteightlogistics.com](mailto:transport@straighteightlogistics.com)  
[www.straighteightlogistics.com](http://www.straighteightlogistics.com)

Purchases can only be released to buyers or any third party transporter (other than Bonhams' preferred transporter and shippers Straight Eight Logistics or Shippio Ltd) once full settlement (inclusive of all charges) of all invoices issued to the buyer is received in cleared funds. Purchasers must email [ukmotorcycles@bonhams.com](mailto:ukmotorcycles@bonhams.com) no later than 7pm Sunday 20 October with their transport instructions

### Vehicle Removal charges to store

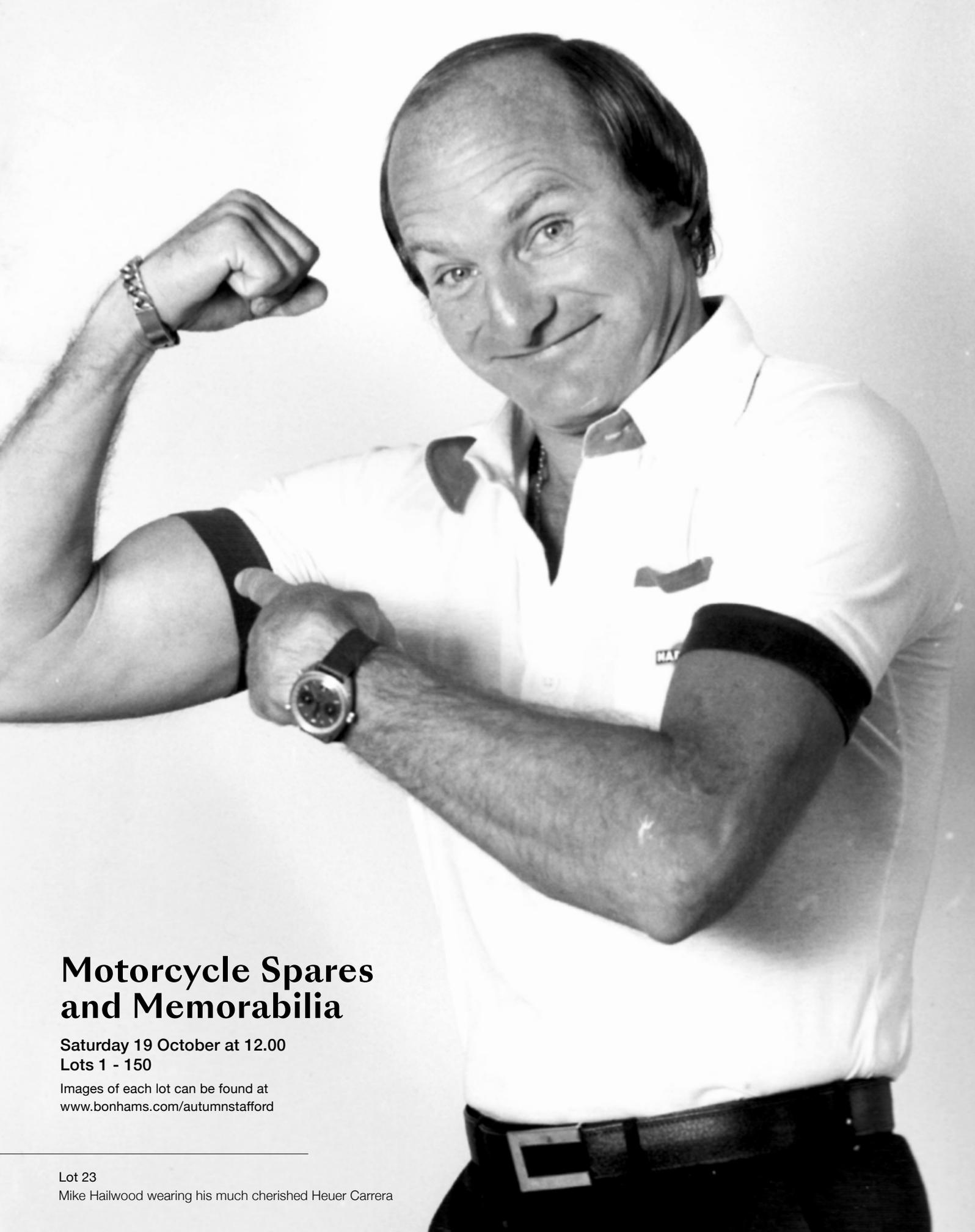
£115 + VAT per motorcycle  
£165 + VAT per motorcycle combination

### Storage charges

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

### 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 19 October at 12.00  
Lots 1 - 150

Images of each lot can be found at  
[www.bonhams.com/autumnstafford](http://www.bonhams.com/autumnstafford)

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Lot 23

Mike Hailwood wearing his much cherished Heuer Carrera

1  
**APPROXIMATELY 180 BLACK AND WHITE PHOTOGRAPHS,  
MOSTLY RELATING TO THE 1988 MANX GRAND PRIX**  
formerly the personal property of Fred Hanks - former editor of the TT  
Specials, copyright unknown; together with Fred Hanks' copy of the  
1988 Manx Grand Prix official programme, close inspection advised.  
(Qty)  
£250 - 350  
€280 - 390



1

2  
**A DISPLAY ALBUM INCLUDING APPROXIMATELY 82  
PHOTOGRAPHS OF STANLEY WOODS THROUGHOUT  
THE YEARS**  
(labelled Volume 1) together with a Minolta Mini 16 slide projector with  
case (zip damaged) and 3 Minolta camera magazines and a Minolta slide  
viewer, copyright unknown, close inspection advised.  
(Qty)  
£300 - 400  
€340 - 450



2

3  
**A DISPLAY ALBUM INCLUDING APPROXIMATELY 34  
PHOTOGRAPHS OF STANLEY WOODS THROUGHOUT  
THE YEARS**  
labelled Volume 2, copyright unknown, close inspection advised.  
(Qty)  
£250 - 350  
€280 - 390



3

4  
**A DISPLAY ALBUM INCLUDING APPROXIMATELY 60  
PHOTOGRAPHS OF STANLEY WOODS THROUGHOUT  
THE YEARS,**  
labelled Volume 3, copyright unknown, close inspection advised.  
(Qty)  
£250 - 350  
€280 - 390



4



5



8



7



9

**5  
A DISPLAY ALBUM INCLUDING APPROXIMATELY 45 PHOTOGRAPHS OF STANLEY WOODS THROUGHOUT THE YEARS**

labelled Volume 4, copyright unknown, close inspection advised.

(Qty)  
£250 - 350  
€280 - 390

**6  
A DISPLAY ALBUM INCLUDING APPROXIMATELY 59 PHOTOGRAPHS OF STANLEY WOODS THROUGHOUT THE YEARS**

labelled Volume 5, copyright unknown, close inspection advised.

(Qty)  
£250 - 350  
€280 - 390

**7  
A DISPLAY ALBUM INCLUDING APPROXIMATELY 38 PHOTOGRAPHS OF STANLEY WOODS THROUGHOUT THE YEARS**

labelled Volume 6; together with approximately 25 slides, copyright unknown, close inspection advised.

(Qty)  
£250 - 350  
€280 - 390

**8  
APPROXIMATELY 108 LOOSE PHOTOGRAPHS OF STANLEY WOODS THROUGHOUT THE YEARS**

copyright unknown, close inspection advised.

(Qty)  
£250 - 350  
€280 - 390

**9  
APPROXIMATELY 169 SIGNATURES OF MOSTLY ENGLISH MOTORCYCLE RIDERS**

mostly 1920s and 1930s, some with associated news clippings, descriptions or photographs, copyright unknown, close inspection advised.

(Qty)  
£300 - 500  
€340 - 560

**10  
A VERY LARGE QUANTITY OF MOTORCYCLE RACING PHOTOS AND AUTOGRAPHS**

including approximately 4,100 autographed photo's and approximately 1,900 autographs, mostly relating to English motorcycle racers from the 1960s through to 2000s, copyright unknown, close inspection advised.

(Qty)  
£2,000 - 3,000  
€2,300 - 3,400



10



12



11  
**APPROXIMATELY 455 PHOTOS AND APPROXIMATELY 31 CONTACT STRIPS OF ENGLISH MOTORCYCLE RACERS FROM THE 1960S THROUGH 1980S**

together with four large format photos of Freddie Frith, copyright unknown, close inspection advised.

(Qty)

£1,000 - 1,500

€1,100 - 1,700

12  
**TWENTY THREE ALBUMS CONTAINING APPROXIMATELY 2,871 MOTORCYCLE RACING PHOTOS OF MOSTLY ENGLISH RIDERS**

both black & white/colour examples, covering the years c.1947 through to c.2006, copyright unknown, close inspection advised.

(Qty)

£1,800 - 2,500

€2,000 - 2,800



12A



12B

12A<sup>◊</sup>  
**A 1936 DKW 'DEUTCH MEISTER' RACE POSTER,**  
 an original vintage advertising poster in association with Auto Union, with dramatic artwork after V.Mundorff. The poster celebrates their victory in four different classes of the 1936 German Championships.  
 90 x 32cm.  
**£800 - 1,200**  
**€900 - 1,400**

12B<sup>◊</sup>  
**A LARGE 1971 ON ANY SUNDAY POSTER,**  
 in Spanish, artwork after Macario "Mac" Gomez and depicting Steve McQueen.  
 73.5 x 102cm  
**£500 - 700**  
**€560 - 790**

13  
**A SELECTION OF MOTORCYCLE PUBLICATIONS,**  
 including The Motor Cycle, March 31, 1903 (volume 1, number 1), Three issues of Motor Cycling TT numbers for June 17 1954, June 24 1954, and June 7 1956; together with a 2005 Manx Grand Prix programme, three Velocette fold-out pamphlets, two Yamaha brochures, three Kawasaki brochures, a 1984 Swedish TT programme and a August 19 1939 issue of Speedway News, close inspection advised.  
 (Qty)  
**£250 - 350**  
**€280 - 390**

14<sup>◊</sup>  
**A LARGE QUANTITY OF MOTORCYCLE RELATED BOOKS**  
 including autobiographies, marque specific reference books, On Two Wheels (V1 - 8), close inspection advised.  
 (Qty)  
**£250 - 350**  
**€280 - 390**

15<sup>◊</sup>  
**A QUANTITY OF MOTORCYCLE RELATED LITERATURE**  
 including workshop manuals, parts books, marque history books, suppliers brochures and sales brochures, close inspection advised.  
 (Qty)  
**£250 - 350**  
**€280 - 390**

16

**A QUANTITY OF MV AGUSTA LITERATURE**

including models 350 & 750 Sport, together with Ducati literature for 900 Replica and 750/900SS Desmo, a Laverda brochure and sundry BSA literature.

(Qty)

£250 - 350

€280 - 390

17

**FOUR IOM TT AND MANX GP BOOKS**

including History of the Manx Grand Prix, History of the TT Races 1907-1960, 50 years of TT History and Tourist Trophy Races; together with an Isle of Man TT Jury report, results and summary of results, 1933-1960; Isle of Man TT Jury report, results and summary of results, 1920 - 1950; and a Manx Motor Cycle Club Amateur Road Race Championships Senior Programme for 1929, close inspection advised.

(7)

£80 - 120

€90 - 140

18<sup>0</sup>

**A SELECTION OF MOTORCYCLE BOOKS**

including Honda the TT Winning Years, Classic Superbikes from Around the world, Joey Dunlop a tribute, Jim Redman Six Times World Motorcycle Champion The Autobiography, Velocette The Racing Story Mick Walker, Derek Minter King of Brands Mick Walker, The Racing Motor Cycle Vic Willboughby, Motorcycles, Bill Ivy: The Will to Win by Mick Walker "manuscript", TT Year Book Volume IV, Streetfighters Extreme Motorcycles, Mike Hailwood a Motorcycle Racing Legend Mick Woollett, Classic Motorbikes, British Trials Motorcycles The Men and Their Machines, Honda, Racing Through the Century, Manuscript for AJS The complete Story by Mick Walker, Veteran & Vintage Motor Cycles James Sheldon and a marked proof for AJS, close inspection advised.

(Qty)

£300 - 400

€340 - 450

19

**A SELECTION OF OWNERS/SERVICE MANUALS AND RIDERS HANDBOOKS FOR HONDA, KAWASAKI, YAMAHA AND SUZUKI**

covering numerous models including CB/SL/ XL350/360, CB500/T, Gold Wing, CB550/650, CB900, C90, CB750 (various), KZ750/900/1000 (various), H2C, 125/175 (various), GT550/750 (various), VS1400GLP, TS100, T500J and T350R, close inspection advised.

(Qty)

£250 - 350

€280 - 390



20 (part lot)

20

**A SET OF JIM REDMAN'S WORKS HONDA MECHANIC'S OVERALLS, 1960**

in grey with button fastening, with 'Honda Motors Tokyo' embroidered lettering to back, presented to Jim Redman on joining the Honda Team in 1960 and offered directly from his collection together with A 1963 Silver General German Automobile Association Trophy, inscribed '26 Jnt Adac Eifelrennen 1963 Auf Dem Nurburgring Allianz Versicherungs AG Munchen', 19cm high; and an X-Speed helmet, signed by various riders, including Jim Redman, Tommy Rob, Ralph Bryans, Luigi Taveri and others, close inspection advised.

(3)

£500 - 800

€560 - 900

21<sup>0</sup>

**A BELIEVED STEVE HISLOP FAIRING**

purchased by Bill Crosby of the London Motorcycle Museum directly from the Norton factory. Bill was advised this fairing was the spare for the Steve Hislop Norton Rotary.

£800 - 1,200

€900 - 1,400

22

**TWO SETS OF ONE-PIECE RACING LEATHERS**

one in good condition by Lewis, the other distressed; together with an Everoak pudding basin helmet, a Belstaff oversuit, suitcase and sundry items, previously the property of TT racer Raymond Ashcroft.

(Qty)

£250 - 350

€280 - 390

23

**HEUER. A FINE AND RARE 18K GOLD AUTOMATIC CALENDAR CHRONOGRAPH WRISTWATCH PRESENTED TO MIKE HAILWOOD**

Model: Carrera

Reference: 1158

Date: Circa 1971

Movement: 17-jewel Cal.12 automatic

Dial: Brushed champagne, applied gilt baton hour markers with black accents, black outer 1/5th second divisions, raised outer tachymetre scale, black subsidiary dials at 3 and 9 for 30 minute and 12 hour recording, date aperture at 6, gilt baton hands with black accents and luminous inserts, black centre chronograph hand.

Case: Brushed and polished tonneau form, screw down back, crown at 9, twin fluted chronograph pushers at 2 and 4, engraving to case back 'To Mike Hailwood for a successful 1973 Jack Heuer', case back inside with UK 18K gold import hallmark for 1971, No.249215  
Strap: Brown calf skin  
Buckle/Clasp: Gilt associated  
Signed: Case, dial & movement  
Size: 38mm

£10,000 - 15,000

€11,000 - 17,000

**Footnote**

The present watch was offered by Jack Heuer to Mike Hailwood in 1973 for his outstanding performance. It bears a personal engraving to the caseback which likely refers to Hailwood's heroic actions during the 1973 South African Grand Prix, where he went to pull Clay Regazzoni from his burning car after the two had collided on the second lap of the race. The 1158CHN Carrera is an iconic reference within the world of watch collecting where it is nicknamed the 'Montre de Pilote' or 'Driver's Watch'. Less than 500 pieces are thought to have been produced. As Hailwood was a British driver, the inside of the case back bares an unusual British hallmark.

Jack Heuer said about the 18K gold Carrera 1158, which was his favourite model: 'These watches have a deep emotional meaning for me, as we have lost drivers to racing accidents'.



The 1973 South African Grand Prix at Kyalami. Hailwood attempting to save Regazzoni from his burning car, an act of immense bravery for which he was later awarded the George Medal. (Images part lot)



24

24  
**AN ISLE OF MAN TT SILVER REPLICA TROPHY, 1933 SENIOR T.T. TEAM AWARD**  
 mounted on a wooden base, with applied plaque inscribed 'Auto-Cycle Union, 1933, Senior, J.H. Simpson. P. Hunt, J. Guthrie'.  
**£2,000 - 4,000**  
**€2,300 - 4,500**



25

25  
**TWO AWARDS PRESENTED TO GEOFF DUKE**  
 one inscribed 'To Geoffrey Duke from his friends at The Renold & Coventry Chain Co Ltd 14.9.51' and the other 'N.W.C. Championship 1949 G.E.Duke'  
 (2)  
**£350 - 450**  
**€390 - 510**

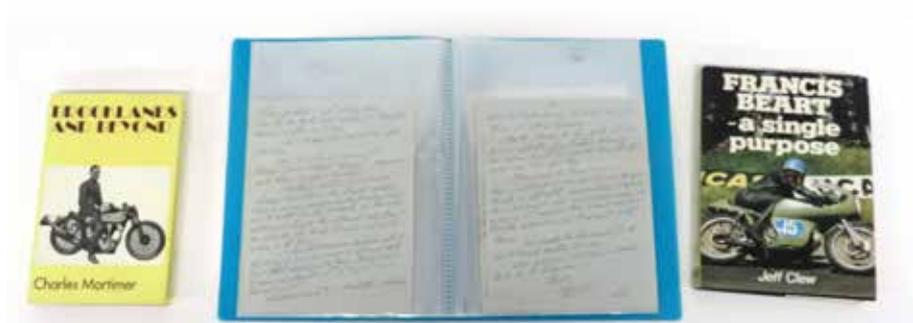


26

26  
**AN IMPRESSIVE AND EXTENSIVE COLLECTION OF 1965 - 1976 IOM TT AND MANX GRAND PRIX MEMORABILIA**  
 including numerous riders' numbers (most with annotations and signatures) relating to riders such as Joe Dunphy, Jimmie Guthrie, Keith Heckles Malcolm Uphill, Jack Findlay, Charles Mortimer and Clive Brown; together with a large quantity of F. Beart pit attendant arm bands; pit/grandstand/race passes; numerous signed photos (copyright unknown); newspaper clippings, souvenir programme and other

related items, close inspection advised, email [motorcycles@bonhams.com](mailto:motorcycles@bonhams.com) for a full listing.  
 (Qty)  
**£800 - 1,200**  
**€900 - 1,400**

This lot is offered from Joyce Murdoch (as referenced in 'Francis Beart - A single Purpose'). Joyce and her parents were family friends of the late Francis Beart, who occupied one of the family's garages for many years.



27

27  
**AN INTERESTING COLLECTION OF PERSONALISED FRANCIS BEART MEMORABILIA**  
 comprising a copy of 'Francis Beart' – A single Purpose, by Jeff Clew, with various personal inserts throughout, including Freddie Frith autograph, Various photographs of Francis including 1960/71/73/75/76 MGP, an interesting 1973 MGP Golden Jubilee Garden Party Invitation, obituary extracts and Francis' 20 April 1983 Memorial Service; together with a signed and dedicated copy of 'Brooklands and Beyond'; and a folder containing personal letters from Francis with a number of Brooklands Collection Christmas Cards, close inspection advised, email [motorcycles@bonhams.com](mailto:motorcycles@bonhams.com) for a full listing.

(Qty)  
**£250 - 350**  
**€280 - 390**

This lot is offered from Joyce Murdoch (as referenced in 'Francis Beart – A single Purpose'). Joyce and her parents were family friends of the late Francis Beart, who occupied one of the family's garages for many years.



29

28  
**EIGHT MOTOCOURSE ANNUALS FOR 1977 - 1984 (INCLUSIVE) AND 1987-'88**

together with an 'International Motor Cycle Racing' Book No.2; various signed postcards and photo's; a 'Guinness Guide to Motorcycles' – Christian Lacombe; 'Racing Motorcycles' – Mick Woollett; a selection of magazines including 'Motorcycle Racing', 'Bike', 'Cycle World', 'Motorcycle Weekly', 'Mechanics Magazine' and a selection of paddock and pit passes, close inspection advised, email [motorcycles@bonhams.com](mailto:motorcycles@bonhams.com) for a full listing.

(Qty)  
**£250 - 450**  
**€280 - 510**

This lot is offered from Joyce Murdoch (as referenced in 'Francis Beart – A single Purpose'). Joyce and her parents were family friends of the late Francis Beart, who occupied one of the family's garages for many years.



30

29<sup>o</sup>  
**FROM THE R.J. GARDINER COLLECTION, G & W MOTORS LTD ADVERTISING SIGNS**

one external, one internal, listing prominent machines from the collection (sold by Bonhams April 2019), including the Ekins Triumph, Viney AJS and Stocker Royal Enfield; together with a selection of posters and paintings (MFG, various sizes), close inspection advised.

**£250 - 350**  
**€280 - 390**

30<sup>o</sup>  
**A SELECTION OF REPRODUCTION SHOP DISPLAY SIGNS**

together with a quantity of racing number plates, assorted owners club badges, models, tank badges, lapel badges and literature.

(Qty)  
**£250 - 350**  
**€280 - 390**



40 (crate contents)



40 (crate)

31  
**A SERIES 'B' THE VINCENT-HRD RAPIDE FOLD-OUT ADVERTISING PAMPHLET**  
 8pp, in good condition with some folds; together with a reprint Vincent HRD Instruction Book for 1935 and Series 'A' Models including the 'Rapide' Series 'A', close inspection advised.  
 (2)  
**£250 - 350**  
**€280 - 390**

32  
**A BELIEVED PEWTER TROPHY**  
 inscribed 'The Majors Trophy', awarded at Pau, presented by la Major-inspector Alec Smith Metropolitan Police London; together with ten other awards including Wickham Motor Club, close inspection advised.  
 (11)  
**£250 - 350**  
**€280 - 390**

33  
**FOUR WAX RIDERS JACKETS INCLUDING BARBOUR AND BELSTAFF**  
 various states of condition, together with a pair of wax riders trousers.  
 (5)  
**£250 - 350**  
**€280 - 390**

34<sup>◊</sup>  
**A CLARKE STRONG-ARM MOTORCYCLE DOLLY**  
 together with a Becker Technik dolly.  
 (2)  
**£250 - 350**  
**€280 - 390**

35<sup>◊◊</sup>  
**AN AUTOJUMBLERS LOT**  
 including an unidentified rear wheel hub, cylinder barrels, sprockets, clutch components, center stand, levers and sundry spares, close inspection advised.  
 (Qty)  
**£250 - 350**  
**€280 - 390**

36<sup>◊◊</sup>  
**AN AUTOJUMBLERS LOT**  
 including assorted swinging arms (BSA, Norton, Triumph and Ariel), together with a large assortment of motorcycle engine and cycle parts, close inspection advised.  
 (Qty)  
**£250 - 350**  
**€280 - 390**

37<sup>◊</sup>  
**A QUANTITY OF BELIEVED MV AGUSTA PARTS**  
 including four exhaust pipes, a signed rear seat hump, a screen, engine cover, head lamp brackets and sundry spares.  
 (Qty)  
**£250 - 350**  
**€280 - 390**

38<sup>◊◊</sup>  
**TWO HONDA ENGINES**  
 numbered CD175E-1013251 and CB125SE1014469, together with a Yamaha engine, numbered 1E8-101175, condition and completeness unknown, close inspection advised.  
 (3)  
**£250 - 350**  
**€280 - 390**

39  
**A PAIR OF MIKUNI CARBURETTORS**  
 believed to be suitable for racing Yamaha's, believed unused, close inspection advised.  
 (2)  
**£250 - 350**  
**€280 - 390**

40<sup>◊◊</sup>  
**A YAMAHA TR2 FACTORY SPARES KIT**  
 in original factory packing crate, new old stock, contents include crankshaft, two cylinder heads, four cylinder barrels, front and rear brake shoes, spark plugs, clutch plates, gaskets and sundry items.  
 (Qty)  
**£1,000 - 2,000**  
**€1,100 - 2,300**

41<sup>◊</sup>  
**A SELECTION OF MOSTLY RACING YAMAHA SPARES**  
 including sprockets, piston rings, pistons, chains, spark plugs and sundry spares, close inspection advised.  
 (Qty)  
**£300 - 400**  
**€340 - 450**

42<sup>◊◊</sup>  
**A QUANTITY OF MAGNETOS, MAGDYNOS AND ASSOCIATED PARTS**  
 including BTH, Lucas, CAV and ML. Condition and completeness unknown, close inspection advised.  
 (Qty)  
**£300 - 400**  
**€340 - 450**

43<sup>◊</sup>  
**A SELECTION OF MAGNETOS, MAGDYNOS AND DYNAMO'S**  
 including BTH T.T. and others, Lucas K2F and others, Wico, ML and sundry spares.  
 (Qty)  
**£300 - 400**  
**€340 - 450**

44  
**A LUCAS K1FC COMPETITION MAGNETO**  
 numbered K1FC 264 42346B, possibly unused, close inspection advised.  
**£250 - 350**  
**€280 - 390**

45<sup>◊</sup>  
**A QUANTITY OF MAGDYNOS**  
 magnetos and dynamos, including Lucas K2F, Lucas MO1 type and a Lucas Model SR Two Mk IIA type and a distributor (cap damaged) close inspection advised.  
 (Qty)  
**£250 - 350**  
**€280 - 390**

46

**A BOSCH LIGHTING SET**

comprising of believed new old stock headlamp, magdyno (numbered 10152) and a rear brake light, close inspection advised.  
(3)

£600 - 1,000

€680 - 1,100

47

**A BELIEVED LUCAS HEADLAMP, FITTED WITH SPEEDOMETER, SWITCH AND AMMETER**

another Lucas headlamp, a selection of electric horns, a Dawmir (Wigan) motor-vehicle indicator unit, switches, switchgear and sundry electrical components.

(Qty)

£300 - 400

€340 - 450

48

**A QUANTITY OF ELECTRICAL AND LIGHTING SPARES**

some NOS, close inspection advised.

(Qty)

£250 - 350

€280 - 390

49<sup>♦♦</sup>

**A LARGE QUANTITY OF WHEELS AND WHEEL RIMS**

in varying conditions, including BSA, Royal Enfield and others, close inspection advised.

(Qty)

£250 - 350

€280 - 390

50<sup>♦♦</sup>

**A QUANTITY OF WHEELS**

including Norton, Ariel, Triumph and others, in varying conditions, close inspection advised.

(Qty)

£250 - 350

€280 - 390

51<sup>♦♦</sup>

**A QUANTITY OF WHEELS**

including BSA, Norton, Triumph, Ariel, Watsonian and other assorted wheels, condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

€280 - 390

52<sup>♦</sup>

**A QUANTITY OF CARBURETTORS AND ASSOCIATED PARTS**

including a pair of 376 monobloc carburettors, mounted on manifold, two remote float chambers suitable for racing and assorted others, close inspection advised.

(Qty)

£250 - 350

€280 - 390

53<sup>♦</sup>

**A SELECTION OF INCOMPLETE CARBURETTORS AND SPARES**

including a racing example, together with a selection of control levers, twist grips and sundry spares.

(Qty)

£250 - 350

€280 - 390

54

**FOUR SMITHS SPEEDOMETERS**

two chronometric type, together with a Smiths chronometric tachometer, three speedometer drive units, a quantity of gaskets and sundry spares.

(Qty)

£300 - 400

€340 - 450

55

**TWO SMITHS CHRONOMETRIC TACHOMETERS**

together with a Jaeger clock, Smiths car speedometer and a dash panel with assorted instruments and Smiths tachometer close inspection advised.

(Qty)

£250 - 350

€280 - 390

56<sup>♦♦</sup>

**AN AUTOJUMBLERS LOT**

including three wheels, a large oil can, an Esso petrol can, a selection of bearings, steering damper components, a quantity of expanding reamers, a 1936 Brown Bros. catalogue, an East London Rubber Co. Ltd 1938 catalogue and sundry papers.

(Qty)

£250 - 350

€280 - 390

57<sup>♦♦</sup>

**AN AUTOJUMBLERS LOT**

including assorted carburettors and associated parts, hubs, brake plates, sprockets, assorted mudguard stays, foot rests and sundry spares, close inspection advised.

(Qty)

£250 - 350

€280 - 390

58<sup>♦♦</sup>

**A QUANTITY OF FORKS AND FORK RELATED COMPONENTS**

including Triumph, Royal Enfield, Ariel, Norton and others, condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

€280 - 390

59<sup>♦</sup>

**A SELECTION OF FORK COMPONENTS**

together with rear suspension units, a Taylor Dow Superleggera top yoke and other top and bottom yokes.

(Qty)

£250 - 350

€280 - 390

60

**ASSORTED CONTROL LEVERS**

together with electric horns and sundry spares, close inspection advised.

(Qty)

£250 - 350

€280 - 390

61<sup>♦</sup>

**A QUANTITY OF INNER AND OUTER PRIMARY CHAIN CASES**

for Triumph, BSA, Norton and Ariel, condition and completeness unknown, close inspection advised.

(Qty)

£350 - 450

€390 - 510

62<sup>♦</sup>

**A SELECTION OF INNER AND OUTER PRIMARY CHAIN CASES**

in varying conditions, together with two cylinder barrels and various cylinder heads.

(Qty)

£250 - 350

€280 - 390

63<sup>♦</sup>

**A SELECTION OF EXHAUST PIPES AND SILENCERS**

including Vincent twin and various others; together with a Vintage saddle and a Dualite dual seat, close inspection advised.

(Qty)

£250 - 350

€280 - 390

64<sup>♦</sup>

**A SELECTION OF MOTORCYCLE TINWARE**

including oil tanks, toolboxes, a BSA competition petrol tank, number plate holders, together with a quantity of dual seats and single saddles.

(Qty)

£250 - 350

€280 - 390

65<sup>♦</sup>

**A QUANTITY OF MUDGUARDS**

including Royal Enfield, BSA, alloy and others.

(Qty)

£250 - 350

€280 - 390

66<sup>♦</sup>

**A QUANTITY OF MUDGUARDS**

including BSA, Ariel and assorted others, condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

€280 - 390

67<sup>00</sup>

**A QUANTITY OF MOTORCYCLE FRAMES AND ASSOCIATED PARTS**

including two BSA twin frames swinging arm (one unnumbered, one numbered EA7 10202), an Ariel frame numbered APR6831 with swinging arm, together with a Yamaha frame, numbered 1E8-101175, a Honda frame numbered CB125S-1017164, an unidentified frame numbered Y-4269, condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

€280 - 390

68<sup>0</sup>

**A QUANTITY OF MAINLY MOTORCYCLE TIN WARE**

including headlamp nacelles, oil tanks, toolboxes, chain guards, together with brake drums and other sundry parts, close inspection advised.

(Qty)

£250 - 350

€280 - 390

69

**A QUANTITY OF HEADLAMPS**

including rims, units and associated parts, together with a pair of new old stock exhaust pipes and a Smiths 80mph speedometer, condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

€280 - 390

70<sup>0</sup>

**SEVEN PETROL TANKS**

including Kawasaki, Norton, Ariel, Triumph and Honda, all in varying conditions, close inspection advised.

(7)

£250 - 350

€280 - 390

71<sup>0</sup>

**SIX PETROL TANKS**

including BSA aluminium racing type, Norton, Ariel, Royal Enfield and Honda, all in varying condition, close inspection advised.

(6)

£250 - 350

€280 - 390

72<sup>0</sup>

**A QUANTITY OF MOTORCYCLE DUAL SEATS**

together with a saddle, including Honda, BSA and assorted others, close inspection advised.

(Qty)

£250 - 350

€280 - 390

73<sup>00</sup>

**A QUANTITY OF GEARBOXES**

including Norton laydown (numbered G101 3169), two AMC type (numbers N1124 & N13598) and two Burman (GB125 C54 544) (one incomplete), condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

€280 - 390

74<sup>0</sup>

**THREE GEARBOXES**

one BSA swinging arm type numbered STD, one plunger type (unnumbered), one Triumph numbered 1578NA together with a Triumph part gearbox numbered 27164NA, condition and completeness unknown, close inspection advised.

£250 - 350

€280 - 390

75<sup>00</sup>

**AN AUTOJUMBLERS LOT**

including a Norton twin leading shoe front hub and brake plate, BSA front hub, BSA rear drum, cylinder barrel, BSA air filter, bicycle related parts and sundry spares, close inspection advised.

(Qty)

£250 - 350

€280 - 390

76<sup>00</sup>

**AN AUTOJUMBLERS LOT**

including a BMW dual seat, a Smiths 80mph chronometric speedometer, three bicycle pumps, some NOS Lucas items and sundry spares.

(Qty)

£250 - 350

€280 - 390

77<sup>0</sup>

**A VILLIERS ENGINE**

numbered 295B 19113, together with a quantity of Villiers parts including a part engine and sundry other parts, condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

€280 - 390

78<sup>0</sup>

**A 1930S ARIEL 600CC OHC SQUARE FOUR CYLINDER HEAD AND BARREL**

camshaft and valves fitted to cylinder head, pistons fitted to barrel, condition and completeness unknown, close inspection advised.

£800 - 1,200

€900 - 1,400

79

**A BELIEVED ARIEL 600 OHC SQUARE FOUR PETROL TANK**

in good condition with tap and instrument panel, close inspection advised.

£250 - 350

€280 - 390

80<sup>0</sup>

**AN ARIEL 650 TWIN CYLINDER ENGINE**

numbered PJ463, fitted with Lucas K2F magneto and Lucas dynamo and push drive assembly, condition and completeness unknown, close inspection advised.

£250 - 350

€280 - 390

81

**A BSA 190MM HUB WITH BRAKE PLATE**

condition and completeness unknown, close inspection advised.

£250 - 350

€280 - 390

82<sup>0</sup>

**A BSA CENTRAL OIL TANK**

and rear brake drum, rear chainguard, front and rear mudguard stays believed suitable for BSA Gold Star/ Scrambler, together with two Smiths speedometers (one 120mph, the other 80mph) and two Lucas altette horns, condition and completeness unknown, close inspection advised.

(Qty)

£300 - 400

€340 - 450

83<sup>0</sup>

**A SET OF BSA TWIN-CYLINDER ENGINE CASTINGS**

engine numbered CA10260, no internals, magneto body attached, condition and completeness unknown, close inspection advised.

£250 - 350

€280 - 390

84<sup>0</sup>

**A QUANTITY OF BSA ENGINE PARTS**

including crankcases numbered AA7 6782, a cylinder head (alloy), a twin cylinder barrel, two single cylinders, two crankshafts, an Ariel cylinder barrel and head, sundry parts, condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

€280 - 390



85

87<sup>◇</sup>

**A BELIEVED BSA SWINGING ARM TRIALS GEARBOX**

stamped TRIT, together with two other BSA gearboxes and sundry spares, condition and completeness unknown, close inspection advised.

(Qty)

£300 - 400  
€340 - 450

88<sup>◇</sup>

**A BSA B31 SINGLE CYLINDER ENGINE**

numbered BB31 956, fitted with cush drive assembly, condition and completeness unknown, close inspection advised.

£250 - 350  
€280 - 390

89<sup>◇</sup>

**A BSA SINGLE CYLINDER ENGINE**

numbered BB31 12052, fitted with Amal carburettor and Lucas magdyno, condition and completeness advised, close inspection advised.

£250 - 350  
€280 - 390



86

90<sup>◇</sup>

**A SELECTION OF ROYAL ENFIELD PARTS**

including a headlamp nacelle, a hub, a gearbox shell and associated parts, clutch baskets, clutch plates and brake shoes.

(Qty)

£250 - 350  
€280 - 390

91<sup>◇</sup>

**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.

£500 - 800  
€560 - 900

92<sup>◇</sup>

**A NORTON TWIN CYLINDER ENGINE**

numbered 52268 H12, condition and completeness unknown, close inspection advised.

£250 - 350  
€280 - 390

85<sup>◇</sup>

**A BSA B31 DISPLAY ENGINE**

numbered GB31.1412, incomplete with no internals, mounted on a wooden base.

£250 - 350  
€280 - 390

86<sup>◇</sup>

**A BELIEVED C.1933 BSA 2.49HP B33 OHV ENGINE**

numbered A2.110, engine turns, believed most internals are present, close inspection advised.

£250 - 350  
€280 - 390

93<sup>◇</sup>

**A NORTON MODEL 50 350CC ENGINE**

numbered 80330 P13, fitted with Lucas distributor, condition and completeness unknown, close inspection advised.

£250 - 350  
€280 - 390

94<sup>◇◇</sup>

**A QUANTITY OF NORTON ENGINE PARTS**

including crankcases numbered 64806 14L, cylinder barrels, crankshafts, timing covers and cylinder head, condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350  
€280 - 390

95<sup>◇</sup>

**A TRIUMPH TWIN CYLINDER ENGINE**

numbered T110 05533, fitted with a twin carburettor cylinder and a Lucas K2F magneto, condition and completeness unknown, close inspection advised.

£300 - 400  
€340 - 450

96<sup>◇</sup>

**A TRIUMPH TWIN CYLINDER ENGINE**

numbered 6T016584, condition and completeness unknown, close inspection advised.

£300 - 400  
€340 - 450

96A<sup>◇</sup>

**A 1924 TRIUMPH 346CC LS CUTAWAY ENGINE**

mounted on wooden base, numbered 231232 MOR, close inspection advised.

£300 - 400  
€340 - 450

97<sup>◇◇</sup>

**A QUANTITY OF TRIUMPH ENGINE PARTS**

including crankcases numbered T110 027801, cylinder heads, barrels, timing covers and rockerboxes, condition and completeness unknown, close inspection advised.

(Qty)

£300 - 400  
€340 - 450

98

**A PAIR OF NEW OLD STOCK TRIUMPH PISTONS**

number CP135 together with a pair of new old stock cylinder liners, believed for Triumph 'B' range, close inspection advised.

£250 - 350  
€280 - 390

99<sup>◇</sup>

**A LEVIS TWO-STROKE ENGINE**

numbered 24742, with carburettor attached, incomplete and mounted on a wooden base,; together with a BSA C11G engine numbered BC11G43659, condition and completeness unknown, close inspection advised.

(2)

£250 - 350  
€280 - 390

100<sup>◇</sup>

**A NEW IMPERIAL OHV ENGINE**

numbered A5366, engine turns, carburettor body and Pilgrim oil pump attached, condition and completeness unknown, close inspection advised.

£250 - 350  
€280 - 390

101<sup>◇</sup>

**A SCOTT 596CC ENGINE**

numbered FY549A, with oil pump and carburettor fitted, condition and completeness unknown, close inspection advised.

£300 - 400  
€340 - 450

102<sup>◇◇</sup>

**A QUANTITY OF SCOTT COMPONENTS**

including engine castings (numbered RZ2400), two cylinder heads, two undertrays, a petrol tank and assorted engine components.

(Qty)  
£300 - 400  
€340 - 450

103<sup>◇</sup>

**A SET OF SCOTT 'KITE' FORKS**

together with steering column and spring assembly, condition and completeness unknown, close inspection advised.

(2)  
£300 - 400  
€340 - 450

104<sup>◇</sup>

**A SCOTT GEARBOX**

numbered 579, with clutch attached, condition and completeness unknown, close inspection advised.

£250 - 350  
€280 - 390

105<sup>◇</sup>

**FOUR SCOTT RADIATORS**

various states of condition, close inspection advised.

(4)  
£400 - 600  
€450 - 680

106<sup>◇</sup>

**A VELOCETTE PETROL TANK**

together with assorted toolboxes (some believed Velocette), an oil tank and sundry spares.

(Qty)  
£250 - 350  
€280 - 390

107<sup>◇</sup>

**A VELOCETTE GEARBOX**

numbered 4-2384; together with a quantity of gears (believed Velocette), a gearbox shell and sundry spares.

(Qty)  
£250 - 350  
€280 - 390

108<sup>◇</sup>

**A VELOCETTE MSS ENGINE AND GEARBOX**

numbered MSS11327, gearbox numbered 12-2328, fitted with Lucas magneto and rear engine/gearbox plates, condition and completeness unknown, close inspection advised.

£400 - 600  
€450 - 680

109<sup>◇</sup>

**A VELOCETTE KSS ENGINE**

numbered KSS10525, fitted with a BTH magneto, condition and completeness unknown, close inspection advised.

£700 - 900  
€790 - 1,000

110<sup>◇</sup>

**AN INCOMPLETE VELOCETTE MAC ENGINE**

numbered MAC17891, together with a spare cylinder head, condition and completeness unknown, close inspection advised.

£300 - 400  
€340 - 450

111<sup>◇</sup>

**A STURMEY ARCHER FOUR-STUD GEARBOX**

numbered CS90914LN, fitted with kick-start blank, condition unknown, close inspection advised.

£250 - 350  
€280 - 390

112<sup>◇◇</sup>

**A 1954 VINCENT 998CC SERIES-C BLACK SHADOW ENGINE**

numbered F10AB/1B/10262 with matching crankcase numbers C93V/C93V, condition and completeness unknown, close inspection advised.

£8,000 - 12,000  
€9,000 - 14,000

113<sup>◇</sup>

**A VINCENT CYLINDER HEAD AND CYLINDER BARREL**

barrel with damaged fins, condition unknown, close inspection advised.

(2)  
£400 - 500  
€450 - 560

114<sup>◇</sup>

**A QUANTITY OF VINCENT COMPONENTS**

including timing cover, sprockets, tool trays, cylinder head bracket, valve caps and covers; together with a Smiths 80mph chronometric speedometer, close inspection advised.

(Qty)  
£250 - 350  
€280 - 390

115<sup>◇</sup>

**A SELECTION OF VINCENT COMPONENTS**

including an Amal carburetor marked 229F/1DV, brass bodied, possibly suitable for Black Shadow; together with exhaust pipes and silencer, rear spring boxes and damper, kickstart crank and assorted engine parts, close inspection advised, prospective bidders should satisfy themselves as to the suitability of the components prior to bidding.

(Qty)  
£250 - 350  
€280 - 390



112

116<sup>◇</sup>

**A QUANTITY OF VINCENT COMPONENTS**

including dynamo, spring box, carburettor body, rear mudguard hinge, oil pump, brake arms and sundry spares, close inspection advised.

(Qty)  
£250 - 350  
€280 - 390

117<sup>◇</sup>

**A SELECTION OF VINCENT COMPONENTS**

including dual seat, petrol tank cover, rear damper units, rear number plate, chain guard, wheel spindles and sundry spares.

(Qty)  
£250 - 350  
€280 - 390

118

**A VINCENT REAR FRAME MEMBER**

numbered RC9942B/C, condition unknown, close inspection advised.

£2,000 - 2,500  
€2,300 - 2,800

119

**A VINCENT PETROL TANK**

condition unknown, close inspection advised.

£350 - 450  
€390 - 510



127

120  
**A VINCENT OIL TANK**

condition and completeness unknown, close inspection advised.  
£300 - 400  
€340 - 450

121<sup>◇</sup>  
**A QUANTITY OF VINCENT GIRDRAULIC FORK COMPONENTS**

including two fork blades, a pair of spring boxes, top and bottom lugs and links and damper units, condition unknown, close inspection advised.  
(Qty)  
£700 - 1,000  
€790 - 1,100

122<sup>◇</sup>  
**A VINCENT WHEEL**

with dual brake drums attached complete with brake plates and brake arms, together with a Vincent wheel rim, a Vincent rear stand, a luggage/pannier rack and two tyres, condition and completeness unknown, close inspection advised.  
(Qty)  
£400 - 500  
€450 - 560

123<sup>◇◇◇</sup>  
**A DURSLEY PEDERSON BICYCLE**

for restoration, front lamp and bicycle pump fitted, believed two-speed rear hub, an older restoration painted throughout, close inspection advised.  
£500 - 800  
€560 - 900

124<sup>◇</sup>  
**A BELIEVED C.1912 J.A.P V-TWIN SV MOTORCYCLE ENGINE**

condition and completeness unknown, fitted with carburettor. It should be noted the engine number has been removed. Accordingly, prospective bidders must satisfy themselves as to the capacity, date of manufacture, correctness and suitability of the lot prior to bidding.  
£300 - 500  
€340 - 560

125<sup>◇</sup>  
**A JAP V-TWIN CRANKCASE ASSEMBLY**

stamped War Product and numbered 8/67479\A1, together with two 8hp barrels, a pair of 8hp cast iron pistons, two other similar 8hp pistons, an original inlet manifold and two magneto chain drive covers.  
£500 - 700  
€560 - 790

126  
**A PAIR OF 6HP JAP CYLINDER BARRELS**

together with a pair of cast iron pistons.  
£250 - 350  
€280 - 390

127  
**A BINKS MOUSETRAP CARBURETTOR**

c.1920, cast bronze body and cast alloy float chamber, mounted on a wooden base inscribed 'TEMP TOOL RPF7 PO7355H1 ISSA'; offered with an interesting letter between Les Sykes former custodian and current custodian Richard Wilsher with Richard Wilsher's history declaration, close inspection advised.  
£600 - 1,200  
€680 - 1,400

128  
**TWO VINTAGE BROWN & BARLOW NICKEL PLATED CARBURETTORS**

for restoration.  
£250 - 350  
€280 - 390

129<sup>◇</sup>  
**A SELECTION OF VINTAGE STURMEY ARCHER GEARBOX PARTS**

including three cases and various gears and related parts.  
(Qty)  
£250 - 350  
€280 - 390

130<sup>◇</sup>  
**A NEW IMPERIAL HEAVYWEIGHT 3 SPEED GEARBOX**

four stud mounting, numbered A976, with original brass New Imperial plate fitted, together with clutch assembly, a gearbox end cover stamped 2448DLM, another stamped 2834DHM and a drive pulley.  
£250 - 350  
€280 - 390

131  
**A COLLECTION OF VINTAGE OIL PUMPS AND SIGHT FEED PARTS**

together with an Amalgamated type 4HXDM 1920s carburettor, two clip fitting carburettors and another flange fitting.  
£250 - 350  
€280 - 390

132  
**A SELECTION OF OIL PUMPS, SOME PILGRIM**

varying state of condition, close inspection advised.  
(Qty)  
£250 - 350  
€280 - 390

133<sup>◇</sup>  
**A SELECTION OF VINTAGE ACETYLENE HEADLAMPS AND TAIL LAMPS**

including examples by P&H and Lucas, all for restoration.  
(Qty)  
£300 - 400  
€340 - 450

134  
**AN ORIGINAL 8" MOTORCYCLE HEADLAMP FOR RESTORATION**

together with another smaller Miller motorcycle headlamp for restoration.  
£250 - 350  
€280 - 390

135<sup>◇</sup>  
**A GOOD COLLECTION OF VINTAGE MOTORCYCLE PARTS**

including a P&H No. 145 headlamp and generator unit, an original and large Lycett saddle in good useable unrestored condition, a vintage gearbox speedo drive, various handlebar fittings, a pair of inverted handlebar levers, a Douglas Motors bicycle pump, a vintage tax disc holder and a handlebar mounted thumb operated klaxon type bell.  
(Qty)  
£300 - 500  
€340 - 560

136  
**TWO RARE DIXIE V TWIN MOTORCYCLE MAGNETOS**

a 50 degree type M2 and a 42 degree clockwise example, both believed rebuilt.  
£400 - 500  
€450 - 560

137

**A BOA CONSTRICTOR 'SNAKE'S HEAD' BULB HORN**

for restoration, the snake's head complete with tongue, mounting bracket to neck, heavily tarnished, approximately 178cm long overall, makers plaque reads: 'Da-Constrictor Horn, British manufacture' and stamped 'British Made 4363', close inspection advised.

£300 - 400

€340 - 450



138<sup>000</sup>

**A 1979 YAMAHA SR500 PROJECT**

comprising frame (numbered \*204-005769\*), engine (numbered \*2J4-005769\*), rear wheel, petrol tank, rear mudguard section, carb, centre stand and sundry spares. Offered without documents however, the machine appears on the HPI database (VRN CDJ150T), (Qty)

£300 - 400

€340 - 450



139<sup>000</sup>

**A 1935 VELOCETTE 348CC MK V KTT PROJECT**

comprising frame (numbered MTT34), front forks, front and rear wheels, gearbox (numbered 5-5293), oil tank, petrol tank, toolbox, cylinder barrel, bronze cylinder head, part-magneto and sundry items. Offered with RF.60 continuation logbook (issued 1953), showing date of original registration as 7/6/1935, and registered VH7846 (not presently recorded with DVLA). Condition, completeness and component compatibility unknown. Close inspection advised.

(Qty)

£3,000 - 4,000

€3,400 - 4,500

We are advised by the Velocette Owners Club that MTT34, a Mk V KTT was dispatched to Moorhouse and Emsley 5/6/1935 and the customer was named as Gledhill, Stirley Farm, Berrybrough, Huddersfield. This is believed to be Norman Gledhill who raced a Velocette in the 1935 and 1936 Junior TT's, finishing 17th and 13th respectively.



140<sup>000</sup>

**A C.1928 SCOTT 498CC THREE-SPEED SUPER SQUIRREL PROJECT**

comprising frame (numbered 1089), partially incomplete engine (numbered Z2467A), front and rear wheels, petrol tank, gearbox (numbered 584C), under tray, exhaust pipe, front and rear mudguard and sundry items, condition, completeness and component compatibility unknown, close inspection advised.

(Qty)

£2,000 - 3,000

€2,300 - 3,400



141<sup>000</sup>

**A BELIEVED 1982 LAVERDA 497CC 'MONTJUIC' PROJECT**

comprising frame numbered LAV500.3536 and engine numbered 3536; together with rear seat unit, front fairing, two screens, handlebars, swingarm, fork stanchions, silencers, front and rear wheels, chainguard and fuel tank. Prospective bidders must satisfy themselves as to the suitability, completeness and correctness of all components prior to bidding. At time of cataloguing it had not been possible to positively identify this dismantled and incomplete machine, which is offered for restoration and sold strictly as viewed. Accompanying documentation consists of sundry bills, some expired MoTs, and old/current V5Cs.

**£1,500 - 2,500**

**€1,700 - 2,800**



142<sup>000</sup>

**A BELIEVED 1984 LAVERDA RGS1000 'CORSA' PROJECT**

comprising frame numbered LAV1000RGS/1.2353 and engine numbered LAV.1000RGS.2353 (together with CR stamped twice across engine casings); together with two wheels, three brake discs, three Brembo brake calipers, fork stanchions, swing arm, handlebars, seat and rear tail section. Prospective bidders must satisfy themselves as to the suitability, completeness and correctness of all components prior to bidding. Acquired by the late owner in June 1999, this dismantled and incomplete example is offered for restoration and sold strictly as viewed. Accompanying documentation consists of the 1999 handwritten purchase receipt, sundry bills, and an old-style V5C Registration Certificate.

**£1,800 - 2,800**

**€2,000 - 3,200**



143<sup>000</sup>

**A BELIEVED 1981 LAVERDA 1200 PROJECT**

comprising frame number LAV1200.1484 and engine casings numbered 1200.2815; together with cylinder barrel, rocker covers, two silencers, front and rear wheels, exhaust manifold, side panels, seat unit, handlebars and sundry spares. Prospective bidders must satisfy themselves as to the suitability, completeness and correctness of all components prior to bidding. Acquired by the late owner in May 2005, this dismantled and incomplete example is offered for restoration and sold strictly as viewed. Accompanying documentation consists of a handwritten 2005 purchase receipt and an old-style V5C Registration Certificate.

**£1,500 - 2,500**

**€1,700 - 2,800**

The following 7 lots are offered from the Bill Crosby Collection

144<sup>000</sup>

**A PETROL GOPED**

condition and completeness unknown, close inspection advised.

£100 - 200

€110 - 230

145<sup>000</sup>

**A CORGI 98CC PROJECT**

in partially dismantled condition, completeness unknown, close inspection advised.

£200 - 400

€230 - 450

146<sup>000</sup>

**A SINCLAIR C5**

condition and completeness unknown, close inspection advised.

£300 - 500

€340 - 560

147<sup>000</sup>

**A C.1937 ROYAL ENFIELD 248CC**

comprising frame numbered 7133 and engine S3653, incomplete, condition and completeness unknown, offered without documents however, the VRN 'BFD 820' appears on the HPI database. Prospective bidders should satisfy themselves as to the validity of Vehicle registration Number prior to bidding.

£300 - 500

€340 - 560

148<sup>000</sup>

**A VINCENT AMANDA WATER SCOOTER**

condition and completeness unknown, hull seemingly sound, close inspection advised.

£1,500 - 2,500

€1,700 - 2,800

149<sup>000</sup>

**A BELIEVED MATCHLESS 745C 'G15CS' PROJECT**

comprising frame numbered A75554 (model unknown) and engine numbered G15CS/109080/M2, dismantled and incomplete, prospective bidders should satisfy themselves as to the manufacture, date and suitability of all components prior to bidding.

£1,000 - 2,000

€1,100 - 2,300

150<sup>000</sup>

**A 1975 TRIUMPH T160 ROLLING CHASSIS**

comprising frame numbered T160 AK00736, with mudguards, oil tank and headlight. Offered without documents, close inspection advised.

£1,500 - 2,500

€1,700 - 2,800

151 - 200

**NO LOTS**



148



149



150

# MOTORCYCLES - DAY 1

The Bill Crosby Collection, as displayed at The London Motorcycle Museum

Saturday 19 October 2019 at 14.00

Lots 201 - 290

Further images of each lot can be found at  
[www.bonhams.com/25384](http://www.bonhams.com/25384)



## In Search of Reg Allen by Ian Kerr MBE

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Located in West London amongst some of the now expensive and desirable housing sits the sort of motorcycle dealership that probably inspired many of us to take up motorcycling. It is the sort of shop that you pressed your nose up against as a school kid gazing at bikes, parts and accessories haphazardly arranged and filling every available space - in other words something of a reminder of when British bikes ruled the world.

Painted in Amaranth Red with a set of girder forks for a shop door handle, the inside is much the same as it was when it was opened



nearly sixty years ago. Proudly displaying the (original) Triumph name everywhere you look, the name emblazoned across the shop front tells you that you are in the premises of Reg Allen (London).

Behind the counter can be found Bill Crosby who many who travel from around the globe believe is Reg Allen. His appearance suggests that he and the shop have been together since it first opened and that is partly true, but like most things there is a story to be told about how Bill became Reg, or should it be the other way around?

Bill Crosby, was born into Westminster Barracks in April 1932 the son of Sgt William Crosby, Master of the Stables in the Grenadier Guards. He has lived in London all his life apart from a brief evacuation to Suffolk to stay with his grandparents during the war.

After completing his national service in the King's Royal Rifle Corps, Bill returned to Civvy street and started to earn a living as a plumber, repairing motorcycles in his spare time. However, a motorcycle accident cost him a leg and he found himself reliant on his spare time occupation to make ends meet.

In 1958 Reg Allen Motorcycles in London W13 came up for sale and an enthusiastic Bill bought the "name and goodwill" thinking that was a better option than starting from scratch. After months of waiting for Reg Allen to move from the shop it transpired that the premises were not part of the deal and all he had actually bought was a neon sign that quickly fused itself!

A hunt for premises in the same area found the first part of the present shop in Grosvenor Road W7. Believing that calling the shop Reg Allen was going to attract lots of the previous customers, he quickly found that those that did appear had nothing good to say about 'Reg' and they were glad he was gone.

By then it was too late and he continued on with some pressed tin spanners and WD lorry bulbs and started to build a business that was close to the Ace Café - which was attracting more and more riders. Although becoming best known for the Triumph brand he initially became an agent for several marques like Mobylette and NSU Quickly machines as well as having an agency for Excelsior and it was not until 1977 that he actually became a Triumph Main Agent!

Gradually as business flourished with regular repair work, he acquired the adjacent premises to house new and second-hand spares, giving an impressive frontage in a mainly residential area. 'Reg' was big business and over the years he built a lot of choppers and Tritons with the RAT (Reg Allen Triumph) name on side of the tank.

But for Bill it was the competition side of things that really interested him. And whilst he might not have been able to compete himself, his generosity saw him sponsor riders taking part in Grass Track, Speedway, Trials and later Road Racing with some considerable success at home and abroad with the likes of Peter Bates on board Reg Allen machinery.

When Meriden closed in 1983 Bill, along with the remaining four dealers, formed Lectra Manufacturing to ensure a reliable source of Triumph spares. Employing ex-Meriden personnel, they sourced parts from the original suppliers and supplied the trade here and in the USA until demand dropped and the company had to fold.

Bill was then appointed a Norton Rotary dealer and had a few profitable years servicing fleets owned by the MOD, the AA and the BBC to name a few. Obviously Norton too eventually folded and he took up the Royal Enfield franchise for a while, as well as continuing to supply Triumph parts for the Meriden machines.

In addition to running the business and sponsoring riders, in the sixties he had started to hoard some choice bikes that came his way and his personal collection now forms part of the London Motorcycle Museum located not too far from the shop. Part of that collection includes some unique prototypes rescued from Meriden prior to its demise.

After several homes over the years the museum finally came to rest in 1997 in the old council yard at Ravenor Farm in Greenford. Bill's personal collection is now heavily augmented by many other loan machines from collectors and donated bikes, and, while the Triumph marque dominates, many other once everyday machines can be found gracing its ever changing displays which includes the 'King of Brands' Derek Minter collection of trophies along with 'Reg' giving his views on what happened to the British Motorcycle industry that once surrounded the location every weekend!

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



201  
**1928 TRIUMPH 549CC MODEL NSD & SWALLOW SIDECAR**

Registration no. SV 7276  
Frame no. 2005612 Engine no. 300645

The first Triumph motorcycle of 1902 used a Belgian Minerva engine, but within a few years the Coventry firm - originally a bicycle manufacturer founded by German immigrants Siegfried Bettman and Maurice Schulte - was building its own power units. The first of these - a 298cc single-cylinder sidevalve - arrived in 1904. This first engine was not without its weaknesses, pistons and bores wore out quickly and the curious 'tandem down-tube' frame in which it was installed broke, but these shortcomings were soon sorted and within a couple of years 'Triumph' was a byword for reliability. The NSD was the ultimate development of Triumph's famous Model P. A landmark machine in the development of the motorcycle in Britain, the Model P debuted at the 1924 Motor Cycle Show. A no-frills sidevalve-engined model, the newcomer undercut every other 500cc machine then on sale in the UK. Production was soon running at an astonishing 1,000 machines per week, the Model P's outstanding success undoubtedly hastening the demise of many a minor manufacturer. Production continued until the decade's end, by which time the Model P had spawned a plethora of more refined derivatives - Models N, Q, and QA among them - and lost penny-pinching features such as guide-less valves and its bicycle-derived front brake. By 1930, only one model of this highly successful family remained - the 549cc NSD, by this time updated with a fashionable saddle tank - although that was destined for replacement in the spring of that same year by an all-new model of identical designation. Eligible for Vintage events including the Banbury Run, this Triumph NSD motorcycle combination had participated in many such gatherings, being used by the family on the Graham Walker Run among others, before being put on display in the Grahon Motorcycle Museum. Last taxed to the end of July 2005, the machine is offered with an expired MoT (2005) and old V5/V5C documents. The well-known motorcycling journalist and author, Frank Melling, is a former owner.

**£6,000 - 9,000**  
**€6,800 - 10,000**  
**No Reserve**



202  
**1923 TRIUMPH 550CC MODEL SD**

Registration no. FC 5336  
Frame no. 32353  
Engine no. 84310 CRR

The first Triumph motorcycle of 1902 used a Belgian Minerva engine but within a few years the Coventry firm - originally a bicycle manufacturer founded by German immigrants Siegfried Bettman and Maurice Schulte - was building its own power units. The company was soon involved in racing and the publicity generated by competition success - Jack Marshall won the 1908 Isle of Man TT's single-cylinder class for Triumph having finished 2nd the previous year - greatly stimulated sales. By the outbreak of The Great War the marque's reputation for quality and reliability was well established. Triumph's 3½hp model had first appeared in 1907. Originally of 453cc, its sidevalve engine was enlarged to 476cc in 1908 and finally to 499cc in 1910 before being superseded by the 550cc 4hp model in 1914. Equipped with three-speed Sturmey-Archer gearbox, it was this revised 4hp - the Model H - that did such sterling service in WWI, some 30,000 'Trusty Triumphs' seeing action with British and Allied forces. Updated with chain final drive for 1920, it became known as the 'SD' (Spring Drive) because of its clutch-mounted, coil-spring shock absorber, and formed the basis of the later four-valve Ricardo model. An older restoration, this Triumph SD is offered with an old-style continuation logbook issued in 1974.

**£6,000 - 8,000**  
**€6,800 - 9,000**  
**No Reserve**



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203

**1938 TRIUMPH 350CC TIGER 80**

Registration no. FGT 380

Frame no. TL8410

Engine no. 9.T80.16319

Just as he had done at Ariel in the 1920s, Val Page transformed his employer's ageing range on his arrival at Triumph as Chief Designer in 1932. The new line-up comprised overhead-valve and sidevalve singles in capacities ranging from 250cc to 500cc, plus the range-topping 650cc 6/1 sidecar tug. Endowed with distinctive timing-gear covers - a feature Page would employ at BSA later in the decade - the engines were simple yet robust in construction and amenable to a fair degree of tuning in the case of the overhead-valve units. Edward Turner's arrival at Triumph in 1936 resulted in extensive improvements to the range. A brilliant stylist, Turner transformed the Page-designed overhead-valve singles by adopting sports specification engines, high level exhausts, chromed fuel tanks, and a new name: Tiger. Frames, forks, engines, and gearboxes were all improved for 1937 and a trio of randomly selected Tigers successfully completed a series of arduous speed trails to secure the Maudes Trophy for Triumph later in the year. Today, Turner's Tigers are widely recognised as the most stylish sports roadsters of the period and thus are highly sought after. This smartly presented example is offered with an old-style continuation logbook issued in 1942.

**£6,000 - 9,000**

**€6,800 - 10,000**

**No Reserve**



204

**C.1934 TRIUMPH 646CC 6/1 PROJECT**

Registration no. not registered

Frame no. V441

Engine no. 1.V6.434

Just as he had done at Ariel in the 1920s, Val Page transformed Triumph's ageing range on his arrival as their Chief Designer in 1932. The new line-up comprised overhead- and sidevalve-engined singles in capacities ranging from 250 to 500cc, plus the range-topping 646cc 6/1 sidecar tug. Endowed with distinctive timing-gear covers - a feature Page would employ at BSA later in the decade - the engines were simple yet robust in construction and amenable to a fair degree of tuning in the case of the overhead-valve singles. Introduced for 1933 and intended for sidecar use, the 6/1 was unusual among British motorcycles in its use of double helical gears for the primary drive, a relatively expensive and tricky to set up arrangement necessitating that the engine run 'backwards'. But in most other respects Page's engine followed a pattern that would be revived with spectacular success by his successor Edward Turner later in the decade. As it was intended for sidecar use, the 6/1 could be ordered with its own bespoke 'chair' and chassis. The 6/1 was last listed for 1935 and today is one of the rarest of 1930s Triumph motorcycles. This partially restored example is offered for completion and sold strictly as viewed. There are no documents with this Lot.

**£2,000 - 4,000**

**€2,300 - 4,500**

**No Reserve**



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205  
**1934 TRIUMPH 249CC MODEL 2/1**  
Registration no. ABY 631  
Frame no. SL329  
Engine no. 1.R4.420

"Page was quiet, modest, a gentleman and a brilliant engineer who saw that hard times called for well-designed motorcycles without frills or gimmicks. Cheapness, reliability, simple construction and easy maintenance were what was needed, and he set to work to provide these features..." – Roy Bacon, Triumph Singles. Just as he had done at Ariel in the 1920s, Val Page transformed his new employer's ageing range on his arrival at Coventry as Triumph's Chief Designer in 1932. The new line-up consisted of overhead-valve and sidevalve singles in capacities ranging from 250cc to 500cc, plus the top-of-the-range 650cc 6/1 sidecar tug. Endowed with distinctive timing-gear covers - a feature this most prolific designer would employ at BSA later in the decade – these new Triumph engines were simple yet robust in construction and amenable to a fair degree of tuning in the case of the overhead-valve units. Suitably embellished with extra chrome, the latter formed the basis for Edward Turner's sporting Tiger models from 1936 onwards. This twin-port Model 2/1 appears outstandingly original and un-restored, even down to retaining its original handlebar grips. The machine is offered with an old-style continuation logbook (1973) and an old-style V5.

**£3,500 - 4,500**  
**€3,900 - 5,100**  
**No Reserve**



206  
**1930 TRIUMPH 175CC MODEL X**  
Registration no. CCJ 127  
Frame no. X4043  
Engine no. Z7016

As if following the lead of BSA's ultra-lightweight two-stroke Model A, which had arrived in 1928, Triumph introduced a model with similar specification – the 175cc Model X – for 1930. Lightweight, economical and with a top speed of over 40mph, it should have been just what commuters wanted but lasted for only a couple of years. Like that of the BSA, the Triumph's unitary engine/gearbox unit was of unconventional design, featuring a forward-facing carburettor and choice of two speeds in the transmission, which were driven directly off the bob-weighted crankshaft and selected by means of a rack-and-pinion operated selector dog. No forgings were used in the frame, which consisted of a combination of curved tubes and pressings. The favourable duty rates for under 150cc machines encouraged many manufacturers to develop machines for this class, and a 150cc version of the Model X was soon added to the Triumph range, but both it and the original were gone by 1933. Possibly repainted at some time in the past, this rare two-stroke Triumph is offered without documents.

**£2,000 - 4,000**  
**€2,300 - 4,500**  
**No Reserve**



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207

**1946/1952 TRIUMPH 498CC TIGER 100 (SEE TEXT)**

Registration no. MMD 646

Frame no. TF 9884

Engine no. T100 31555

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 was exemplary for a road-going 500, around 85mph being attainable by the Speed Twin while the Tiger 100 sports version was even faster. The latter's performance was boosted by the use of high-compression forged pistons and polished ports and internals, the result being a machine that could touch 100mph in road trim and exceed it with the silencer end-caps removed. 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. Although 'MMD 646' was first registered in November 1946 and has a frame appropriately numbered for that date, in every other respect this machine looks like it dates from the early 1950s. The engine number is correct for a 1952 Tiger 100, and this machine also has the new-style fuel tank, nacelle, dual seat, and all-alloy engine introduced on that model for 1951. It also has the Edward Turner-designed Sprung Hub first made available on the 1947 range. Acquired for the Museum in September 2008 and last taxed in 2010, the machine is offered with a V5C Registration Certificate.

**£5,000 - 7,000**

**€5,600 - 7,900**

**No Reserve**



208

**1947 TRIUMPH 500CC TRW PROTOTYPE  
MILITARY MOTORCYCLE**

Registration no. not registered

Frame no. F1630

Engine no. none

Developed in the immediate post-WW2 years to fulfil British Government contracts for a new military motorcycle, the TRW followed the overall lines of Triumph's trend-setting parallel twins but with the simpler and more easily maintained side valves rather than the civilian models' overhead valves. The basic engine design had first appeared during the war in the 5TW prototype, which had an all cast-iron top end. The post-war prototype, as seen here, kept the iron top end but adopted magnesium crankcases to save weight, while the final production version had aluminium cases and head and an iron cylinder block. In keeping with the military's requirements for robustness and simplicity, the Trophy-based TRW retained a rigid frame while featuring Triumph's telescopic front fork as used by many models across the range. In 1953 a lighter 'Mark II' version was introduced featuring coil ignition and alternator electrics, replacing the previous magneto and dynamo. As well as the British Army, TRWs were supplied to the Royal Navy and RAF, while many saw service with the armed forces of other countries. When their service life came to an end, many were offered for sale by the Ministry of Defence on the civilian market. There are no documents with this Lot.

**£5,000 - 8,000**

**€5,600 - 9,000**

**No Reserve**



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209

**1960 TRIUMPH 650CC THUNDERBIRD POLICE MOTORCYCLE**

Registration no. 751 ALD

Frame no. 5687

Engine no. 6T D5687W

Triumph Thunderbirds were introduced to the Metropolitan Police Traffic Patrol Fleet in early 1960. Number '2064 T', offered here, was one of the first two issued to DT6 at Hendon in March 1960 as a non-radio-equipped model. This actual machine was first used by a young PC, Bert Oxford, on duty at the Hampstead Heath Easter Fair in North London. In 1961 the Thunderbird was taken out of service on several occasions for use as a demonstration exhibit in the newly formed Roadcraft Exhibition. Eventually, in late 1962, it was withdrawn for permanent use in the Exhibition. '751 ALD' remained on this duty as part of the Motorcyclists' Reaction Tester, travelling all over London until replaced by a newer model in 1973. Its show business career was not yet over, as it was kept for use as a static exhibit at local shows and police station open days, etc. In 1982 the Thunderbird was purchased by Bert Oxford on his retirement. It was kept in a well-greased state until mid-1992 when a complete 'last nut and bolt' restoration was started. The rebuild was finished in 1993 but the Triumph was never ridden again. Sadly, Bert died of cancer late in 2008 and the machine was acquired for the Museum in December of that year. Offered with sundry bills and a V5C.

**£6,000 - 10,000**

**€6,800 - 11,000**

**No Reserve**



210

**1948 TRIUMPH 498CC TIGER 100 (SEE TEXT)**

Registration no. KYA 661

Frame no. TL 226770

Engine no. 5T 71955

Although Edward Turner's Triumph Speed Twin caused a sensation when it appeared at the 1937 Motorcycle Show, few of its admirers can have guessed how influential the design would prove to be. Light, narrow and from certain angles looked just like a twin-port single, it was just what the conservatively minded motorcycling public wanted, and the Speed Twin would prove enormously successful. Performance was exemplary for a road-going 500, around 85mph being attainable by the Speed Twin while the Tiger 100 sports version was even faster. The latter's performance was boosted by the use of high-compression forged pistons and polished ports and internals, the result being a machine that could touch 100mph in road trim and exceed it with the silencer end-caps removed. 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 Triumph comes with old V5/V5C documents, both of which record the engine number as prefixed 'T100', which suggests that it was built as a Tiger 100. The engine currently fitted is that of a circa 1940s Speed Twin, '5T 71955'. 'KYA 661' was acquired for the Museum in February 2002 and was last taxed in 2006.

**£5,000 - 7,000**

**€5,600 - 7,900**

**No Reserve**



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211

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

Registration no. 872 FNK

Frame no. 5TA H6863

Engine no. 5TA H6863

Although Edward Turner's Triumph Speed Twin caused a sensation when it appeared at the 1937 Motorcycle Show, few of its admirers can have guessed how influential the design would prove to be. True, there had been vertical twins before; indeed, Turner's predecessor at Triumph - Val Page - had designed one a few years previously, but Triumph's newcomer established a formula that would be adopted by all of Britain's major motorcycle manufacturers in the succeeding decade.

When Triumph adopted unitary construction for its vertical twins, the 5TA Speed Twin - introduced in September 1958 - would be the second model of this new family, joining the 350cc Twenty One/3TA launched the previous year. The 500 closely followed the lines of its 350 predecessor, there being little to distinguish it mechanically apart from a larger bore, raised gearing, and a larger-section rear tyre. The controversial 'bathtub' rear enclosure introduced on the Twenty One was retained, and the Speed Twin came finished in the model's traditional Amaranth Red. This matching-numbers 5TA Speed Twin comes with a V5C Registration Certificate and an expired MoT (1983).

**£3,500 - 5,500**

**€3,900 - 6,200**

**No Reserve**



212

**C.1959 TRIUMPH 650CC T120 BONNEVILLE PROJECT**

**(SEE TEXT)**

Registration no. not registered

Frame no. over-painted

Engine no. T120 658791A EXP (see text)

First-of-the-line examples of iconic models are always highly prized by collectors, and none more so than the 1959 Triumph T120 Bonneville. Hurriedly prepared for its debut at the 1958 Earls Court Show (it was too late for inclusion in the 1959 catalogue) the 'Bonnie' arrived at a time when young motorcycle enthusiasts wanted style as well as substance and had the money to pay for it. Finished in striking two-tone Tangerine/Pearl Grey with matching mudguards and black cycle parts, the bike was a real looker, and the name 'Bonneville', chosen in honour of Johnny Allen's record-breaking achievements with his Triumph-powered streamliner at the eponymous Utah salt flats, was an inspired piece of marketing. The engine of this partially restored and incomplete motorcycle is stamped 'T120 658791A EXP', suggesting that it is an experimental unit. However, it should be noted that this stamping is unlike the factory's practice of the time and may have been done subsequently. Furthermore, the six-digit number itself is outside the factory sequences for the pre-unit 650 twins. Accordingly, prospective purchasers must satisfy themselves with regard to the origins and correctness (or otherwise) of this machine's component parts prior to bidding. There are no documents with this Lot.

**£2,000 - 4,000**

**€2,300 - 4,500**

**No Reserve**



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213

**1965 TRIUMPH 650CC THUNDERBIRD POLICE MOTORCYCLE**

Registration no. CYM 664C

Frame no. DU16240

Engine no. 6T DU16240W

One of the most important developments in the history of Triumph's long-running parallel twin was the introduction of unitary construction of the engine and gearbox in 1957, commencing with the 350cc 'Twenty-One' (later 3TA). The 500s went unitary the following year but it was not until 1962 that this more modern form of construction was extended to the 650s. Three 650s were offered initially: The Thunderbird tourer, Trophy trail bike, and Bonneville sports roadster. Improvements were made on an annual basis: new forks and 12-volt electrics (the latter on the Thunderbird only at first) arriving for 1964 and a new frame with revised steering geometry for 1966. Mid-way through '66 the Thunderbird was dropped from the range together with the 3TA and 5TA tourers, their passing marking the final disappearance of Triumph's characteristic headlamp nacelle. Triumph enjoyed a long history of providing machines to police forces around the world, and the example offered here is based on the Thunderbird roadster and built to police specification, complete with Pye radio. Used at Goodwood and last taxed in 2006, this restored machine would respond well to detailing. Offered with old V5/V5C documents and some expired MoTs.

**£6,000 - 10,000**

**€6,800 - 11,000**

**No Reserve**



214

**1964 TRIUMPH 500CC TRW MILITARY MOTORCYCLE**

Registration no. TLH 777N

Frame no. 29089

Engine no. TRW29529X NA

Developed in the immediate post-WW2 years to fulfil British Government contracts for a new military motorcycle, the TRW followed the overall lines of Triumph's trend-setting parallel twins but with the simpler and more easily maintained side valves rather than the civilian models' overhead valves. In keeping with the military's requirements for robustness and simplicity, the Trophy-based TRW retained a rigid frame while featuring Triumph's telescopic front fork as used by many models across the range. In 1953 a lighter 'Mark II' version was introduced featuring coil ignition and alternator electrics, replacing the previous magneto and dynamo. As well as the British Army, TRWs were supplied to the Royal Navy and RAF, while many saw service with the armed forces of other countries. When their service life came to an end, many were offered for sale by the Ministry of Defence on the civilian market. Finished in 'Army Green', this un-restored Triumph TRW was ordered under Ministry of Defence/A contract number '3231' and comes complete with luggage rack and canvas panniers. A brass plaque confirming its order is fixed to the frame. The machine is offered with an old-style (part) V5 and a Triumph Certificate of Authenticity.

**£3,000 - 5,000**

**€3,400 - 5,600**

**No Reserve**



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215



217



216



218

215

**1952 TRIUMPH 650CC THUNDERBIRD**

Registration no. FBA 507 Frame no. 19213NA Engine no. 6T4539  
Always a step ahead of their rivals, Triumph followed up the trend-setting Speed Twin 500 of pre-war days by being first in the field with a 650cc parallel twin. Announced in September 1949, the 650 Thunderbird was Triumph's response to demands for more power emanating from American racers and British sidecarists alike. A spectacular launch stunt saw three Thunderbirds lap the Montlhery circuit at over 90mph for 500 miles, after which they each achieved a flying lap of 100mph-plus and were ridden back to the Meriden factory. An interesting change to the Thunderbird for 1952 was the adoption of an SU carburettor in place of the original Amal, a specially prepared machine managing a staggering 155mpg at a steady 30mph on a factory organised economy run. Purchased in November 1991 (sales receipt available), this Thunderbird has been displayed as part of the Brent Museum in The Library at Willesden Green, and is offered with an old-style V5 registration documents and some expired MoTs.

**£1,800 - 2,400**

**€2,000 - 2,700**

**No Reserve**

216

**1959 TRIUMPH 650CC THUNDERBIRD SPECIAL PROJECT**

Registration no. 124 GKL Frame no. 028127 Engine no. 6T 4271N  
Always a step ahead of their rivals, Triumph followed up the trend-setting Speed Twin 500 of pre-war days by being first in the field with a 650cc parallel twin. Announced in September 1949, the 650 Thunderbird was Triumph's response to demands for more power emanating from American racers and British sidecarists alike. A spectacular launch stunt saw three Thunderbirds lap the Montlhery circuit at over 90mph for 500 miles, after which they each achieved a flying lap of 100mph-plus and were ridden back to the Meriden factory. This much-modified 1959 Thunderbird features an earlier engine fitted with a Bonneville-type twin-carburettor cylinder head together with a more modern disc-braked front end among other departures from standard. Purchased in April 2003, the machine is offered with various sales receipts, two old-style V5 registration documents, an expired MoT, and a list of past owners. Sold strictly as viewed.

**£1,600 - 2,000**

**€1,800 - 2,300**

**No Reserve**

217

**1967 TRIUMPH 200CC TIGER CUB PROJECT**

Registration no. SYP 32F Frame no. N/A Engine no. T20 8473  
"This four-stroke lightweight is game for a genuine 64-65mph; it will cruise energetically all day in the mid-fifties; and it will return fuel consumption figures little short of remarkable, whatever the throttle openings used." - Motor Cycling. With the introduction of the 149cc Terrier in 1952, Triumph re-entered the market for lightweight commuter machines. A simple, compact, unitary construction four-stroke with four-speed gearbox, the Terrier was joined in 1954 by an enlarged version, the 200cc Tiger Cub, which offered 60mph-plus performance and 100mpg. A huge success, particularly with learners and younger riders, the Cub underwent continual development for the next 16 years, finally ending up with BSA Bantam cycle parts before being dropped in 1970. An unfinished project, this partially dismantled 'Bantam Cub' is offered with (part) old V5.

**£500 - 1,000**

**€560 - 1,100**

**No Reserve**

218

**1962 TRIUMPH 100CC TINA SCOOTER**

Registration no. NMD 498 Frame no. LS 5972 Engine no. LS 5972  
"Learn to drive in minutes the AUTOMATIC way! No gears, no clutch: the Triumph T-10 automatic is always in the right gear – automatically." Triumph's advertising certainly went out of its way to ensure that we got the message about the Tina's ease of use. Introduced in 1962, the 'twist-'n-go' Tina was powered by a 100cc two-stroke engine and equipped with a variable ratio transmission that employed a 'V' belt and expanding pulley rather like that used by DAF. Renamed T-10 in 1965, the Tina remained in production until mid-1970, never having been the success its makers hoped for despite the admirable commuting credentials of a 40mph top speed and 100mpg fuel consumption. This original and un-restored Triumph Tina displays a total of only 295 miles on the odometer. The machine is offered with its original old-style logbook showing that it was first registered to Whitby's of Acton, London W3.

**£1,800 - 2,500**

**€2,000 - 2,800**

**No Reserve**

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219

**1966 TRIUMPH 349CC 3TA MILITARY MOTORCYCLE**

Registration no. not registered

Frame no. H49160

Engine no. H49160

Triumph re-entered the 350 class in 1957 with the introduction of the Twenty One. Its arrival ushered in Triumph's unitary construction era, which saw the engine and gearbox, previously separate components, combined within a single structure, albeit one that retained a vertically split crankcase assembly. Readily distinguishable by its Shell Blue metallic finish and 'bathtub' rear enclosure - a feature later applied to Triumph's larger models - the newcomer was renamed '3TA' in September 1958. With just 18.5bhp on tap, Triumph's smallest twin lacked the urgent acceleration of its larger brethren, but nevertheless was a capable tourer good for around 80mph while delivering excellent fuel economy. "One of the swiftest standard British-made 350cc roadsters tested by Motor Cycling, the Triumph Twenty One combines an untiring zest for high-speed cruising with safe handling and a remarkably economical fuel consumption", reported the 'Green 'Un'. The military-specification 3TA offered here is one of 1,100 supplied to the Dutch Armed Forces in the 1960s for despatch and general liaison duties. Noteworthy features include a Weber carburettor, flashing indicators, and a Smiths km/h speedometer. There are no documents with this Lot.

**£3,000 - 4,000**

**€3,400 - 4,500**

**No Reserve**



220

**1965 TRIUMPH 650CC 6T SAINT PROJECT**

Registration no. CYN 683C

Frame no. 6T DU16250

Engine no. 6T DU16250 W

One of the most important developments in the history of Triumph's long-running parallel twin was the introduction of unitary construction of the engine and gearbox in 1957, commencing with the 350cc 'Twenty-One' (later 3TA). The 500s went unitary the following year but it was not until 1962 that this more modern form of construction was extended to the 650s. A new alloy cylinder head was adopted at the same time and the engine/gearbox unit went into a new single down-tube frame with bolt-on rear sub-frame. Three 650s were offered initially: the Thunderbird tourer, Trophy trail bike, and Bonneville sports roadster. Triumph enjoyed a long history of providing machines to police forces around the world, the Thunderbird roadster being known as the Saint when built to police specification. This 6T is believed to be an ex-Metropolitan Police Saint. Offered for restoration and sold strictly as viewed, the machine comes with an old-style continuation logbook (issued October 1970), an old-style V5 registration document, and some expired MoTs from the 1990s.

**£1,800 - 2,400**

**€2,000 - 2,700**

**No Reserve**



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221

**1969 TRIUMPH 649CC T120R BONNEVILLE**

Registration no. not registered

Frame no. GC2204 T120R

Engine no. GC2204 T120R

As the 1960s dawned, Triumph's larger twin-cylinder models remained recognisably similar to the first Speed Twin of 1938. Unitary construction of engine and gearbox was already a feature of the 350 and 500 twins though, and that innovation duly appeared on the 650s in 1963. The café racer's favourite since its launch, thanks to lusty acceleration and a top speed approaching 120mph, the Bonneville continued in this new form as Triumph's top-of-the-range sports roadster, arriving at what aficionados consider its ultimate specification with the launch of the 1968 model. By this time the frame had been sorted and 12-volt electrics standardised, but welcome improvements included shuttle-valve fork internals, independently adjustable ignition points, Amal Concentric carburettors, and a long overdue twin-leading-shoe front brake. For the next couple of seasons the Bonnie continued essentially unchanged, before the disastrous launch of the 'oil-in-frame' models in November 1970 precipitated the collapse of the entire BSA-Triumph Group. Belonging to the last Bonneville generation built before BSA-Triumph switched to the Umberslade Hall-designed oil-in-frame range, this example is a nicely presented older restoration. There are no documents with this Lot.

**£6,000 - 8,000**

**€6,800 - 9,000**

**No Reserve**



222

**1970 TRIUMPH 750CC T150 TRIDENT**

Registration no. MDR 92H

Frame no. EC03622 T150T

Engine no. EC03622 T150T

Launched in the UK 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 works triples won at Daytona, the Bol d'Or, and Ontario in 1971, while as a production racer they were equally dominant as the number of important race victories achieved (most notably by the works Triumph 'Slippery Sam') is eloquent testimony. Today the BSA-Triumph triples enjoy an enthusiastic following worldwide and are supported by a first-rate owners' club - the T&R3OC - and numerous recognised specialists. Previously displayed at an exhibition in Rio de Janeiro, Brazil, the T150 offered here appears to retain its original paintwork and is presented in very nice condition. Last taxed to 30th November 1984, the machine is offered with an old V5 document.

**£5,500 - 8,000**

**€6,200 - 9,000**

**No Reserve**



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223

**1966 TRIUMPH 650CC 6T SAINT PROJECT**

Registration no. JAD 6D

Frame no. 6T DU42220

Engine no. 6T DU42220

One of the most important developments in the history of Triumph's long-running parallel twin was the introduction of unitary construction of the engine and gearbox in 1957, commencing with the 350cc 'Twenty-One' (later 3TA). The 500s went unitary the following year but it was not until 1962 that this more modern form of construction was extended to the 650s. A new alloy cylinder head was adopted at the same time and the engine/gearbox unit went into a new single down-tube frame with bolt-on rear sub-frame. Three 650s were offered initially: the Thunderbird tourer, Trophy trail bike, and Bonneville sports roadster. Triumph enjoyed a long history of providing machines to police forces around the world, the Thunderbird roadster being known as the Saint when built to police specification. Offered for restoration and sold strictly as viewed, this partially dismantled Saint was first registered to Gloucestershire Police on 12th August 1966 and had been transferred into civilian ownership by 1972. Acquired by Reg Allen Motorcycles in March 1995, the machine comes with its original and continuation (1973) old-style logbooks.

**£1,800 - 2,500**

**€2,000 - 2,800**

**No Reserve**



224

**C.1966 TRIUMPH 650CC T120 BONNEVILLE 'TT SPECIAL' PROJECT (SEE TEXT)**

Registration no. not registered

Frame no. T120TT DU31350

Engine no. T120TT DU31350 (see text)

The café racer's favourite since its launch in 1959, the Bonneville continued as Triumph's top-of-the-range sports model after the switch to unitary construction of the engine/gearbox in 1963. An alloy cylinder head equipped with twin carburettors helped the 'Bonnie' motor produce 46bhp at 6,500rpm, and the model was reckoned good for a top speed approaching 120mph. The USA had long been Triumph's most important export market, and to cater for local tastes a 'TT Special' (also known as the 'Competition Sports') Bonneville was introduced in 1964. The Triumph twin was already a formidable force in American flat-track racing, and the TT Special's stripped-down look, smaller fuel tank and short, open exhaust pipes echoed the style of the racers. By this time a maximum output of 52bhp was claimed for the Bonneville, while the TT Special engine produced 54bhp courtesy of 11.2:1 pistons (up from the T120 roadster's 9.0:1). A crankcase under-shield, tachometer-only instrumentation, larger-section front tyre, and an absence of lighting further distinguished the TT, which came with lowered overall gearing reflecting its intended role as primarily a dirt bike. It should be noted that the 'TT' engine number stamping on this machine does not appear to be factory original. Accordingly, prospective purchasers should satisfy themselves with regard to the origin and correctness (or otherwise) of this motorcycle's component parts prior to bidding. There are no documents with this Lot.

**£3,000 - 4,000**

**€3,400 - 4,500**

**No Reserve**



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225

### 1971 TRIUMPH 247CC BLAZER

Registration no. EBW 93J

Frame no. unable to locate

Engine no. CE 07934 T25 SS

First seen at the disastrous group launch of November 1970, which effectively sounded the company's death knell, BSA-Triumph's revamped range for 1971 included five BSA and two Triumph singles, all sporting the new oil-bearing frame and conical-hub brakes. In an act of shameless badge engineering, the two Triumph 250s were nothing more than BSAs with Triumph written on the tank, which can hardly have endeared them to die-hard Triumph enthusiasts. The four 250s continued to use the existing B25 engine in virtually unchanged form while the larger BSA B50 models were now a full 500cc. The famous Gold Star name was revived for the BSAs, much to the chagrin of motorcycling traditionalists, while the 250 Triumphs became the T25SS Blazer SS sports roadster and T25T Trail Blazer trail bike. 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. Believed original and un-restored, this rare Triumph single currently displays a total of 14,137 miles on the odometer. The machine is offered with V5 registration document.

£2,000 - 3,000

€2,300 - 3,400

No Reserve



226

### 1971 TRIUMPH 490CC T100C (SEE TEXT)

Registration no. TBK 109J

Frame no. RA06417 T100C

Engine no. XE06417 T100C

Introduced for the 1960 season, the Tiger 100A was the first sports version of Triumph's new unitary construction 500cc twin: the 5TA. A raised compression ratio and 'hotter' cams helped the Tiger to a top speed in the region of 90mph, while the retention of a single carburettor meant that fuel economy did not suffer unduly. The T100A was soon replaced by the T100SS and by the middle of the decade there was also an enduro-styled, 'off-road' alternative: the T100C. Readily distinguishable by its twin upswept exhausts, the single-carburettor T100C was sold at first only in the USA, but from late 1967 became available in the UK alongside the twin-carburettor T100T Daytona. The major change made to the UK-specification T100C was its 12-volt coil ignition, replacing the US version's battery-less energy transfer system. As one can see, the machine offered here departs significantly from the generally accepted specification for a T100C, in particular the exhaust system and front disc brake. Also, although the frame/engine numbers match, the date prefixes do not; 'XE' indicates December 1970 as the manufacturing date for the engine, but 'R' was never included in BSA-Triumph's date-indicating numbering system (see Triumph Twins & Triples by Roy Bacon, page 182). The fact that 'TBK 109J' was not first registered until January 1997, and according to the accompanying V5 was 'previously registered and/or used prior to date of registration' only serves to cloud the issue still further.

£4,000 - 6,000

€4,500 - 6,800

No Reserve



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227

**C.1971 TRIUMPH 650CC TR6P POLICE MOTORCYCLE**

Registration no. not registered

Frame no. TTSRBG48636

Engine no. PG39756 TR6P

ISDT success in the late 1940s prompted Triumph to adopt the Trophy name for their off-road styled twins. But although it retained its sporting character, the model became more of a roadster as time passed, ending up, in effect, as a single-carburettor Bonneville. More tractable than the Bonnie and more economical too, the Trophy gave little away in terms of outright performance, the bike's standing quarter-mile time and top speed being within a whisker of its twin-carburettor sibling's. With the launch of BSA-Triumph's much revised 'oil-in-frame' range in November 1970, the 'Tiger' name was revived for the TR6R roadster, while the TR6C street scrambler version continued to be known as the 'Trophy'. Triumph enjoyed a long history of providing machines to police forces around the world, and the example offered here is based on the TR6R roadster and built to police specification. However, it is not known whether this is an original police machine or a conversion. There are no documents with this Lot.

**£5,000 - 7,000**

**€5,600 - 7,900**

**No Reserve**



228

**1971 TRIUMPH 649CC T120R BONNEVILLE**

Registration no. YWX 971L

Frame no. NG36448

Engine no. NG36448 T120R

To cater for local tastes, T120R and T120C versions of the Bonneville were offered in the USA, the former having a more raised handlebar when compared to its European counterpart while the latter catered for American riders' passion for off-road motorcycling. The T120R designation was later applied to Bonneville's sold in other markets, including the UK, where it was available with either high or low handlebars and either the 3- or 4-gallon fuel tank depending on the year. Along with BSA-Triumph's other 650cc twins, the Bonneville was re-launched for 1971 with the new oil-carrying frame. Despite its fine handling qualities, the chassis ran into criticism because of its tall seat and was revised three times before a lower version was standardised for 1972 together with a thinner seat. The new models' botched introduction meant that within two years the entire BSA-Triumph Group was in severe financial difficulty, and the proposed closure of Triumph's Meriden factory led to the workers occupying the plant in September 1973. By this time the arrival of the 750cc T140 Bonneville had signalled that the 650's days were numbered, and the workers' occupation effectively sealed its fate. A 1972 model built in October 1971, this T120R Bonneville was sold to the Museum in April 2005 as a non-runner and subsequently restored (sales receipt available). An older restoration, the machine is offered with sundry bills, some expired MoTs, and old V5/V5C documents.

**£5,000 - 7,000**

**€5,600 - 7,900**

**No Reserve**



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229

**1973 TRIUMPH 490CC T100P AUTOMOBILE ASSOCIATION PATROL MOTORCYCLE**

Registration no. PMG 292L

Frame no. T100P DH31452

Engine no. T100P DH31452

Triumph enjoyed a long history of providing machines to police forces around the world, and the machine offered here - based on the T100R sports roadster but to broadly police specification - was first registered in July 1973, making it one of the very last 500cc models built at the Meriden factory. By that time the BSA/Triumph Group was in severe financial difficulty and the proposed closure of Triumph's Meriden factory led to the workforce occupying the plant in September 1973. When the factory eventually reopened properly in March 1975, the two 500cc models in production immediately prior to the shutdown - the Daytona-derived T100R and the TR5T Trophy Trail - were not revived.

As well as the police, another organisation that continued to favour motorcycles for patrol work was the Automobile Association, whose distinctive yellow-liveried machines, ridden by patrolmen wearing military-style khaki uniforms, were a regular sight on British roads well into the 1970s. 'PMG 292L' comes with an expired MoT (1979) and a (part) old-style V5 document listing the owner as Automobile Association Transport Dept of London W1.

**£5,000 - 7,000**

**€5,600 - 7,900**

**No Reserve**



230

**1957 TRIUMPH 500CC TRW SPRINGER PROTOTYPE**

Registration no. GRY 112N

Frame no. TRW26426NA

Engine no. TRW26426NA

Developed in the immediate post-WW2 years to fulfil British Government contracts for a new military motorcycle, the TRW followed the overall lines of Triumph's trend-setting parallel twins but with the simpler and more easily maintained side valves rather than the civilian models' overhead valves. In keeping with the military's requirements for robustness and simplicity, the TRW retained a rigid frame while featuring Triumph's telescopic front fork as used by many models across the range. When their service life came to an end, many were offered for sale by the Ministry of Defence on the civilian market. To find a one-off factory prototype in private hands is a rare experience, the more usual fate of such a machine being dismemberment or consignment to the crusher. This sprung-frame TRW was spared destruction because it was supplied to the British Army for evaluation and eventually auctioned off together with hundreds of its more commonplace rigid-framed cousins. Restored by its preceding owner, Peter Hayes, the TRW prototype was featured in British Bike magazine while previously registered on the private plate, 'PJH 40L' (copy article available). The TRW was acquired for the Museum in January 2004. It is offered with an old V5C document and some interesting correspondence from the son of Triumph's Drawing Office Manager, who supplied some original factory photographs of the machine (digital copies available)

**£4,500 - 6,500**

**€5,100 - 7,400**

**No Reserve**



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231  
**1975 TRIUMPH 740CC T160 TRIDENT**

Registration no. LLR 764P  
Frame no. T160 KK06139  
Engine no. T160 KK06139

Of BSA-Triumph's two flagship three-cylinder models, only the Triumph Trident survived the Group's collapse in 1972, continuing as the five-speed T150V and later the heavily revised and restyled T160 (using the inclined engine of the deleted BSA Rocket III, suitably altered to appear more Triumph-like). The important production race victories achieved (most notably by the five-time Production TT-winning works Trident, Slippery Sam) testify eloquently to how effective a high-speed road-burner a well-fettled triple can be; indeed, the T160's improved cycle parts reflected lessons learned from production racing. Other important advances included an electric starter, rear disc brake, and left-side gearchange. Fewer than 7,500 T160s were made between March 1975 and December 1976 when the Small Heath factory closed, and this last-of-the-line triple can only become increasingly collectible. Today the BSA-Triumph triples enjoy an enthusiastic following worldwide and are supported by a first-rate owners' club - the T&R3OC - and numerous recognised specialists. Acquired for the Museum in 2008 and last taxed to the end of November that year, this example is offered with an owner's handbook, some expired MoTs, and a V5C Registration Certificate.

**£6,500 - 9,500**  
**€7,300 - 11,000**  
**No Reserve**



232  
**1977 TRIUMPH 980CC T160 TRIDENT 'SLIPPERY SAM' REPLICA**

Registration no. XGK 367S  
Frame no. T160 EK02337 Engine no. T160 EK02337

Although up-staged 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. BSA-Triumph's Chief Engineer Doug Hele supervised engine development throughout 1969 while frame builder Rob North devised a chassis that would stand the test of time like few others. 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 for BSA-Triumph 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 five-time Production TT-winning works Triumph Trident, Slippery Sam) is eloquent testimony. The Slippery Sam name was acquired during the 1970 Bol d'Or when a serious oil leak covered the bike shared by works riders Percy Tait and Steve Jolly, who nevertheless managed to finish 5th behind winners Paul Smart and Tom Dickie on another works Trident. After the dissolution of BSA-Triumph, race shop foreman Les Williams continued to develop the Triples, producing the acclaimed, limited edition Legend and constructing a number of replicas of the multiple TT-winning Slippery Sam. Williams having led the way, Sam has remained a popular subject among replica-builders ever since. This example was built up from parts and is fitted with a Norman Hyde big-bore kit. The machine is offered with an old-style V5 document.

**£5,000 - 8,000**  
**€5,600 - 9,000**  
**No Reserve**



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233

1982 Motorcycle Show display model, the last complete bike to roll through the gates of Meriden

**1982 TRIUMPH T140 BONNEVILLE**

Registration no. not registered  
Frame no. T140EKSKEA34215  
Engine no. T140EKSKEA34215

Following the Meriden factory's reopening, the reconstituted Triumph Motorcycle Company continued with the Bonneville as its main model, ringing the changes to produce a succession of special and celebratory editions, while significant technological developments included the adoption of electronic ignition and the introduction of models with electric starting and an 8-valve head. It was, of course, too little too late and the company folded in the early 1980s. This Bonneville was displayed on the Triumph stand at the 1982 Motorcycle Show as an example of the 1983 range. Changes included a riveted front mudguard, dual seat with integral grab rail, and new silencers. As a main agent for the factory, Bill Crosby of Reg Allen (London) was at Meriden regularly and noticed the Bonnie sitting around, unused. When the tank and some other parts were sold to a dealer as spares, he decided to rescue it. After some discussion, it was agreed that the factory would rebuild the Bonneville as a complete machine (with Bill supplying any parts they no longer had in stock). It was also agreed that Bill could have a letter stating that it is "The last complete bike to roll through the gates of Meriden" and that it was destined for the (as yet to be established) London Motorcycle Museum. Furthermore, it was not to be confused with the last Bonneville off the production line. Offered with a V55/3.

**£7,000 - 10,000**

**€7,900 - 11,000**

**No Reserve**



234

Only 4 miles from new

**1977 TRIUMPH 744CC T140 SILVER JUBILEE BONNEVILLE**

Registration no. not registered  
Frame no. T140V DP81767  
Engine no. T140V DP81767

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. Originally it was announced that 1,000 would be made for the UK market only, but Triumph America wanted to offer the model in the USA so the production run was extended by a further 1,000 machines. This unregistered example of one of the more collectible of later Bonneville's has covered only four 'test' miles only from new and is offered with a V55/3, warranty booklet, original Triumph certificate and assorted other paperwork.

**£7,000 - 10,000**

**€7,900 - 11,000**

**No Reserve**



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235

**1979 TRIUMPH T140E BONNEVILLE**

Registration no. RLB 629W

Frame no. to be advised

Engine no. T140EDA30093

The final phase of development of Triumph's vertical twin commenced in 1972 with the first appearance of the new 750cc version of the Bonneville. Other improvements included a new ten-stud cylinder head, triplex primary chain, stronger transmission, and a disc front brake, while a five-speed gearbox, introduced on the preceding 650 Bonneville, was standard equipment on the 750. Following the Meriden debacle, Triumph continued with the Bonneville as its main model, ringing the changes to produce a succession of special and celebratory editions, while significant technological developments included the adoption of electronic ignition and the introduction of models with electric starting and an 8-valve head. It was, of course, too little too late and the company folded in the early 1980s. This late Meriden Bonneville has been customised by a previous owner, who would appear to have been a John Wayne fan, as evidenced by 'The Hell I Will' script on the fuel tank. Other noteworthy features include US-type high 'bars, forward foot-pegs, short mufflers, carburettor bell mouths, two-tone seat, custom paintwork, and a passenger backrest. Accompanying paperwork consists of old-style V5 document, some expired MoTs, and a warranty book showing that the Triumph was originally supplied by Reg Allen Ltd.

**£4,000 - 6,000**

**€4,500 - 6,800**

**No Reserve**



236

**1983 TRIUMPH 744CC TSX**

Registration no. KNO 666Y

Frame no. CEA 33581

Engine no. CEA 33581

When the Meriden factory emerged from the chaos of BSA-Triumph's disintegration and its ensuing occupation by the workforce, the new management had but a single model suitable for continuing production: the Bonneville. The latter would appear in various guises over the succeeding years, most notably the limited-edition 'Silver Jubilee' and 'Royal Wedding' models. These, though, were really only styling jobs but there were other more radical developments on the way, one of which was in the increasingly popular custom/cruiser style. Premiered at the Earls Court Show as the 'Phoenix' low-rider, it had become 'TSX' by the time production commenced towards the end of 1982. The TSX boasted Morris cast wheels (16" at the rear), short megaphone silencers, high handlebars, stepped dual seat, and a flashy paint job. It was comfortable, had bags of character and, arguably, made better use of the ageing Bonnie engine than the 8-valve TSS sports version released at the same time. One of the rarer Bonneville variants, this actual TSX was road-tested for Motorcycle Classics magazine (September 1996 edition) by Bonhams' consultant David Hawtin during his former career as a motorcycle journalist, and is recalled as one of the nicest of the many Triumph motorcycles he has ridden over the years. This machine was converted to a right-side gearchange by the factory for a Reg Allen customer and is believed unique in this respect. Offered with an old V5 document and an expired MoT (1996).

**£4,000 - 6,000**

**€4,500 - 6,800**

**No Reserve**



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237

**1982 TRIUMPH 649CC TR65T TIGER TRAIL**

Registration no. ALY 199Y

Frame no. EEA 33316

Engine no. EEA 33316

In April 1981 Triumph reintroduced the 650cc model, a capacity it had last offered in 1975, by combining the 750cc T140's 76mm bore with a new, short-stroke, 71.5mm crankshaft. Intended as an affordable, entry-level model, the Thunderbird came with satin-black engine cases, two-into-one exhaust system, drum rear brake, single carburettor, and no rev counter, before a swift rethink saw the MkII version emerge with polished cases, twin exhausts, and a tachometer. It would seem, though, that the final specification was not exactly written in stone, as cash-strapped Triumph would happily supply machines with any option the customer desired. Towards the end of 1981 a trail-styled version appeared - the TR65T Tiger Trail. It is estimated that very few - possibly only six - TR65Ts were produced before the Meriden closure in 1983, and today this rare, last-of-the-line 650 is becoming increasingly sought after by the serious Triumph collector. This Tiger Trail come with its original owner's manual and service/warrant book showing that it was supplied new by Reg Allen Ltd. The machine also comes with its original V5 registration document in the first owner's name.

**£7,000 - 10,000**

**€7,900 - 11,000**

**No Reserve**



238

**2011 ROYAL ENFIELD 500CC FURY**

Registration no. not registered

Frame no. ME3CKEAT5A005826

Engine no. U5S5F0AE005826

Reviving a famous name from Royal Enfield's past, the Fury of 2011 was produced at the behest of Watsonian Squire exclusively for UK customers. Based on the latest, 'big head' Bullet, the original Fury of 1959 had been introduced as a 500cc sports single to take on BSA's Gold Star and Velocette's Venom, though sadly for UK enthusiasts it was for the US export market only. The 21st Century Fury was based on the fuel injected Electra model but with radically different styling, featuring twin exhausts, high 'bars, a milled top yoke, flat-track style seat, and a separate chromed headlight and digital instrument panel, replacing the traditional nacelle. The example offered here is one of the last batch imported by Watsonian. It has been PDI'd and is offered with a V55/3 Vehicle Licence Application Form. At time of cataloguing we were advised that there was an ignition fault.

**£3,000 - 4,000**

**€3,400 - 4,500**

**No Reserve**



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## 1977 TRIUMPH 750CC T140V 'STRONGBOW' FLAT TRACKER

Registration no. not registered  
Frame no. MD2  
Engine no. T140V AP81386

- One of a batch of six or seven produced built by Triumph for flat-track racing in the UK
- Inspired by the Trans-Atlantic Match Race road-racing series
- We are advised that the machine offered here has a works engine with high compression pistons and larger-than-standard carburettors



The machine offered here is one of a batch of six or seven (sources vary) T140V Bonneville built by Triumph for flat-track racing in the UK towards the end of 1977. Cider maker Bulmers was involved in sponsoring grass-track racing to promote its Strongbow brand, and commissioned Triumph to build these special Bonneville, the idea being to establish a 750cc class for solo machines. The transformation involved reverting to a right-side gearchange, standard up to 1975.

Inspired by the Trans-Atlantic Match Race road-racing series, a special event was staged that pitted six British riders on the Triumphs against a 'Rest of the World' team that included Ole Olsen, Barry Briggs and Ivan Mauger. The British were represented by Chippy Moore, Malcolm Carradine, Barry Robinson, Rob Lidgate, Alec Lidgate and Paul Pinfold.

We are advised that the machine offered here has a works engine with high compression pistons and larger-than-standard carburettors. The frame has been modified to move the shock absorbers' lower pivot to the wheel spindle, and the headstock angle changed to give better steering. Most of the bikes, when they were returned to the factory, were gradually dismantled for parts. This machine is believed to be the only one surviving in original condition.

**£8,000 - 10,000**

**£9,000 - 11,000**

**No Reserve**

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## EGLI-TRIUMPH 750CC OHC RACING MOTORCYCLE

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

- *One of two prototype engines used*
- *Built by Bill Crosby*



Ever since Honda's ground-breaking CB750 arrived in 1968 it has been de rigeur for sportsbike engines to have an upstairs camshaft, preferably two, which is one of the reasons that BSA-Triumph began experimenting with this arrangement in the early 1970s. The other was the need to reduce engine clatter in line with impending changes in noise regulations in the USA. They built two engines: one with a chain-driven camshaft, the other with belt drive. Bill Crosby acquired the BSA belt-drive motor circa 1983 and some ten years later built in into a working Rocket III. Triumph race shop foreman Les Williams identified the engine as having been built by Fred Swift at BSA's Kitts Green factory in 1974. The OHC Rocket III was completed in time for the 1993 Beezumph Rally at Cadwell Park where it performed faultlessly and to much acclaim.

Bill thought it was a shame that the factory did not take their prototype OHC engine to the next stage and build one to racing specification. Back in the days when he sponsored 24-hour endurance racing, Bill had bought one of the new Egli-type frames for the triple. One of the world's best known motorcycle frame makers, Swiss engineer Fritz Egli had built his first frame in what would turn out to be a highly successful attempt to tame the wayward handling of his Vincent v-twin race bike.

The Vincent used a spine-type frame and so did Egli, though his was tubular rather than box-section and all-welded rather than bolt-up in construction. This trademark large-diameter spine has been a feature of virtually all Egli's frames made since, proving adaptable to almost all types of motorcycle engine layout from British singles to across-the-frame Japanese fours. Countless replicas have been made since Fritz stopped building them himself.

As it turned out, Bill and the riders felt the Egli frame was unsuitable for endurance racing, and so when this new project was hatched, he had the ideal frame 'in stock'. Bill had a racing camshaft made with suitable ends for the OHC application, and using parts of the 'spare' prototype OHC engine he owned, he built a track bike. The machine has been running but needs attention to the ignition/timing. There are no documents with this Lot.

**£6,000 - 10,000**

**€6,800 - 11,000**

**No Reserve**

241

## 1981 TRIUMPH TS8-1 PROTOTYPE

Registration no. not registered

Frame no. none

Engine no. unstamped

- *Unique factory prototype*
- *Displayed at the 1981 Motorcycle Show*
- *One 'push' mile from new*



Following the ending of the workers' occupation of Triumph's Meriden factory, the reconstituted firm soldiered on into the 1980s with what was essentially a one-model range based on the ageing Bonneville. Nevertheless, the design continued to be developed, gaining an electric starter for 1980 and an eight-valve cylinder head (on the TSS) in 1982. The eight-valve head had been developed by Weslake many years previously as a bolt-on performance aid before being taken up by Triumph. It had first appeared in a factory-built Triumph in 1981 when the Ian Dyson-styled TS8-1 prototype (the machine offered here) was displayed at the Motorcycle Show at London's Earls Court.

Emphasising just how low Britain's motorcycle manufacturing industry had sunk, only two home-grown companies were officially represented: Triumph and Hesketh, and within a few years both would be gone. Further evidence of Triumph's straitened circumstances was the fact that their stand was a joint venture with the Abbey Garages dealership and the Triumph Owners' Club. Displayed alongside the TS8-1 were the TR7T trail bike, the Thunderbird 650 and, of course, the Bonneville.

The TS8-1's power unit was rubber mounted in the frame to a design by Bernard Hooper, the engineer responsible for the Norton Commando's famous Isolastic engine mounting system. With its twin headlamps and wedge-shaped bodywork, the TS8-1 was an obvious attempt to create a Grand Tourer in the manner of BMW's R100RT. Sadly, it all came to nought as the minimum numbers of orders required to start production (50) was not forthcoming. What Triumph really needed was sufficient investment to produce an entirely new range of thoroughly modern motorcycles, and it would not get that until entrepreneur John Bloor bought the company and started afresh at Hinckley.

Unlike many factory prototypes, which end up either dismantled or in the crusher, the TS8-1 was purchased by Bill Crosby and for many years has been on display in the London Motorcycle Museum. A total of only one 'push' mile is displayed on the odometer, and far as is known the TS8-1 has never been road-tested by any motorcycling magazine. The machine is offered with a V55/3, which records a frame and engine number of TS8 EXP 83-001.

**£8,000 - 14,000**

**€9,000 - 16,000**

**No Reserve**

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

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*The ex-Charlie Sanby*

## **GUS KUHN SEELEY 750CC COMMANDO RACING MOTORCYCLE**

Frame no. MK3CS 49N

Engine no. 207781

- 'As last raced' condition
- Highly original
- Needs re-commissioning



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 AJS 7R-engined machines. Seeley's lightweight, rigid chassis proved an effective means of prolonging the competitiveness of British four-stroke singles in the late 1960s, Dave Croxford winning the British 500 Championship on a Seeley G50 in 1968 and '69.

The Mk3 version (introduced in 1969) dispensed with the conventional lower duplex loop, a move that allowed privateers to fit the Norton Commando engine, for use in Formula 750 and open-class racing, as well as the more-usual Matchless G50 or AJS 7R. Several Commando-engined Mk3s were fitted with additional down-tubes to support the weightier twin-cylinder engine.

Managed by Vincent Davey, South London-based Norton agent Gus Kuhn Motors was one of the most prominent teams in Formula 750 racing in the late 1960s and early '70s, supplying, among others, Mick Andrew, Charlie Sanby, and Dave Potter with machines. For Formula 750 racing the Kuhn team favoured the Seeley chassis, and the firm was soon offering kits to build Gus Kuhn-specification Seeley Commandos ranging from a basic frame and forks up to a complete racing motorcycle.

Overseen by Davey, the Kuhn team's own bikes were tuned in-house by Jim Boughton and in Charlie Sanby's hands proved good enough to beat Peter Williams' works Norton on several occasions in 1971.

This original Gus Kuhn Seeley-Commando was campaigned for the South London team by the late Charlie Sanby. Sanby, the 'Lord of Lydden', was one of the UK's foremost road-racing stars of the late 1960s and early 1970s. Although he never won a TT, Sanby came very close in the 1971 Production race when, leading the works Triumphs with ease on his Kuhn Commando, he was sidelined when a 10p battery terminal broke.

In addition to its number, '207781', the engine of this machine is also stamped 'GUS KUHN'. Specification highlights include a Quaife five-speed gearbox, Amal Mk2 Concentric carburettors, Akront alloy wheel rims, Lockheed front disc brake, Smiths rev counter, 2-into-1 exhaust system, and what appears to be a Manx Norton magnesium rear hub. A rare opportunity to acquire a genuine Formula 750 racer in outstandingly original condition.

**£7,000 - 10,000**

**€7,900 - 11,000**

**No Reserve**

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

243

## C.1969 BSA 650CC SPITFIRE MARK IV PRODUCTION RACING MOTORCYCLE

Engine no. A65SBCDE59

- *BSA's top-of-the-range sports roadster*
- *Last-of-the-line model*
- *Believed built by Steve Brown in the BSA Competitions Department*



BSA's answer to Triumph range-topping Bonneville sports roadster, the Spitfire was a new introduction for 1965 in the form of the 'Spitfire Mark II Special', though the name had previously been applied to a US-specification 'street scrambler'. Based on the previous year's Lightning Clubman, the Spitfire boasted a raised compression ratio, high-lift cams, twin Amal GP carburettors, alloy wheel rims, and BSA's 190mm front brake.

With a claimed 53bhp on tap, the Spitfire was as quick in a straight line as the Bonneville, though, arguably, not as good looking. There was a slight power increase when Amal Concentric carburettors were standardised for 1967 on the Spitfire Mark III, with a further boost (to 56.5bhp) part way through the year. The Spitfire was last produced (in Mark IV form) in 1968, by which time Triumph's TLS front brake had been standardised.

As far as its competition career is concerned, BSA's unitary construction twin is best remembered for its considerable success powering racing sidecar outfits, most notably those of Chris Vincent, Terry Vinicombe, Norman Hanks, Peter Brown, and Mick Boddice. It enjoyed less success as a solo, though works tester Tony Smith achieved some notable results in British production races in the late 1960s. On the other side of the Atlantic, Rod Gould won the main race at Riverside in 1967 riding a two-year old ex-Daytona works '500' fitted with a Spitfire engine.

We are advised the machine offered here was built by Steve Brown in the BSA Competitions Department, though, unfortunately, nothing is known of its competition career, if any. A total of 11,163 miles is displayed on the odometer. There are no documents with this Lot.

**£7,000 - 10,000**

**€7,900 - 11,000**

**No Reserve**

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



244

**C.1961 BSA 646CC A10R 'BIG VALVE' SUPER ROCKET (SEE TEXT)**

Registration no. 8236 PK

Frame no. GA7 16873

Engine no. DA10R 608 HC (see text)

"The Super Rocket has a near-three-figure cruising speed – a performance to meet the autobahn ambitions of foreign-touring enthusiasts, or those who buy motorcycles with an optimistic eye to the extension of motorway travel at home in the not too distant future." - Motor Cycling. BSA's range for 1955 embodied several novel features; alongside the existing plunger-framed machines were new models equipped with swinging-arm rear suspension, while the A7 Shooting Star and A10 Road Rocket sports twins came with new aluminium-alloy cylinder heads. The latter produced a highly respectable 40bhp, and as tested by Motor Cycling magazine was found capable of reaching 109mph. For 1958 the sports 650 became the Super Rocket, gaining a revised cylinder head with larger valves, an Amal Monobloc carburettor, and an extra 3bhp. The model lasted into the unitary construction era and was last produced in 1963. Acquired by the Museum in September 2013, this Super Rocket appears to consist of a 1961 frame and a 1960 engine, and it cannot be known for certain what models those major components left the factory in. Accordingly, prospective purchasers should satisfy themselves with regard to the origin and correctness (or otherwise) of this motorcycle's component parts prior to bidding. It should also be noted that the engine number is not the same as that recorded in the accompanying V5C document.

**£3,000 - 4,000**

**€3,400 - 4,500**

**No Reserve**



245

**1985 NORTON 588CC ROTARY RACING MOTORCYCLE PROJECT**

Registration no. not registered

Frame no. 3187

Engine no. 3187

Sadly, for Norton, the Wankel Rotary engine's inherent deficiencies - excess heat and high exhaust emissions - meant that it had no long-term future as a motorcycle power unit for road use. On the racetrack, though, it was a very different story. Developed initially by factory engineer Brian Crighton, the Norton Rotaries swept all before them in British national events in the late 1980s and early 1990s, first with John Player sponsorship and later with Duckhams. Riding the JPS bike, Steve Spray won the TT Formula 1 Championship and Super Cup Series in 1989. Robert Dunlop won the North West 200 on his debut for the JPS team in 1990, while Steve Hislop's 1992 Senior TT-winning ride aboard the Abus-sponsored Norton rotary, in which he duelled with Yamaha-mounted Carl Fogarty, is widely held to be one of the finest races in TT history. Managed by Colin Seeley, the Duckhams Norton team guided Ian Simpson to the 1994 British Superbike Championship to score the Rotary's last major success. Believed based on a Classic roadster, this incomplete and unfinished Rotary racer project is sold strictly as viewed. There are no documents with this Lot.

**£1,000 - 2,000**

**€1,100 - 2,300**

**No Reserve**



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

246

## 1991 NORTON 588CC COMMANDER

Registration no. H832 GRX

Frame no. 4230

Engine no. 4230

- *First registered to the Transport and Road Research Laboratory*
- *Used in motorcycle safety experiments*
- *26,115 miles recorded*



Hailed by Norton as, 'the first true British challenger on the world motorcycle market in over a decade', the fully faired Commander rotary utilised Yamaha XJ900 wheels, suspension, brakes and sundry electrical components. With 80bhp on tap, the Commander was good for a top speed in the region of 120mph, while a commendably flat torque curve - 50lb/ft-plus between 3,500 and 8,500 revs - smooth, almost vibration-free engine, excellent handling, protective fairing and two 25-litre integral panniers made for a tourer to rival BMW's K100.

"On a hideous winter's eve, what should have been a windswept 80mph became a cosseted cruising speed," marvelled Bike magazine's tester back in 1989. "The twin chamber rotary really is smooth and the much chewed-over engineering merits of the rotary translate to tireless comfort and a crystal-clear mirror image." Sadly, for Norton, the Wankel rotary's inherent deficiencies - excess heat and high exhaust emissions - meant that it had no long-term future as a motorcycle power unit for road use.

This particular Commander was first registered on 5th March 1991 to the Transport and Road Research Laboratory (TRRL), a body that had been established by the British Government in 1933 as the Road Research Laboratory. As motorcycling grew in popularity during the 1970s, the TRRL turned its attention to motorcycle safety, conducting experiments, among others, into anti-lock brakes and deformable structures that could be built into motorcycles to protect the rider's and passenger's legs in the event of a collision.

The latter concept caused a storm of controversy at the time, as the vast majority of motorcyclists were appalled at the prospect of future models being rendered hideous by such appendages. In the event, the experiments showed that although the legs were protected, the impact damage moved up the spine to the neck. This Commander's black and yellow stripes highlight these experiments. Currently displaying a total of 26,115 miles on the odometer, the machine is offered with an old-style V5 registration document.

**£2,500 - 3,500**

**€2,800 - 3,900**

**No Reserve**

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247

**1988 KAWASAKI Z1000 'CHP'**

Registration no. not registered

Frame no. JKAK2CP26JB505628

Engine no. KH01K2T000JE049840

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. An ex-California Highway Patrol police motorcycle, this Kawasaki Z1000 displays a total of 29,275 miles) on the odometer and is offered for restoration. We are advised all parts required to complete the machine are present together with a V5C document.

**£1,500 - 2,500**

**€1,700 - 2,800**

**No Reserve**



248

**1981 BMW 797CC R80RT PARAMEDIC MOTORCYCLE**

Registration no. OEW 249X

Frame no. 6210753

Engine no. 6210753

BMW's first 'R80' (nominally 800cc) model was the R80/7 introduced in 1977 as replacement for the 750cc R75/7. Like its predecessor, the R80/7 was powered by BMW's traditional air-cooled flat-twin engine coupled to low-maintenance shaft final drive transmission. Following the introduction of the R80G/S enduro bike in 1980, the R80 family was extended further by the R80ST and R80RT, the latter being a long-distance tourer equipped with the capacious fairing first seen on the R100RT. New for 1982, the R80RT was updated for 1984, gaining the wheels, forks and 'Monolever' single-sided swinging arm of the K-Series. Engineered to BMW's customarily high standards, the revised R80RT was far from cheap and cost approximately 50% more than Kawasaki's similarly shaft-driven Z750GT tourer. Adapted for use as a paramedic motorcycle, this BMW R80RT currently displays a total of 18,968 miles on the odometer and is presented in original condition. Acquired by the Museum in December 2013, the machine is offered with a V5C document.

**£1,500 - 2,500**

**€1,700 - 2,800**

**No Reserve**



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249

**1948 BSA 496CC M20 MILITARY MOTORCYCLE**

Registration no. GOR 707

Frame no. C12424

Engine no. WM2066828

The creation of Val Page, BSA's new singles range debuted in 1937. Intended mainly for the sidecar man, the two biggest sidevalves were the 496cc M20 and the 596cc M21, both of which came with rigid frames, girder forks, and four-speed, hand-change gearboxes. Ruggedly built and endowed with copious low-speed pulling power, both models were highly successful in their intended role and many did sterling service as despatch riders' mounts with Allied forces during WW2. The duo were regularly updated, important developments prior to WW2 including the adoption of a foot-change gearbox. Production of the M20 ceased in 1955 while the M21 lasted until the end of 1958, though it remained available to special order until 1963. The vendor advises that this BSA M20 was sent to Rio de Janeiro as part of an exhibition some 20 years ago. Accompanying paperwork consists of an old-style RF60 and V5 registration documents.

**£3,500 - 4,500**

**£3,900 - 5,100**

**No Reserve**



250

**1961 MATCHLESS 348CC G3L**

Registration no. 484 BGJ

Frame no. A78804

Engine no. 60/G3 40179

The typical British 350 of the 1950s was unlikely to be anyone's first choice as a fast sports bike. Rather, these honest, workaday mounts were chosen for other reasons, chiefly their inherent strength, dependability and economy. AMC's offerings in this important market sector were the Matchless G3L and AJS Model 16, models identical in all essential respects. Testing one of these stalwarts in 1961, Motor Cycling recorded a modest mean top speed of 76mph but found that when toured at a relaxed pace across country an excellent 86 miles per gallon was achievable. Although limited, Motor Cycling's experience confirmed that such a machine was light on the pocket, "both for running costs and for the equally important, though less easily assessed, maintenance/repair factor". Not surprisingly, the Matchless G3 was popular with the British Military and also with the Home Office, which purchased several for use by the Auxiliary Fire Service, the example offered here being one such. Believed un-restored, '484 BGJ' comes with its original old-style buff logbook recording Secretary of State, Home Office as first owner, followed by Hampshire Fire Service from 11th June 1964. In 1969 the machine was disposed of at auction and registered to its first private owner on 1st August that year. Additional documentation includes a quantity of expired MoTs and tax discs, miscellaneous paperwork, and an old-style V5C showing that the Matchless has belonged to the vendor since November 2001.

**£3,000 - 4,000**

**£3,400 - 4,500**

**No Reserve**



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251

**C.1939 ROYAL ENFIELD 125CC 'FLYING FLEA'  
MILITARY MOTORCYCLE**

Registration no. NSV 682

Frame no. 1345

Engine no. V2588

A 125cc version of DKW's advanced two-stroke lightweight - the 98cc RT - Royal Enfield's smallest model first appeared in 1939. Known as the 'Flying Flea', it was supplied to the British Army's Airborne Division in large numbers during WW2. Suitably crated up, the Flying Flea (and similar James ML) would be dropped by parachute from gliders to enhance the mobility of attacking forces. When hostilities ended, the Flying Flea re-emerged in civilian guise as the RE. The unitary construction engine incorporated a three-speed, hand-change gearbox, and this ensemble was installed in a rigid frame fitted with rubber-suspended girder front fork. A banana-shaped exhaust header pipe for 1948 and a telescopic front fork for 1950 were the only changes of significance before the RE was extensively revamped for 1951 with a new, much improved engine and loop-type, full cradle frame. In this form the RE2, as it had become known, ran on into 1953 before being dropped, although the 148cc 'Ensign' version continued. Finished in military green livery, and equipped with the post-war exhaust, this example of Britain's much-loved military flyweight is offered with an old-style V5 document.

**£1,500 - 2,500**

**€1,700 - 2,800**

**No Reserve**



252

**C.1942 JAMES 125CC MILITARY  
LIGHTWEIGHT MOTORCYCLE**

Registration no. HKA 235

Frame no. 5510

Engine no. AAA.24628A

Intended for use by the British Army's airborne forces during WW2, James's famous Military Lightweight - it weighed around 150lb and was known as the 'Clockwork Mouse' - continued post-war as the civilian ML. James's factory at Greet in Birmingham was destroyed in an air raid in 1940 but was back in production by 1942 and had delivered a total of 6,040 ML models by the war's end. In military specification the ML featured a rear luggage rack, masked lighting, folding handlebars and footrests, and service livery. Powered by a Villiers 9D single-cylinder two-stroke engine, the ML employed a rigid frame with bolted-on rear section and blade-type girder forks with central spring. The gearbox was a Villiers three-speeder with tank-mounted hand 'change, while a single sprung saddle and rear luggage carrier were standard equipment also. The model was superseded by the James Comet at the end of 1948. First registered in August 1946, this military-liveried ML is offered with an old-style V5 registration document. It should be noted that the registration number is not in the HPI database.

**£1,500 - 2,500**

**€1,700 - 2,800**

**No Reserve**



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253

## 1907 BROWN-PRECISION 298CC

Registration no. CD 2103

Frame no. 1071W

Engine no. 27613

- *Rare Edwardian-era British motorcycle*
- *Many-time successful Pioneer Run participant*
- *Present ownership for at least 40 years*



This Edwardian motorcycle was manufactured by Brown Brothers, component suppliers to the trade with a head office in the centre of London and a large facility in Acton. Using proprietary engines at first, the firm commenced making Brown motorcycles in 1902 and continued until 1915. Minerva engines were favoured initially, and Brown later used Precision power units and those of its own design. The first Brown motorcycles were relatively simple affairs, featuring vertically mounted engines and direct belt drive, while by 1908 they were offering a 5hp v-twin and the option of a two-speed gearbox and all-chain drive. By 1915 the range had expanded to include singles and twins of various power outputs and alternative transmission systems. It was around this time that Brown Brothers ceased marketing motorcycles under its own name and began concentrating exclusively on its Vindec brand, which remained a feature of British motorcycling life until its demise in 1929.

This rare Precision-powered Brown has been ridden by the founder of the British Motorcycle Charitable Trust on several Pioneer Runs, never failing to finish.

Like many machines of its era, the Brown must be pedalled to start the engine after each stop, and has brakes that require a degree of forward planning, consisting of a bicycle-type front stopper and a belt-rim v-brake at the rear. Last taxed to the end of December 2005, the machine comes with an old-style continuation logbook (1950), an old-style V5, and a current V5C document.

The V5 records no changes of keeper since April 1978, and it should be noted that all these aforementioned documents record the engine number as '8851', not '27613' as currently fitted. It should also be noted that the date of first registration is recorded as 1st January 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).

**£8,000 - 14,000**

**€9,000 - 16,000**

**No Reserve**

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254

## 1911 RUDGE 499CC TT MODEL

Registration no. BL 1370

Frame no. 639078

Engine no. 2002 (matching crankcase halves)

- *Rudge's first sports model*
- *Direct belt drive*
- *Present ownership since at least 1984*



"The success of C S Burney and V J Surrige at Brooklands in January had already encouraged thoughts on the production of a sports model. The first two TT models were produced on 1 March 1911, even though no Rudge had ever entered for this event! The machines were stripped down versions of the normal production models, without pedals and with smaller rear belt rims, to give a slightly higher gearing." – Bryan Reynolds, 'Don't Trudge It Rudge It'.

Rudge-Whitworth built its first motorcycle in 1910 but unlike many of its contemporaries used an engine of its own design: a 499cc single with inlet-over-exhaust valve gear. The new 3½hp model proved outstandingly successful; in 1911 Victor Surrige's became the first 500cc machine to exceed 60 miles in one hour while in 1914 Rudge-mounted Cyril Pullin won the Isle of Man Senior TT for the Coventry manufacturer. Prior to this landmark achievement, Rudge had jumped the gun somewhat with the introduction of a TT sports model in the spring of 1911, before any of its machines had competed in the Isle of Man!

Rudge continued to set world records at Brooklands, establishing new one-hour and two-hour marks in 1912 at more than 65 miles and 122 miles respectively. The firm also figured prominently in the popular reliability trials of the day, thereby demonstrating that its products were durable as well as fast.

An older restoration, this rare Rudge TT Model pre-dates the Coventry firm's famous Multi gear and has direct belt drive. The machine comes with an old-style continuation logbook (1968) and an old V5 document, the latter recording no changes of keeper since April 1984. It should be noted that the date of first registration is recorded as 19th February 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).

**£8,000 - 14,000**

**€9,000 - 16,000**

**No Reserve**

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255

**1915 CALTHORPE-JAP 269CC**

Registration no. AH 4968

Frame no. 2031A

Engine no. 8068

Manufactured by the Minstrel & Rea Cycle Company, of Birmingham, the first Calthorpe motorcycle appeared in 1909 powered by a 3½hp White & Poppe engine. The following year there were no fewer than six Calthorpe models displayed at the Motor Cycle Show at Olympia, some of which featured an 'free' engine clutch and two-speed gear. Precision-engined models, including a 5/6hp v-twin, joined the line-up a few years later together with an overhead-valve Tourist Trophy model. By 1914 the range had shrunk to just two lightweights: a 269cc JAP and 243cc Peco-powered two-stroke. This rare Calthorpe-JAP has successfully participated in the Banbury Run and several runs in Hampshire. Like many machines of its era, the Calthorpe must be push-started after each stop; it does, however, afford the convenience of a Royal Enfield two-speed gear in the bottom bracket. The machine comes with an old-style continuation logbook (1956), old/current V5C documents, and a (photocopy) old V5 recording no changes of keeper since April 1984. It should be noted that the date of first registration is recorded as 1st January 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).

**£3,500 - 4,500**

**€3,900 - 5,100**

**No Reserve**



256

**1964 PANTHER 645CC MODEL 120  
MOTORCYCLE COMBINATION**

Registration no. EBW 90B

Frame no. 28927

Engine no. 64ZA 295 A

Phelon & Moore (P&M) was founded in Cleckheaton, South Yorkshire in 1904. The firm was renowned for its fondness for engines with inclined cylinders, and its new 500cc overhead-valve model, designed by Granville Bradshaw and introduced at the Olympia Show in 1923, remained faithful to the concept. This was P&M's first Panther model, and the name would later be extended to the entire range. Post-WW2, Panther added 250/350cc models with vertical engines to the range, but its largest models retained the inclined engine that had been around since the dawn of time and served as the frame's down-tube. A range of Villiers-powered lightweights and a scooter were added in the late 1950s, these and the old long-stroke singles being the only types on offer after 1961, the 250/350cc four-strokes having been dropped. In 1959 an enlarged (to 645cc) Model 120 joined the 594cc Model 100, and the former would be the sole Panther four-stroke in the range after 1963. With their low-revving engines and limitless pulling power, the big Panthers had long been a favourite of sidecarists. The coming of the Mini in 1959 hit Panther's traditional market hard, but the Model 120 remained available until the end of production in 1968, by which time it had become the motorcycle equivalent of a 'living fossil'. There are no documents with this Panther/Watsonian combination, apparently an older restoration, which was last taxed for the road in 2005.

**£4,000 - 6,000**

**€4,500 - 6,800**

**No Reserve**



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

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257

**1953 EXCELSIOR 243CC TALISMAN TWIN**

Registration no. JUX 396

Frame no. XTS3593

Engine no. 3659

After WW2 the Excelsior range became two-strokes only, the first two models - the Autobyk and Universal - using Villiers power units while the wartime Welbike continued to be built under license (as the Corgi) by Brockhouse Engineering using Excelsior's own Spryt motor. Villiers' introduction of the 2T 250cc twin-cylinder engine in 1956 gave many independent manufacturers the opportunity to add a sporting '250' to the range. Before then though, Excelsior had gone down the same route with their Talisman twin. A new introduction for 1950, the latter was joined by a twin-carburettor Sports version in 1952. The early Talisman used a plunger-suspended frame before a more modern swinging-arm version arrived for 1954. An unusual feature of the Talisman was its dual seat (if so equipped), which featured downward extensions at the forward end that acted as passenger knee grips. A '350' version was added to the range for 1957, and both Talismans remained in production until the end of 1962, by which time Excelsior was on the point of collapse. Acquired for the Museum in October 2010, this partially restored Talisman Twin is offered with a V5C Registration Certificate.

**£2,800 - 3,600**

**€3,200 - 4,100**

**No Reserve**



258

**1949 BSA 123CC BANTAM D1**

Registration no. LBP 189

Frame no. 1D112589

Engine no. 15782

Many a now-mature motorcyclist's first two-wheeled experience will have been gained aboard a BSA Bantam. Developed from the pre-war DKW RT125 and announced in 1948, the Bantam became a top seller for BSA, in excess of half a million leaving the Birmingham factory before production ceased in 1971. Originally of 123cc, the engine grew first to 148cc and then to 172cc; optional plunger rear suspension became available in 1950 together with battery electrics, direct lighting having been used hitherto. While larger-engined versions came and went, the original 123cc D1 Bantam in its updated, plunger-suspended form remained available until 1963, one of its foremost users being the GPO (General Post Office, Royal Mail's forerunner) whose red-liveried machines (used for telegram deliveries) were a familiar sight on city streets. This restored 1949 Bantam D1 was acquired for the Museum in August 2008. Accompanying documentation consists of the original buff logbook and an old-style V5C Registration Certificate.

**£1,400 - 2,200**

**€1,600 - 2,500**

**No Reserve**



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259

### 1956 AJ'S 497CC MODEL 18S

Registration no. BWP 97

Frame no. A48631

Engine no. 56/16MS 29968

Associated Motor Cycles announced its post-war range of AJ'S and Matchless 'heavyweight' singles in June 1945. Coded Model 18 and G80 respectively, the two 500cc models shared the same 93mm stroke as their 350cc brethren, coupled to an 82.5mm bore. Housed in a rigid frame with Teledraulic front fork, the rugged overhead-valve engine drove via a four-speed gearbox. Hairpin valve springs were adopted for 1949 and a swinging-arm frame introduced at the same time, the latter initially for export only but available in the UK from 1950, models so-equipped being suffixed 'S'. Cleverly, AMC had devised this frame by the simple expedient of producing a new suspension-carrying rear sub-frame that bolted on in place of the old rigid back end. Thus, it proved a relatively simple matter for owners of older rigid models to update them.

An older restoration in average condition, this AJ'S Model 18S comes with its original old-style buff logbook showing that it was first registered, in Worcestershire, on 9th July 1956. Acquired in November 2007, the machine is offered with the purchase receipt, dating certificate, old/current V5C Registration Certificates, an expired MoT (2008), and a quantity of old tax discs.

£3,200 - 4,200

€3,600 - 4,700

No Reserve



260

### 1969 VELOCETTE 192CC LE

Registration no. WGK 233G

Frame no. 8279/34

Engine no. 8052/3

Launched in 1948, as the 'motorcycle for everyman', the Velocette LE addressed the criticisms most often levelled at motorcycles - that they were noisy, dirty and needed special clothing to ride - achieving impressive levels of silence, comfort and practicality. Sadly for the LE, its arrival coincided with the start of the scooter boom; asked to compete against Italian style, Velo's ugly duckling never stood a chance, even after the sidevalve flat twin's performance had been boosted by a capacity increase from 149 to 192cc in 1950. It was, however, a big success with UK Police forces - for whom its attributes were more important than its appearance - gaining the sobriquet 'Noddy Bike' as a result. The restored example offered here started life in Police service, as evidenced by its original old-style logbook listing the Receiver for the Metropolitan Police District, New Scotland Yard, Broadway, SW1 as first owner. This logbook also records two changes of engine: in 1970 and 1971 respectively. The Velocette was first registered in private ownership in December 1973, its role in Police service no doubt having been usurped by the 'Panda Car'. Donated to the Museum. The machine is offered with an old-style V5 registration document.

£1,600 - 2,500

€1,800 - 2,800

No Reserve



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261  
**1957 BSA 650CC ROAD ROCKET**  
Registration no. YSU 168  
Frame no. EA7 5335  
Engine no. CA10R 7649 (see text)

BSA's range for 1955 embodied several novel features. Alongside the existing plunger-framed machines were new models equipped with swinging-arm rear suspension, while the A7 Shooting Star and A10 Road Rocket sports twins came with new aluminium-alloy cylinder heads. The latter produced a highly respectable 40bhp, and as tested by Motor Cycling magazine was found capable of reaching 109mph. Available only for export at first, the Road Rocket reached the UK market in 1956, by which time it had been equipped with the stylish Ariel full-width hubs, but lasted in production for only another season before being superseded by the Super Rocket. Finished in the model's characteristic red/black livery, this rare Road Rocket appears nicely restored. Acquired by the London Motorcycle Museum in July 2009, the machine is offered with a (part) old V5 registration document, old V5C Registration Certificate, and an undated guarantee for an engine rebuild carried out by SRM for the previous owner. It should be noted that the engine number may have been re-stamped. Accordingly, prospective purchasers should satisfy themselves with regard to the origin and correctness (or otherwise) of this motorcycle's component parts prior to bidding.

**£4,500 - 6,500**  
**€5,100 - 7,300**  
**No Reserve**



262  
**1958 VELOCETTE 499CC VENOM**  
Registration no. SFK 773  
Frame no. RS10567  
Engine no. VM2177

Introduced in 1956, the Venom sports roadster was derived from the touring MSS. The latter disappeared from the range in 1948, reappearing in 1954 with a new swinging-arm frame and telescopic fork. The engine too was updated, changing to 'square' bore and stroke dimensions of 86x86mm, which permitted higher revs and potentially greater power, as well as gaining an alloy cylinder barrel and 'head. In the autumn of 1955 engine development pursued as part of the scrambles programme bore fruit in the shape of the high-performance Venom and its 350cc sibling, the Viper, which were launched at that year's Motorcycle Show. The MSS frame and forks were retained for the newcomers, but full-width alloy hubs were adopted to boost braking power and smart chromed mudguards fitted to enhance the models' sporting image. Produced until the end of Velocette production in 1971, the Venom represents the final glorious flowering of the traditional British sports single, and today these supremely well-engineered thoroughbreds are highly sought after. This 'Thruxtonised' Venom has belonged to the vendor since at least April 1984, as evidenced by the old-style V5 registration document on file. Additional documentation consists of an expired MoT (1980) and old-style buff continuation logbook (1969).

**£5,000 - 8,000**  
**€5,600 - 9,000**  
**No Reserve**



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263

### 1959 BSA 250CC C15 TRIALS

Registration no. not registered

Frame no. C15 1563842

Engine no. C15 8070

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'. 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. This example started life as a road model before being converted into trials specification and has previously been on display at Liberty's in London. There is no registration document with this Lot.

£1,400 - 1,800

€1,600 - 2,000

No Reserve



264

### 1965 ARIEL 247CC ARROW SUPER SPORTS

Registration no. DUF 458C

Frame no. T35445/G

Engine no. T9459-S

The Ariel Leader, and its sports derivative, the Arrow, sought to combine the virtues of speed and agility with those of cleanliness and convenience. Launched in 1958 and powered by an all-new 247cc air-cooled two-stroke twin with unitary gearbox, the Leader also broke with British tradition in its frame and suspension design, employing a stiff, fabricated-steel beam instead of tubes, and a trailing-link front fork. Detachable panels enclosing the engine and most of the rear wheel extended forwards to meet leg-shields and screen, and the rear chain was fully enclosed. Announced late in 1959, the Arrow dispensed with the Leader's enclosure panels and weather protection while remaining mechanically virtually identical. The Arrow was revised for 1961, gaining squish-band, centre-plug cylinder heads while a third model - the Super Sports, universally referred to as the 'Golden Arrow' after its distinctive colour scheme - was added at the same time. This Golden Arrow was acquired for the London Motorcycle Museum in April 2007. Apparently, an older restoration, now deteriorating as evidenced by the peeling paintwork, the machine is offered with an old-style V5C Registration Certificate.

£2,200 - 2,800

€2,500 - 3,200

No Reserve



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265

**1957 DOUGLAS 350CC DRAGONFLY PROJECT**

Registration no. TYP 238

Frame no. unable to locate

Engine no. 2187-6

An extensively redesigned flat twin replaced Douglas's earlier models in 1955. Known as the Dragonfly, the newcomer featured a revised engine with stronger crankcase, single carburettor, alternator electrics and coil ignition. The duplex swinging-arm frame employed conventional Girling dampers in place of the preceding torsion bar set-up, while the old Radiadraulic front fork was dropped in favour of an Earles-type leading-link arrangement. The large headlamp nacelle extending back to the five-gallon fuel tank was another distinctive feature, though one of dubious practical merit as the light unit did not turn with the handlebars. Douglas's final model, the Dragonfly did not receive the development it deserved, production ceasing in March 1957 following the company's take-over by Westinghouse. Classic Bike magazine tested a Dragonfly in 1982, finding that although its top speed (79mph estimated) was down when compared to more modern machinery, it nevertheless offered remarkable grip and surefootedness in tricky conditions. Its 3.25-gallon tank and fuel consumption of around 80 miles per gallon attracted favourable comment too. This repainted and partially dismantled example is offered for completion and sold strictly as viewed. The machine comes with an old-style continuation logbook and an old V5.

**£800 - 1,200**

**€900 - 1,400**

**No Reserve**



266

**1947 EXCELSIOR 98CC AUTOBYK**

Registration no. 793 UXC

Frame no. A1/4765

Engine no. 5546

Like most other pioneers of Britain's motorcycle industry Excelsior fitted European manufacturers' proprietary engines at first before turning to home-produced power plants - mainly Villiers, JAP, and Blackburne. Acquired by R Walker & Sons in 1919, Excelsior moved from Coventry to Birmingham. The Walkers believed in the value of racing for development and publicity, and the revitalised company was soon making its mark in competition, early successes including a number of World Records set at Brooklands by Tony Worters on 250cc and 350cc JAP-engined machines in 1926. Excelsior offered an extensive range of machines in numerous different capacities throughout the 1920s and 1930s, the 98cc Villiers-powered Autobyk being the smallest in the range on its introduction for 1938. The model resumed production after WW2 and the Autobyk line-up soon expanded to include models powered by Excelsior's own Goblin (two-speed) and Sprite (single-speed) engine units. The Autobyk in its various forms remained a fixture of the Excelsior range until production ceased at the end of 1956. Acquired for the London Motorcycle Museum in June 2006, this nicely restored Autobyk was last taxed to the end of May 2005. The machine is offered with an old-style V5C Registration Certificate.

**£400 - 600**

**€450 - 680**

**No Reserve**



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267



269



268



270

267

**C.1951 EXCELSIOR 122CC U2 UNIVERSAL**

Registration no. RPB 234 Frame no. WDS15449 Engine no. SEP406A  
 After WWII the Excelsior range became two-stroke only, the first two models - the Autobyk and Universal - using Villiers power units, while the wartime Welbike continued to be built under license (as the Corgi) by Brockhouse Engineering using Excelsior's own Spryt motor. The Universal used the Villiers 9D 122cc engine and three-speed gearbox at first, switching to the 10D for 1949 and gaining telescopic forks in place of the original blade-type girders later that year. A new frame with plunger rear suspension was adopted for 1950. The U1 had direct lighting, the U2 battery electrics. The Universals ceased to be sold on the home market in 1953. This example of the Excelsior Universal U2 is offered for restoration and sold strictly as viewed. There are no documents with this Lot.

**£1,500 - 2,500**

**€1,700 - 2,800**

**No Reserve**

268

**1968 BSA 172CC D14 BANTAM SUPREME**

Registration no. OCG 547F Frame no. D14B 6558

Engine no. none visible

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 nicely restored Bantam D14 is offered with an old-style V5 registration document. It should be noted that the registration number is not recorded in the HPI database.

**£1,500 - 2,500**

**€1,700 - 2,800**

**No Reserve**

269

**1952 BSA 123CC BANTAM D1**

Registration no. JTR 745 Frame no. YD1-7100

Engine no. 69800-YD

Many a now-mature motorcyclist's first two-wheeled experience will have been gained aboard a BSA Bantam. Developed from the pre-war DKW RT125 and announced in 1948, the Bantam became a top seller for BSA, in excess of half a million leaving the Birmingham factory before production ceased in 1971. Originally of 123cc, the engine grew first to 148cc and then to 172cc. Plunger rear suspension became available as an option in 1950, as did battery electrics powered by a 6-volt Lucas alternator, direct lighting having been relied upon hitherto. While larger-engined versions came and went, the original 123cc D1 Bantam in its updated, plunger-suspended form remained available until 1963. An older restoration currently displaying a total of 7,565 miles on the odometer, this Bantam D1 is offered with a V5 registration document.

**£1,000 - 1,500**

**€1,100 - 1,700**

**No Reserve**

270

**1967 BSA 247CC C15**

Registration no. OLA 96E Frame no. 49417 Engine no. 2385

In September 1958 BSA introduced a new '250' that would provide the basis for an entire range of singles in capacities of 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. An immensely successful model for BSA, the C15 was discontinued in 1967.

An older restoration acquired for the Museum in April 2004, this example is offered with an instruction manual, expired MoT (2004), numerous SORNs, and old/current V5C Registration Certificates.

**£1,500 - 2,500**

**€1,700 - 2,800**

**No Reserve**

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271



273



272



274

271

**1960 EXCELSIOR 197CC R10 ROADMASTER**

Registration no. BAS 554 Frame no. R10/817 Engine no. 059D/6412  
After WW2 Excelsior concentrated on producing lightweights powered by their own engines and those of Villiers. The Roadmaster first appeared in 1949 as the R1/R2 with the 197cc Villiers 6E engine and direct lighting/battery electrics respectively. Roadmaster production continued until the end of 1954, for the final year using the Villiers 8E engine. The Roadmaster name then remained dormant until 1960 when it was revived for an R10 version powered by the Villiers 197cc 9E engine complete with its four-speed gearbox. The Roadmaster continued as the R11 for 1961 before being dropped in 1962. This Roadmaster's '059D' engine code shows that it was delivered to Excelsior and thus may be original to this machine. Currently showing 80 miles on the odometer - possibly the distance covered since restoration - the machine is offered with an expired MoT (2002) and an old-style V5 registration document

**£1,500 - 2,500**

**€1,700 - 2,800**

**No Reserve**

272

**1940 FRANCIS-BARNETT 98CC POWERBIKE**

Registration no. EAX 438 Frame no. KG2875 Engine no. 437/19832  
After WW2 Francis-Barnett became part of AMC along with James, and concentrated on the production of two-stroke powered lightweights. The semi-enclosed Powerbike autocycle first appeared in 1939 and resumed production after WW2. Like many of its fellows, the Powerbike 50 was powered by the 98cc Villiers Junior de Luxe engine, featuring single-speed transmission and auxiliary pedalling gear. The model was updated for 1948 with tubular girder forks complete with rubber-band suspension, and in 1949 received the Villiers 2F engine, a new frame, and revised fuel tank and leg shields, becoming the Powerbike 56. An older restoration, this early Powerbike is offered with an old-style V5C document and a 'Hints & Spares' booklet. It should be noted that a different engine number is recorded in the V5C.

**£500 - 700**

**€560 - 790**

**No Reserve**

273

**C.1939 RAYNAL 98CC AUTO**

Registration no. not registered Engine no. CH10659  
Hailed as "a completely new make of motorcycle", Raynal arrived in 1937, its first offering being the Auto, an autocycle powered by the 98cc Villiers Junior engine commonly found in such machines. The latter went into an open ladies-style frame equipped with sprung bicycle-type front fork and hub brakes. A maximum speed of 30mph and fuel economy averaging 140 miles per gallon were claimed. A cheaper Popular model with un-sprung fork was added for 1939, the Auto being renamed De Luxe. Production ceased towards the end of 1950. Apparently a well executed older restoration, this example is offered without documents.

**£400 - 600**

**€450 - 680**

**No Reserve**

274

**1957 JAMES 249CC L25 COMMODORE PROJECT**

Registration no. not registered Frame no. 57 L25 382

Engine no. 25T 12851

James had begun concentrating on two-stroke lightweights in the 1930s, and continued the policy after WW2. In 1951 the company became part of Associated Motor Cycles, joining Francis-Barnett, and from then on the two marques' ranges became ever more similar until the transfer of Francis-Barnett production to the James factory in 1962 ushered in an era of unashamed 'badge engineering'. James models were powered by Villiers engines at first, though from 1957 many used AMC's own engine, including the 250cc Commodore L25, which featured a rear frame section of pressed steel. Missing its saddle and rear mudguard, this L25 Commodore currently displays a total of 39,906 miles on the odometer and is offered for restoration. There are no documents with this Lot.

**£200 - 400**

**€230 - 450**

**No Reserve**

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275

### 1948 BROCKHOUSE 98CC CORGI MKII

Registration no. JYR 765

Frame no. 8959 Engine no. 17781

The Corgi was a development of the wartime Excelsior Welbike, a small 'fold-away' lightweight motorcycle designed for dropping by parachute. Supplied to airborne troops from late 1942, the Welbike employed a low-slung tubular frame, on top of which sat the fuel tank, while the saddle was mounted bicycle-fashion on a tubular seat post. The tall handlebars could be folded down flat and the wheels carried 12½"-diameter tyres, the result being a masterpiece of packaging that fitted into a modified standard equipment container measuring no more than 15" in diameter. Manufactured by Brockhouse Engineering of Southport from 1948, the Corgi was powered by a built-under-license Excelsior Spryt 98cc single-cylinder two-stroke engine. A kick-starter and dog clutch were soon introduced on the Mark II version and then for 1949 a two-speed gearbox and telescopic forks became available as options. This highly original Corgi MkII is offered with its original old-style buff logbook.

£1,000 - 1,500

€1,100 - 1,700

No Reserve



276

### 1967 NSU 49CC QUICKLY MOPED

Registration no. FPV 681E

Frame no. 1809823 Engine no. 3972872

Another motorcycle manufacturer with its roots in the bicycle industry, NSU built its first powered two-wheeler in 1900, and went on to produce some outstanding and influential designs in the 1950s. Its most popular model in the UK in the post-WW2 years was the Quickly moped, a 49cc single-cylinder two-stroke equipped with two-speed transmission operated via a handlebar-mounted twist grip. Introduced in 1953, the Quickly achieved sales of over one million worldwide before production ended in the late 1960s, by which time it has spawned a plethora of more luxurious and sporting variants. Acquired for the Museum in November 2005, this late example is offered with an old V5C Registration Certificate and a quantity of expired tax discs and MoTs.

£200 - 400

€230 - 450

No Reserve



277

### 1959 BSA 70CC DANDY

Registration no. 847 VMG

Frame no. DS15794 Engine no. DSEL15474

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 right-hand 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. The Dandy was last produced in 1962. This 'barn find' Dandy is offered for restoration and comes with an old-style V5 registration document.

£300 - 500

€340 - 560

No Reserve



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278

**1962 NSU 49CC QUICKLY MOPED PROJECT**

Registration no. ALB 602A

Frame no. 960990

Engine no. 1638078

Another motorcycle manufacturer with its roots in the bicycle industry, NSU built its first powered two-wheeler in 1900, and went on to produce some outstanding and influential designs in the 1950s. Its most popular model in the UK in the post-WW2 years was the Quickly moped, a 49cc single-cylinder two-stroke equipped with two-speed transmission operated via a handlebar-mounted twist grip. Introduced in 1953, the Quickly achieved sales of over one million worldwide before production ended in the late 1960s, by which time it has spawned a plethora of more luxurious and sporting variants. This original and un-restored Quickly is offered for restoration and sold strictly as viewed. The machine comes with an old-style V5 document.

**£300 - 400**

**€340 - 450**

**No Reserve**



279

**C.1967 RALEIGH 49CC RM6 RUNABOUT MOPED**

Registration no. OYU 38F

Britain's best-known and longest-surviving bicycle maker, Raleigh also manufactured motorcycles from 1899 to 1905 and from 1919 to 1933. More recently, the Nottingham company offered a range of mopeds plus a scooter in the late 1950s/1960s, the majority of the moped range being built-under-license Motobécane Mobylettes. The first of the latter was the RM4 Automatic, introduced in 1961, while Raleigh first applied the 'Runabout' name to the RM6, which was built in various versions from May 1963 until February 1971 when production of all Raleigh mopeds ceased. There are no documents with this Lot.

**£400 - 600**

**€450 - 680**

**No Reserve**



280

**C.1979 BSA 50CC EASY RIDER**

Registration no. WAA 710V

Frame no. to be advised

Engine no. to be advised

Towards the end of its troubled existence, and following the end of Norton Commando production in 1977, Norton Villiers Triumph (NVT) began to explore other avenues of business. Development of the promising Norton Rotary continued, while at the other end of the performance scale the company offered the Motori Morini-powered Easy Rider moped, though a two-wheeler further from the spirit of the eponymous American 'road movie' could scarcely be imagined. Peter Fonda and Dennis Hopper just wouldn't have been anything like so convincing riding a pair of these. Like the company's Yamaha-engined 125/175cc trail bikes, the Easy Rider was marketed under both the NVT and BSA brand names. This un-restored BSA-badged example currently displays a total of 446 miles on the odometer. There are no documents with this Lot.

**£250 - 350**

**€280 - 390**

**No Reserve**

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

281

## 1993 ROYAL ENFIELD 499CC BULLET

Registration no. L344 TGJ

Frame no. 3B52 1490

Engine no. 3B52 1490

- *Proceeds to be donated to Cancer Research*
- *Ridden by the first owner from the Arctic to Antarctica*
- *Circa 22,000 miles covered on that one journey*



A former cancer patient, its first owner, the late Greg Staves, purchased this Indian-built Bullet and, being in remission, decided he would undertake a special trip he had wanted to do for some time while at the same time raising for Cancer Research. This epic ride would take him from Prudhoe Bay in northern Alaska to Ushuaia in Argentina, his intention being to journey from the Arctic to the Antarctic. The plan was to start the ride at the summer solstice and complete it by the winter solstice, a period of six months. He insisted that it be a solo ride, despite doctors and family being sceptical of his ability to cope.

As a trial run, Greg took a trip to Europe to demonstrate he could cope while at the same time getting used to the Enfield. He hadn't experienced a single before and didn't know what to expect from it. He had a great time, later remarking "I found myself in Egypt, thought perhaps I'd had enough fun and should go home now".

On the Europe trip Greg had grown tired of forever explaining to curious locals what he was doing, so put a map of his Arctic/Antarctic route on one of the panniers before setting off. Some of his stops during the ride were for interviews promoting the trip with the locals, and on a couple of occasions he was roped in to promote local cancer projects. Unfortunately, the speedometer broke after 18,350 miles but Greg claimed that his total journey was some 22,000 miles. This feat of endurance earned him the nickname 'Iron Ass', bestowed by a Canadian acquaintance.

Greg was refused permission to take the Enfield into Antarctica so he removed the front wheel while leaving the rest of the machine at the dock, and took it with him on a cruise ship to within the Arctic Circle so he could dip it in the sea! This exceptionally well-travelled motorcycle is offered with an old-style V5 document; a history file containing an article and photographs detailing the journey; and a large display map showing the route that Greg took.

**£1,800 - 2,400**

**€2,000 - 2,700**

**No Reserve**

## Further Private Entries as displayed at The London Motorcycle Museum



282

### 1968 TRIUMPH 650CC 6T SAINT

Registration no. UGC 967F

Frame no. DU 43772

Engine no. 6T DU 43772

One of the most important developments in the history of Triumph's long-running parallel twin was the introduction of unitary construction of the engine and gearbox in 1957, commencing with the 350cc 'Twenty-One' (later 3TA). The 500s went unitary the following year but it was not until 1962 that this more modern form of construction was extended to the 650s. A new alloy cylinder head was adopted at the same time and the engine/gearbox unit went into a new single down-tube frame with bolt-on rear sub-frame. Three 650s were offered initially; the Thunderbird tourer, Trophy trail bike, and Bonneville sports roadster. Triumph enjoyed a long history of providing machines to police forces around the world, the Thunderbird roadster being known as the Saint when built to police specification. This 6T Saint is an ex-Metropolitan Police patrol motorcycle that was stationed at Catford in South London. It is one of a batch of 20 supplied to 'The Met' via the Harvey Owen dealership. The machine was last taxed for the road in 2008 and we are advised by the vendor that the engine has been rebuilt and will need to be 're-torqued' after 500 miles. Offered with a V5C, old MoTs and sundry tax discs.

**£6,000 - 10,000**

**€6,800 - 11,000**

**No Reserve**



283

### C.1970 TRIUMPH 490CC T100 (SEE TEXT)

Registration no. not registered

Frame no. unstamped

Engine no. unstamped

Competition success in the USA prompted Triumph to adopt the 'Daytona Tiger' name for their top-of-the range sports 500 in 1966, Buddy Elmore having won that year's prestigious Daytona 200 race on a works twin, a feat Gary Nixon repeated the following year on his way to the first of back-to-back AMA titles. With the re-launch of the BSA-Triumph range in November 1970, by which time it had gained the 650's excellent twin-leading-shoe front brake, the 'Tiger' part of the name was dropped, and the Daytona's model designation changed to 'T100R'. However, within two years the entire BSA/Triumph Group was in severe financial difficulty and the proposed closure of Triumph's Meriden factory led to the workforce occupying the plant in September 1973. When the plant eventually reopened, the two 500cc models in production immediately prior to the shutdown – the T100R Daytona and the TR5T Trophy Trail – were not revived. This 490cc Triumph was built by Bill Crosby in the mid-1980s from new-old-stock parts and thus is not necessarily representative of one particular model. The machine has not been run and currently displays a total of one 'push' mile on the odometer. There are no documents with this Lot.

**£4,000 - 5,000**

**€4,500 - 5,600**

**No Reserve**



284

**1921 TRIUMPH 225CC JUNIOR**

Registration no. not registered

Frame no. over-painted

Engine no. H7792

The first Triumph motorcycle of 1902 used a Belgian Minerva engine but within a few years the Coventry firm - originally a bicycle manufacturer founded by German immigrants Siegfried Bettman and Maurice Schulte - was building its own power units. The first of these - a 298cc single-cylinder sidevalve - arrived in 1904. This first engine was not without its weaknesses, and the curious 'tandem down-tube' frame in which it was installed often broke, but these shortcomings were soon sorted and within a couple of years 'Triumph' was a byword for reliability. Introduced in 1914 together with famous 4hp Model H, one of Triumph's new models was the Junior, a 225cc two-stroke single. Weighing only 129lb, the Junior featured chain-cum-belt transmission and a two-speed gearbox - the latter being an unusual feature among contemporary lightweights - but there was no clutch and the machine was push-started. Known as the 'Baby' Triumph by the motorcycling public, the Junior resumed production after The Great War and was last catalogued for 1922. There are no documents with this Triumph Junior.

**£4,000 - 6,000**

**€4,500 - 6,800**

**No Reserve**



285

**C.1952 TRIUMPH 498CC 'TIGER 100' (SEE TEXT)**

Registration no. UMH 429

Frame no. over-painted

Engine no. T100 9109523 (see text)

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 was exemplary for a road-going 500, around 85mph being attainable by the Speed Twin while the Tiger 100 sports version was even faster. The latter's performance was boosted by the use of high-compression forged pistons and polished ports and internals, the result being a machine that could touch 100mph in road trim and exceed it with the silencer end-caps removed. 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. Along with the rest of the twins, the Tiger could also be ordered with the optional 'sprung hub' that conveyed a measure of rear suspension. Looking very much like a tribute to the famous 'Jump Bike' ridden by Steve McQueen in 'The Great Escape', this Triumph was last taxed for the road in June 1993. It should be noted that at time of cataloguing it had not been possible to verify the frame number, and that the engine number has at least one too many digits and does not look like a factory stamping. Accordingly, prospective purchasers must satisfy themselves with regard to the origins and correctness (or otherwise) of this machine's component parts prior to bidding. There is an old-style V5 and a selection of old MoTs offered with the lot.

**£3,000 - 5,000**

**€3,400 - 5,600**

**No Reserve**



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



286  
**C.1951 NORTON 490CC 500T TRIALS**

Registration no. not registered  
Frame no. 36220  
Engine no. 37728 F3T

Following a season of extensive modification and experimentation, begun during the winter of 1947/48 by the legendary McCandless brothers - designers of Norton's peerless 'Featherbed' racing frame - resulted in the first appearance late in 1948 of an entirely new trials model: the 500T. The shorter and lighter WD 16H frame was used for the newcomer, which featured an ingeniously modified lower fork yoke that reduced the wheelbase to a more manageable 53". In its original, 'all-iron' engine form the 500T tipped the scales at 320lbs, while the subsequent adoption of an alloy cylinder head and (later) a Wellworthy alloy barrel brought that down to 300lbs. The 500T was announced as a 1949 model at the 1948 Motor Cycle Show, by which time a young Geoff Duke had already won that year's Allan Jefferies Trial riding a 350cc-engined prototype. Numerous other works and privateer competition successes throughout the late 1940s and early 1950s confirmed that Norton had produced a machine as good as, if not better than, any other rigid-framed trials iron. Sadly, there would be no sprung-frame development to carry on the line, and the 500T disappeared from the Norton line-up in 1954. Little is known of the history of this example, which has been displayed at the London Motorcycle Museum for the last few years.

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



287  
**1966 GREEVES 246CC 24TGS ANGLIAN TRIALS**

Registration no. UHV 307D  
Frame no. 24TGS 247  
Engine no. 161FC 337

Since their introduction in the early 1950s, Greeves' highly successful range of off-road competition motorcycles had undergone considerable development and by the mid-1960s had been refined into class-leading competitors in both trials and scrambles. By this time, the frames of the trials and scrambles models were different, although both retained Greeves' trademark cast aluminium 'down-tube' and rubber-in-torsion leading link fork, while the engine had begun to move away from its Villiers roots. In 1964, Greeves went the whole way and introduced its own engine on the 24MX1 Challenger scrambler. This new 246cc power unit followed Villiers lines but incorporated a stronger Alpha crankshaft assembly, a ribbed crankcase, and a larger alloy top end with greatly increased finning. An Albion gearbox was used, which necessitated further alterations to the frame. For 1965 the Challenger top end went onto the trial bike's Villiers 32A engine, this new model being designated just plain 'TFS', the 'Scottish' name being dropped. Produced for only one year, the TFS was an interim model and in 1966 was superseded by the TGS Anglian. Retaining the 32A/Challenger engine, the Anglian featured a revised frame and the new 'banana' leading-link forks, while the old-style steel hubs made a reappearance. This Anglian has belonged to the current vendor since circa 2013/2014 and in recent years has been on display in the London Motorcycle Museum. Offered with a V5 document.

**£1,400 - 1,800**  
**€1,600 - 2,000**



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288

**1936 DOUGLAS 250CC MODEL AERO SV**

Registration no. not registered

Frame no. AD323D

Engine no. 25/B436

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. Douglas's continuing financial difficulties resulted in the Bristol concern being acquired by the British Aircraft Company in 1935 and reformed as Aero Engines Ltd. Most of the motorcycle tooling was sold off and production of the predominantly flat-twin-powered range was continued by London-based dealers Pride & Clarke Ltd using the existing stock of parts, all of these models being prefixed 'Aero' regardless of engine capacity. To the delight of Douglas devotees everywhere, this policy did not last long and in 1937 the 'Aero' name was abandoned. Offered here is an example of the 245cc Aero, a sidevalve-engined model that had first appeared for 1934 as the Model Y and for 1935 was renamed the Comet 5Y. The smallest four-stroke in the range, it was produced for only three years and is one of the rarest of pre-war Douglas motorcycles. An older restoration, the machine was last taxed for the road in March 1981 and is offered without documents.

**£3,000 - 4,000**

**€3,400 - 4,500**



289

**1960 AJS 646CC MODEL 31 CSR**

Registration no. not registered

Frame no. A72593

Engine no. 60/31 CSX2120

Associated Motor Cycles was late in producing a twin-cylinder model to rival those of Triumph, BSA and Norton. When announced in 1948, the AJS Model 20 and equivalent Matchless G9, while following the established pattern of British parallel twins, were unusual in having an engine with a third, central, crankshaft main bearing. The new 498cc power unit was housed in the sprung frame recently introduced to the heavyweight singles line-up. Progressively developed, the motor underwent a number of capacity increases, finally arriving at 646cc in the autumn of 1958 with the launch of the AJS Model 31 and Matchless G12. The new range-topping super sports models were typed 'CSR', a designation AMC had first used on the superseded 600s. Well-finished, stylish, and deservedly popular despite lacking the performance image of certain rivals, the AMC twins were much missed after their demise in 1966. This example one of the most desirable of AMC twins is nicely presented but the engine does not turn over. There are no documents with this Lot, which is sold strictly as viewed.

**£5,000 - 7,000**

**€5,700 - 7,900**



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

## THE PERIL SPEED EQUIPE

- *Constructed by the late Bill Bragg*
- *'Yellow Peril' ran a best quarter mile of 13.39 seconds as a solo and 13.99 as a sidecar*



The following three Lots were constructed by the late Bill Bragg. A carpenter/cabinet maker, Bill Bragg lived in Canterbury Road, Thornton Heath and in the mid-1950s took up circuit racing with a Triumph sidecar outfit. A big crash at Crystal Palace resulted in several months in hospital and Bill transferred his allegiance to sprinting. Although most of his engineering skills were self-taught, Bill's radical ideas on how to get a motorcycle down the quarter-mile as quickly as possible would turn out to be highly influential. In 1958 he built what is considered to be the first double-engined sprint bike 'Twin Thing', which carried its two Triumph engines in an extended Norton Featherbed frame. He persevered with this bike for 18 months or so, but never really sorted out the coupling of the two engines.

In 1960 Bill decided to go back to a single 650cc Triumph engine and made a purpose-built sprint frame - again a first - with fuel carried in the top tube and oil in the main downtube. He purchased a glassfibre drop fuel tank from a P51 Mustang fighter plane and set about making a fairing from it. This was commonplace in the USA, where many 'Lake Racers' used drop tanks as car bodies, but once again a first for the UK. Early in 1961 the machine was featured in 'Motor Cycle' magazine, which referred to it as the first 'kneeler' sprint bike.

Another point of discussion over the years has been the exhausts, which pointed forwards and exited the fairing as four small outlets. Many opinions have been put forward regarding this innovation, but the reason was simple: first of all there was not sufficient space inside the fairing for the conventional two pipes so a different route had to be found. Secondly, he did not have a tube bender so could not bend large-diameter, thin-walled tubes; his simple solution resolved both of these problems. Amazingly, the tubes for all Bill's frames were bent by heating to red hot and then bending them in the grill of the drain in the gutter outside his house!

Bill painted the fairing bright yellow, and in an article written by Vic Willoughby the machine was dubbed 'Yellow Peril'; the Peril Speed Equipe was born. 'Yellow' ran a best quarter mile of 13.39 seconds as a solo and 13.99 as a sidecar, with long term passenger Chris Buckingham in the chair. The sprinter was transported to events on the sidecar platform of Bill Bragg's road transport, and when the number of bikes increased a trailer was towed behind the outfit. Bill's trusty sidecar outfit covered thousands of miles as he pursued national and world records on both two and three wheels. Later in 1961 Bill Bragg started a new bike, incorporating swinging-arm rear suspension to cope with the bumpier tracks of the era, and this became 'Scarlet Peril'. The specification was similar to 'Yellow' but Amal TT carburettors were used. This bike was something of a disappointment, as it did not go any quicker than Yellow Peril. Undeterred, Bragg set about a new project for the 1962 season.

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This machine, 'Blue Peril', used the same frame layout as 'Yellow' with the rear suspension innovation of 'Scarlet Peril', but added a supercharger to the mix. Bragg is credited as the first person to supercharge Triumph twin engines, and he was helped by the Allard Motor Company, which supplied the Shorrock supercharger. Once the initial fuel starvation problems were overcome the bike ran 11.19 seconds for the quarter-mile, very much on the pace for that period. Bragg raced 'Yellow Peril' as a sidecar and 'Blue Peril' as a solo up until the end of 1966, although both bikes were run in both solo and sidecar form. In 1965 'Yellow Peril' set a 750cc sidecar world speed record at 147mph. A fourth bike, 'Silver Peril' was built, apparently for grass sprinting, and was later ridden at sprint events by sidecar passenger, Chris Buckingham. Its whereabouts are unknown. When Bill Bragg emigrated to Australia in 1966, the bikes disappeared.

In 1999, Ron May, president of the National Sprint Association and one of Bill's rivals, died. Ron owned four sprint bikes and a couple of circuit racers. When these were purchased from his estate, the Perils were discovered in a collapsed shed at the end of his garden where it is believed they had been since 1966. They were rescued by sprinter Bob Anderson and subsequently rebuilt by Tony Huck.

'Yellow Peril' was restored in 2005 and ridden for the first time in 39 years at North Weald in July 2005 by Norman Hyde. Since then it has been ridden at Mallory Park, North Weald, and at Beaulieu, where it resided in the National Motor Museum alongside 'Blue Peril' until 2009. In 2006 'Blue Peril' was completed and the engine run at North Weald in August of that year. 'Scarlet Peril' was restored in 2008, and in 2010 the three bikes were displayed together for the first time in over 45 years.

'Yellow Peril' was prepared for North Weald in August 2010 and Martin Newton took over the controls. Martin ran a 13.7-second quarter-mile with a 94mph terminal speed, a very creditable effort as he confessed after the run that "the clutch started to slip so I shut it off just before the finish".

Bill Bragg's inventiveness and innovation put him firmly at the forefront of the development of sprint and drag race bikes in the 1960s. Putting the Perils in context, they pre-date George Brown's Super Nero and all of Alf Hagon sprint bikes, and thus are of immense historical significance in the development of the sport. Since 2011 the Perils have been on display at the London Motorcycle Museum.

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

291 - 300  
**NO LOTS**

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

# MOTORCYCLES - DAY 2

Sunday 20 October 2019 at 11.00

Lots 301 - 451

Further images of each lot can be found at  
[www.bonhams.com/25384](http://www.bonhams.com/25384)

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301



303



302



304

301

**1926 MATCHLESS 250CC MODEL R**

Registration no. ON 2567 Frame no. 490 Engine no. R1026  
 Unlike the vast majority of Britain's motorcycle manufacturers, which were located in the Birmingham and Coventry areas, Matchless were based in Plumstead, South London. Early Matchlesses were JAP powered, but in 1912 the firm introduced a 500cc single of its own design. Nevertheless, within a short time it had gone, along with all the other singles, and for the next several years Matchless built only v-twins. Singles were reintroduced in the mid-1920s, the 250cc Model R sidevalve being the company's first model to feature the gold-lined black tank that would characterise many later offerings. Model R production continued into the early 1930s. This example of a rarely seen Vintage-era Matchless lightweight is an older restoration that should respond well to re-commissioning and detailing. The machine is offered with an old-style continuation logbook (issued 1957), two MoTs (most recent expired 1993) and a V5C Registration Certificate.

£3,000 - 4,500  
 €3,400 - 5,100

302

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

Registration no. WZ 2475 Frame no. 10600 Engine no. W18862  
 The downturn in the motorcycle market in the early 1920s prompted Francis-Barnett 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 model whose novel method of construction gave rise to the 'Built Like A Bridge' advertising slogan. This straight-tube 'Fanny B' is powered by the 147cc Villiers two-stroke engine. Of the various versions offered, this is an example of the medium-price model equipped with clutch, countershaft gearbox, and kick-starter. Restored in 2018, the machine has new tyres, tubes, spokes, wheel bearings, steering bearings, piston rings, and a new carburettor. All frame components and the wheel rims were powder coated, and the fuel tank repainted. The engine is said to start and run well. Last run in June 2019, the machine is offered with V5C document.

£3,000 - 4,000  
 €3,400 - 4,500

No Reserve

303 N

**1936 VELOCETTE 249CC MOV**

Registration no. not registered Frame no. 6355 Engine no. M2221  
 In 1933 Veloce Limited augmented its overhead-camshaft range with an overhead-valve 250 - the MOV - that would spawn an entirely new range of OHV singles. The newcomer's engine was a 'high-camshaft' design with enclosed valves, and the compact and sprightly machine featured a four-speed gearbox equipped with the company's new foot-change mechanism. The following year an overhead-valve 350 built along MOV lines appeared. This was the long-stroke MAC, subsequently bored out to create the 500cc MSS. Post-war, Velo's overhead-valve trio continued much as before, with rigid frames and - initially - Webb girder forks. The MOV was dropped at the end of 1948. Formerly resident in the Liverpool area, this MOV was restored circa 2009 and is said to be in good condition and running well following adjustments to the valve timing and ignition timing. There are no documents with this Lot.

£5,000 - 6,000  
 €5,600 - 6,800

304

**1950 SUNBEAM 489CC S7**

Registration no. KFD 791 Frame no. S7 3502 Engine no. S8 3235  
 Designed in wartime, the Sunbeam inline twin was introduced in 1947. A luxury tourer inspired by the pre-war BMW, it was of advanced specification with overhead-camshaft engine, shaft drive, and plunger rear suspension. The clutch housing and four-speed gearbox bolted directly to the back of the engine, which was rubber mounted in the duplex loop frame, an innovation that required a flexible joint in the exhaust system ahead of the silencer. The first S7 version was equipped with balloon tyres, a feature not carried over to the more conventional S8 introduced in 1949. Never as popular as BSA's more performance orientated models, the gentlemanly S7 and S8 remained in production until 1957. The current owner purchased this un-restored S7 in 2017, since when it has been fitted with a new carburettor, new seat, and new tyres/tubes. Last run in August 2019, the machine is offered with an old-style continuation logbook and a V5C document.

£4,000 - 5,000  
 €4,500 - 5,600

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305

**1926 EXCELSIOR-JAP 300CC**

Registration no. RL 2748

Frame no. 1541 D

Engine no. 53925 AT

Like most other pioneers of Britain's motorcycle industry Excelsior fitted European manufacturers' proprietary engines at first before turning to home-produced power plants - mainly Villiers, JAP, and Blackburne. Acquired by R Walker & Sons in 1919, Excelsior moved from Coventry to Birmingham. The Walkers believed in the value of racing for development and publicity, and the re-vitalised company was soon making its mark in competition, early successes including a number of World Records set at Brooklands by Tony Worters on 250 and 350 JAP-engined machines in 1926. This JAP-engined Excelsior was first registered under its current registration number on 10th February 1926 to Mr Sydney George Oaten of Liskeard, Cornwall. It then passed to Mr William Buckingham, also from Liskeard, on 24th March 1930. According to the original buff logbook it was last taxed in 1937. The Excelsior remained unused for 70 years until it was rediscovered by the current vendor while he was searching for an Aston Martin DB4 in Looe, Cornwall. This beautiful and very rare historic motorcycle retains all its original equipment and has been left in the wonderful condition that it was found. Offered with old/current V5/V5C documents, it needs only sympathetic mechanical re-commissioning and some gentle cleaning to retain its delightful patina.

**£3,500 - 4,500**

**€3,900 - 5,100**



306

**C.1944 INDIAN 500CC MODEL 741**

Registration no. HXK 962

Frame no. 7412695

Engine no. GDA26958

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, eventually enlarged to 750cc in 1932. The military Model 741 was based on the Sport Scout with a reduced capacity of 500cc to conform to military contract specifications, and the majority of these were exported to various allied forces. 'HXK 962' appears to be one which may well have been sent to the UK during World War Two. The V5C gives the date of first registration as 1st September 1946. Presumably demobilised at that time, it underwent 'civilianisation' either by an enterprising dealer or enthusiastic owner. Purchased by the vendor in its present condition approximately ten years ago, it has remained in dry storage since, and whilst it has not been used, or started, since that time, he reports that the engine turns over freely. Offered for re-commissioning or restoration, it is sold strictly as viewed. Documentation comprises the aforementioned older-style V5C.

**£6,000 - 8,000**

**€6,800 - 9,000**



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307  
**C.1923 TRIUMPH 550CC SD**  
Registration no. not registered  
Frame no. 335960  
Engine no. 95584 YRI

Whilst Triumph were not amongst the earliest makers of motorcycles, they formed part of what might be considered the second wave, announcing their Minerva-engined machine in 1902. With 2¼ Horsepower, direct belt drive, and stirrup brake, it was very similar to many other bicycle-derived machines of the period. As large-scale producers of bicycles, it was a natural step, as was the adoption of an in-house engine by 1905, after the use of J.A.P. and Fafnir engines. The Triumph 3hp engine featured mechanically-operated valves and by 1906 a sprung front fork. Power increased to 3½ hp in 1906 and a free-engine rear hub appeared in 1910. 4hp models started in 1914 and the Model H arrived with a 3 speed Sturmey Archer gearbox in 1915. After the Great War, the range for 1920 was announced, featuring the new, top of the range SD model with its cush drive 'Spring Device' within the clutch and new Triumph-made gearbox, alongside the Model H and economy model LW. 335960 is listed in the VMCC Register of Machines under no. 629, with associated registration 'TC 6613', although this number does not appear on the HPI database. Purchased by the vendor in its present condition, needing some finishing, approximately 17 years ago, no further work has been done, and he reports that the engine turns over freely with some compression and the gears select. Sold strictly as viewed, there are no documents with this machine.

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



308 N  
**C.1929 AJS 349CC MODEL M12/M6**  
**'BIG PORT' SPECIAL (SEE TEXT)**  
Registration no. not UK registered  
Frame no. none visible  
Engine no. M6 104562

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. The latter's engine incorporated a number of improvements including enclosed rocker gear and dry-sump lubrication, while the valve/port sizes were reduced; despite that, the 'Big Port' sobriquet continued. At the same time the frame was redesigned to accommodate a saddle tank, and Webb forks replaced the earlier Druids. The machine offered here incorporates a Model M6 engine and what is believed to be the (modified) frame and cycle parts of a Model M12 '250', while many of the minor components are from other sources. A past participant in numerous parades and Vintage runs, the machine is described by the vendor as in running condition and nicely patinated, ready to take part in many more such events. Offered with a French Carte Grise.

**£4,500 - 5,500**  
**£5,100 - 6,200**



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309

**1926 HARLEY-DAVIDSON 1,000CC MODEL JD**

Registration no. not registered

Engine no. 26J9854

A twin-cylinder model returned to the Harley-Davidson range for 1911 in redesigned form, boasting mechanically operated inlet valves (replacing the 'atmospheric' type inherited from the single), and production really took off. Known by the sobriquet 'pocket valve', this 'F-head' (inlet-over-exhaust) engine - built in 61ci and 74ci capacities (1,000cc and 1,200cc respectively) - would remain in production for the next 20 years. The Harley single's transmission arrangements - direct drive by means of a leather belt - were continued at first on the twin but the need to make better use of the engine's power characteristics, particularly for sidecar pulling, prompted the introduction of a two-speed rear hub for 1914, by which time chain drive and a proper clutch had been adopted. Later that same year a conventional, three-speed, sliding-gear transmission with 'step starter' was introduced on the top-of-the-range version of the twin which, with full electrical equipment, was listed from now on as the Model JD (and later JE). Periodically revised and up-dated, the Model J had gained a front brake, stronger fork and pumped lubrication by the time production ceased in 1929. This Model JD was imported (apparently from Australia) in 2002 and comes with C&E Form 386. Its mechanical condition is not known and thus the machine is sold strictly as viewed.

£12,000 - 14,000

€14,000 - 16,000



310

**1923 HARLEY-DAVIDSON 584CC MODEL WF SPORT TWIN**

Registration no. to be advised

Engine no. 23WF1743

Inspired by the British Douglas, which likewise used a horizontally opposed, twin-cylinder engine, the Harley-Davidson Model W Sport would prove more popular in Europe than America, where the v-twin engine held sway. The Model W was introduced in 1919 and, like Douglas, Harley set its engine lengthways in the frame. Displacing 584cc, the 6hp twin was installed in a frame of the 'keystone' type, open at the bottom, which used the engine as a stressed element, while other noteworthy features included geared primary drive and a unique type of front fork. Although not overly powerful, the Model W obviously handled well and possessed a decent turn of speed, as evidenced by a number of record-breaking achievements. Despite these successes the American motorcycling public remained unconvinced of the Model W's virtues and H-D pulled the plug on this promising design after only a few seasons. We are advised that this Harley-Davidson Model WF Sport Twin has had only three owners from new. The Model W was made from 1919 to 1923, by which time 9,883 machines had been built, of which it is believed only 60-or-so are on the road today. Acquired by the previous owner in the early 1950s and used around his farm, the machine has not been registered or ridden on public roads for the last 70 years. The current vendor purchased the Harley in 2004. Over the last six years the engine has been rebuilt by a Harley-Davidson specialist, but apart from that and fitting new tyres the machine is said to be totally original. Run recently, the Harley is MoT'd to August 2020 and we are advised that a V5C Registration Certificate has been applied for. Offered with a dating certificate, this exceptional Model WF is a rare find indeed.

£15,000 - 20,000

€17,000 - 23,000



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311

## 1940 INDIAN 1,265CC MODEL 440 FOUR

Registration no. 731 XUS

Frame no. 440 793

Engine no. DDO 793

- *The ultimate Indian Four*
- *Imported from the USA in 2009*
- *Rebuilt between 2009 and 2011*
- *One UK owner*



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

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

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

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

Production of the Indian Four, America's last four-cylinder motorcycle, ceased in 1942. No sales literature was distributed for the 1942 season - this would normally have been done the preceding fall - probably because the defence build-up prior to the United States' entry into WW2 was already causing manufacturers to focus their attention elsewhere.

One of the world's most beautiful and collectible motorcycles, this Indian Four was discovered in the USA having been stored for over 30 years by the owner of a motorcycle shop. The machine was imported by the vendor in 2009 and restored by him over the next couple of years, the engine rebuild being entrusted to recognised specialists Formhalls Vintage & Racing Ltd (bills on file). The engine overhaul included re-metalling and line-boring the main bearings, and fitting modern H-beam connecting rods and Arias pistons. We are advised that the oil pressure is 50psi cold/25psi hot. Other noteworthy features include Matt Blake replica tanks, a Roy Davies clutch, and stainless-steel spokes. Last run in September 2019, this beautiful machine is described by the private vendor as in generally very good condition. Accompanying paperwork consists of purchase documents, State of Indiana Title, dating certificate, sundry bills, and a V5C Registration Certificate.

**£45,000 - 65,000**  
**€51,000 - 73,000**

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

312 \* N

## 1928 INDIAN 750CC SCOUT 'POLICE SPECIAL'

Engine no. CGP917

- *Iconic American motorcycle*
- *'Short frame' model*
- *Restored in 2018*



A marque at the very forefront of motorcycle design and technology in the opening decades of the 20th Century, Indian nowadays is remembered mainly for its powerful, large-capacity v-twins, the first of which appeared in 1907. The Springfield firm's first twin was based on its highly successful 'F-head' (inlet-over-exhaust) single-cylinder model, and this type of engine would continue to power the road-going 'Iron Redskins' until a new 61ci (1,000cc) 'flat head' (sidevalve) v-twin - the Powerplus - was introduced for 1916.

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.

Offered from a private collection, this 'short frame' Indian Scout was restored in 2018 and was last ridden (around the block) in September 2019. Rebuilt with new valves and pistons, the engine is described as very smooth and the gears are said to engage easily. Other noteworthy features include a correct DLX51 carburettor, correct Splitdorf magneto, and re-laced wheels shod with new Coker balloon tyres. There is no brake to the front wheel (not required in the USA at that time) and it should be noted that the generator is not in use and thus the electrics are 'total loss'. There are no documents with this Lot.

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

**£22,000 - 28,000**

**€25,000 - 32,000**

**No Reserve**

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



313 N  
**1939 COTTON-JAP 500CC SPECIAL**

Registration no. not registered  
Frame no. None visible  
Engine no. KOZ/O 64232 SJ

Gloucester-based Cotton established its reputation with a string of racing successes in the 1920s thanks to an innovative frame patented by Frank Willoughby Cotton. Cotton's design featured four straight tubes running from the steering head to the rear wheel spindle, augmented by straight stays supporting the gearbox and engine. The result was a stiff, lightweight chassis vastly superior to the bicycle-derived frame used by the majority of manufacturers. Cotton relied on proprietary engines, but such was the advantage conferred by its frame that the Cotton had little trouble seeing off similarly powered rivals. We are advised that this machine's previous owner was Les Martin of Douglas, Isle of Man, a regular TT competitor from 1933 to 1949 mostly riding Cotton's in the Lightweight races, his best result was 4th place in the 1939 Lightweight race riding an Excelsior. The machine was described as 'restored' when purchased in 1985, since when it has been stored and used only for a solitary Vintage run in which it performed faultlessly. Noteworthy features include a Wal Phillips fuel injector, 'sports' camshaft, and 'The Celestial Express' script to the fuel tank. The engine number pre/suffixes suggest this 490cc ohv dry-sump unit (manufactured some time between 1 Sep 1937 and 31 August 1938) was a special 'customer order' as indicated by the 'S' suffix and would have benefited from either a 'Modified inlet port 500cc' or 'Piston ring thickness altered', as indicated by the 'J' suffix. Last run in March 2019, the machine is offered with an old-style continuation logbook (issued 1969) for the VRN DFG 687 (no longer assigned to the motorcycle) and assorted photocopies of Cotton-related literature.

**£6,000 - 9,000**  
**€6,800 - 10,000**



314 N  
**1930 ASCOT-PULLIN 498CC**

Registration no. GC 7401 (see Text)  
Frame no. 181  
Engine no. AP181

One of only eight-or-so surviving examples of 1914 TT-winner Cyril Pullin's revolutionary design, 'GC 7401' has belonged to the current vendor since 1985. Introduced in 1928, the Ascot-Pullin was manufactured in Letchworth, Hertfordshire. Advertised as, "The New Wonder Motorcycle", it was packed with innovations inspired by car-industry practice but failed to appeal to the notoriously conservative motorcycling public. The engine was a horizontally mounted overhead-valve single that drove the in-unit three-speed gearbox via helical gears, while a pressed-steel frame enclosed not only the engine/gearbox unit but also the fuel and oil tanks. A pressed-steel dashboard housed the rest of the instrumentation, together with electrical switch gear and ignition/air controls. The foregoing notwithstanding, the Ascot-Pullin's most novel feature was its hydraulic brakes, possibly the first on a motorcycle. Although they would eventually be sorted out, the machine's teething problems fatally tarnished its reputation, and production ceased in 1929 after between 400 and 500 had been built. Although an older restoration, 'GC 7401' benefits from new engine bearings (fitted in 2016) and a rebuilt gearbox with new second gear. Last run in March 2019 and described by the private vendor as in 'generally good' condition mechanically (engine and gearbox), the machine would nevertheless benefit from cosmetic improvement. This ultra-rare motorcycle is offered with a quantity of photocopied marque-related literature. The machine displays VRN 'GC 7401' however, there are no registration documents offered with the machine and the Vehicle Registration Number no longer appears on the HPI database therefore, prospective bidders must satisfy themselves as to the validity of the VRN prior to bidding.

**£16,000 - 24,000**  
**€18,000 - 27,000**



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315

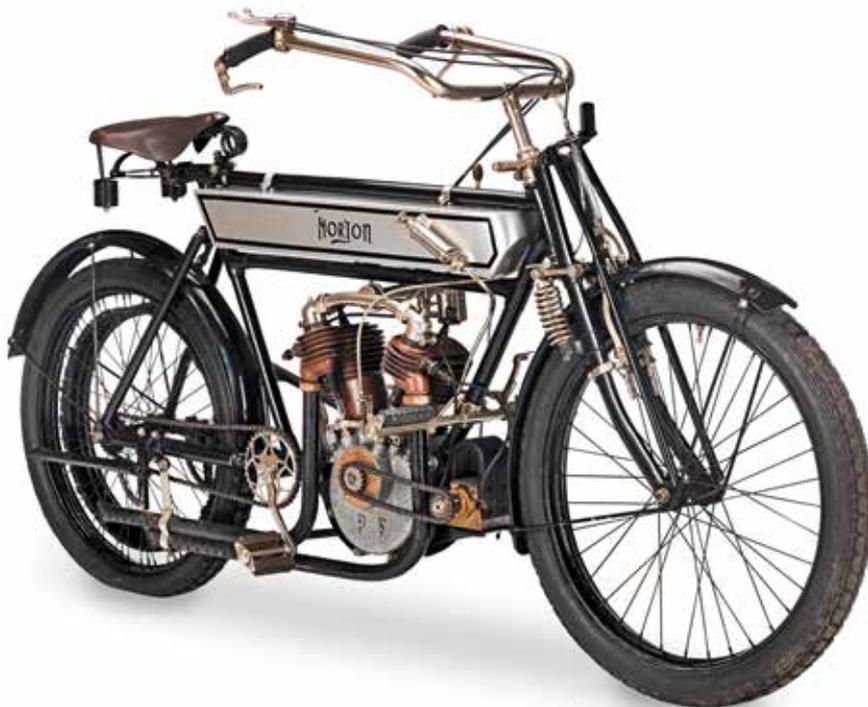
## C.1907 NORTON 6HP V-TWIN

Registration no. not registered

Frame no. 632

Engine no. 16301

- *Exported to Australia*
- *Present ownership since 1985*
- *Restored in the 1980s*



Having completed an apprenticeship in the jewellery trade, Birmingham-born James Lansdowne Norton founded the Norton Manufacturing Company in 1898, initially to supply components to the bicycle trade. In 1902 he built the first Norton motorcycle using a Clément engine, and for the next few years Norton continued to rely on proprietary engines, its larger models being powered by the Peugeot 6hp v-twin, as seen here. This machine dates from 1907, the first year of the Isle of Man TT races. As every enthusiast knows, that race was won by Norton (in fact, Norton won the Twin-cylinder Class and Matchless the Single-cylinder Class). The winning Norton was powered by a Peugeot engine and its rider was Rem Fowler.

This machine's history can be traced back to 1967 when it was reportedly purchased at the Wagga Vintage and Veteran Vehicle Club rally by VMCC of Victoria member, Guy Leopold. Guy kept a 1917 Norton Big 4 motorcycle combination he had bought at the same time, but sold the un-restored v-twin to fellow VMCC member H Wal Maynard, a long-time acquaintance of the current owner. In April 1985, Wal contacted the current owner and offered to sell him the machine, which he said should go to a Norton enthusiast who would care for it.

As acquired, the machine was essentially complete and the engine had good compression and turned over. It needed to be completely stripped so that the frame and other cycle parts could be repainted. This work was undertaken by the late Ray Reardon, who was able to hand paint the name on the tank, shown in the original 1907 photographs as 'The Norton'. Parts required to be plated were entrusted to Endeavour Plating in Hawthorn, who nickel-plated the handlebars, control levers, hand oil pump, and the brake pedal and rod.

The machine was completed in time to be shown at the Classic Motorcycle Club's 'Motorcycles of the Past Show' at the Box Hill Town Hall in the eastern suburbs of Melbourne. A photograph of it was published in the Saturday 14th April 1986 edition of the Sun News Pictorial. From then on the machine has been displayed many times at motorcycle shows, schools, and fêtes, the highlight being its appearance at the opening of the Emerald (Victoria) Anzac Commemoration walk by the Governor General of Australia, Sir Peter Cosgrove, on Anzac Day, 2016.

After many discussions with Peter Rosenthal of Pete's Bikes in Chatteris, Cambridgeshire, the vendor decided to ship the motorcycle back to the UK for eventual sale. The magneto was rebuilt at time of despatch and is sparking well, and since its arrival in this country the machine has been kept in a heated garage. Rebuilt in the past, the engine turns over freely.

Very few Veteran-era Norton motorcycles survive. It is impossible to be definitive about whether this machine fits the exact catalogue specification – or whether all components are original to it – and potential bidders must satisfy themselves as to the level of originality prior to bidding. However it certainly represents a rare opportunity to acquire an example of a motorcycle that is essentially the same type as ridden to victory by Rem Fowler in the inaugural Isle of Man TT.

**£18,000 - 24,000**

**£20,000 - 27,000**

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316

## 1927 BROUGH SUPERIOR OVERHEAD 680

Registration no. RR 7112

Frame no. 619

Engine no. GTO/ 82135/SD

- *Present family ownership since 1955*
- *Matching frame and engine numbers*
- *Offered for restoration*



'RR 7112' on a Banbury Run



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

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

This early, Vintage-era Overhead 680 was purchased in 1955 (for £40!) by the vendor's late father. It was attached to a Milford sidecar and the owner passed his test on the Brough combination. The modified chainguard, revised oiling system, and replacement gearbox were already in place at time of purchase, while the vendor painted the castle image on the tank some 10-15 years ago.

In the 1970s the machine completed several Banbury Runs, winning many awards (see contemporary photographs on file). 'RR 7112' has been restored at various times during the family's 64-year ownership, and was last taxed to the end of February 1990. The Brough retains matching frame and engine numbers, and is offered for restoration. Last run circa 10 years ago and sold strictly as viewed, this potentially most rewarding project is offered with BSOC correspondence, a photocopied old-style V5 registration document, and a copy of its Works Record Card.

**£60,000 - 80,000**  
**€68,000 - 90,000**

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

317

## 1928 NEANDER K500 SS

Registration no. SV 9906

Frame no. 494

Engine no. 8129

- *Rare German sports roadster*
- *Matching numbers*
- *Present ownership since 2003*
- *Featured in Neander by Thomas Trapp*



Although little known in the UK, Neander motorcycles enjoy a deserved reputation for design innovation and exemplary build quality in their native Germany. The Neander was the creation of multi-talented Ernst Neumann, who was born in the Prussian city of Kassel – also birthplace of the Brothers Grimm – in 1871. A natural inventor, Neumann built prototype tricycles powered by steam and internal combustion engines before embarking on a career as a commercial artist in Munich and then Paris, where he designed his first motorcycle for the Griffon company. Returning to Germany, Neumann adopted the *nomme de plume* 'Neander', styling motor cars in Berlin before embarking on his career as a motorcycle manufacturer in the early 1920s. Innovative pressed steel frames (cadmium plated) were a feature of Neander motorcycles, which were powered by a variety of proprietary engines from the likes of Villiers, JAP, Küchen and MAG, ranging in capacity from 122 to 996cc. The design would later be licensed to Opel.

Sadly, and like so many others, Neander Motorfahrzeug GmbH became a casualty of the worldwide economic downturn at the end of the 1920s. After his factory's closure, Ernst Neumann returned to the motor industry, designing small, lightweight cars powered by motorcycle engines.

The arrival of the Volkswagen having rendered such vehicles unviable, Neumann returned to painting in his final years, dying in 1954 aged 83. Today his life's work is commemorated in the permanent Neander exhibition in the Euskerchen city museum, while there is also an annual memorial ride in Bad Münstereifel.

One of the last motorcycles to leave the factory before its closure, this ultra-rare Küchen-engined Neander K500 SS has belonged to the current vendor since 2003 and was last taxed to 31st December 2014. Some refurbishment was carried out circa three years ago, the tank and mudguards being repainted, and the wheels rebuilt. A later speedometer is the only notified deviation from factory specification. 'SV 9906' has featured in the book *Neander* by Thomas Trapp; *The Classic Motorcycle* magazine (March 2008 edition); and *The Telegraph's* online *Lifestyle* section (15th March 2019). Last run in August 2019 and described by the private vendor as in good condition throughout, the machine is offered with correspondence, expired MoTs, old/current V5C documents, and copies of the aforementioned Trapp book and TCM. An imposing sight from any angle, this magnificent Neander would grace any collection of fine Vintage motorcycles.

£30,000 - 40,000  
€34,000 - 45,000

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



318  
**1902 MINERVA 211CC LADIES' MODEL**  
Registration no. 975 AMU  
Frame no. 6231  
Engine no. 16 6454

Although a latecomer to bicycle manufacturer, the Belgian Minerva concern was among the first to offer a viable proprietary engine for motorcycles. Nominally of one horsepower, the 211cc unit was designed for attachment ahead of the cycle's front down-tube - a location which became known as the 'Minerva position' - and was of advanced configuration, employing a mechanically operated inlet valve instead of the automatic type favoured by rival manufacturers. As well as building complete powered machines of its own, the company served the much larger proprietary engine market, supplying many Continental manufacturers as well as those in Britain, notably: Ariel, Matchless, Phoenix, Quadrant, Royal Enfield, and Triumph. Larger-capacity engines, including v-twins, were developed, though the inevitable increase in bulk meant that these were mounted conventionally within the frame. Minerva achieved numerous victories in motorcycle racing, yet despite its commercial and competition successes on two wheels, the company's plans for the future lay elsewhere and they abandoned motorcycle manufacture after 1909 to concentrate on cars. An older restoration, this very early Minerva-engined ladies' motorcycle was a regular entrant on the Pioneer Run throughout the 1960's through 1980's and is believed to have been purchased from well-known collector, Bill Fruin. Last taxed in 1998, '975 AMU' is offered in need extensive restoration. Sold strictly as viewed, the machine comes with an old-style RF.60 logbook, expired Sunbeam MCC Pioneer Certificate (1961), and a V5C document. Prospective bidders must satisfy themselves as to the date of the machine's components and Pioneer dating eligibility prior to bidding.  
**£7,000 - 10,000**  
**€7,900 - 11,000**



319  
**1924 SCOTT 498CC SUPER SQUIRREL PROJECT**  
Registration no. not registered  
Frame no. 673  
Engine no. Z7473

Bradford-born inventor Alfred Angus Scott's experiments with two-stroke motorcycle engines began in the closing years of the 19th Century, leading to the grant of a patent in 1904. Scott's original design for a vertical twin two-stroke engine incorporated the central flywheel with 180-degree overhung cranks and slim connecting rods that would characterise his products from then onwards. The first complete Scott motorcycle prototype followed in 1908, its twin-cylinder engine, two-speed foot-change gear, and all-chain drive marking it out as an exceptionally advanced design for its day. Like most of their rivals, Scott recognised the value of publicity gained from success on the racetrack - and particularly at the Isle of Man TT - and first entered the latter event in 1909, becoming the first two-stroke to start in a Tourist Trophy race. Back-to-back victories in the 1912 and 1913 Senior events would turn out to be the highlights of the firm's TT record, though Harry Langman came close again in 1922 and 1924, finishing 3rd and 2nd respectively. The 1924 works bikes had featured 'square' engines of 68.25mm bore/stroke, and this new 498cc unit became available in the Super Squirrel sports roadster introduced later that year. This three-speed Super Squirrel is offered for restoration and sold strictly as viewed. There are no documents with this Lot.  
**£4,000 - 6,000**  
**€4,500 - 6,800**



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320

## 1932 SUNBEAM 492CC MODEL 6 LION

Registration no. FK 5168

Frame no. B12066

Engine no. J6024

- A version of Sunbeam's famous 'long-stroke' sidevalve engine
- Described this Sunbeam Lion as totally original and untouched
- Last run May 2019



May 2019. Vintage Run



The first Sunbeam motorcycle - a 350cc side-valve single - left the Wolverhampton premises of John Marston, hitherto a manufacturer of finest quality enamelled goods, bicycles and - latterly - cars, in 1912. Like Marston's other products, his motorcycles soon established a reputation for sound construction and exemplary finish.

Sunbeam's first overhead-valve engines were introduced in the mid-1920s but early successes were achieved with sidevalve-engined machines, most notably the 492cc (3½hp) 'Longstroke', which secured a debut win at the 1921 French Grand Prix ridden by Alec Bennett. In road-going form this remarkable engine remained in production right up until WW2.

A version of Sunbeam's famous 'long-stroke' sidevalve engine powered the new-for-1931 Model 6 Lion. Introduced in the summer of 1930, the revamped Lion replaced the old Model 6 and featured the innovations - for Sunbeam - of a chromium-plated fuel tank and Webb-pattern girder forks. A 598cc Model 7 Lion arrived the following year. These two sidevalve workhorses continued in production - surviving Sunbeam's 1937 sale to AMC, relocation to Plumstead, and axing of the rest of the traditional models - until the outbreak of WW2.

The vendor describes this Sunbeam Lion as totally original and untouched, even down to the footrest rubbers and the clock in the tank. Charmingly patinated, the machine comes with a comprehensive file containing some John Marston invoices dating back to the early/mid-1930s. These are addressed to one Carl William Beard, possibly the first owner, who according to the accompanying continuation logbook was still the owner in 1964. The file also contains an original instruction manual, original spare parts catalogue, technical information, and a V5C Registration Certificate. The machine also comes with the two original keys for the toolboxes and what is believed to be the original tool kit.

The last owner enjoyed the Sunbeam for five years and participated in various historical runs with it, including one organised in May of this year by the French club 'L'Ane à Deux Roues' near Beziers where it was awarded a cup for the best 'Girder'. A couple of photographs and the cup are included with the Lot.

**£7,500 - 8,500**

**€8,500 - 9,600**

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321

## 1925 NORTON 490CC MODEL 16H & SWALLOW SIDECAR

Registration no. FC 8980

Frame no. 18226

Engine no. 25662

- *Vintage-era sports combination*
- *Present family ownership since 1984*
- *Offered for re-commissioning/restoration*
- *Eligible for the Banbury Run*
- *Still has the original throttle control and air control opening outwards*



Norton relied on proprietary engines in its formative years - winning the inaugural Isle of Man TT with a Peugeot-engined machine - before introducing its own design of power unit in 1907. The long-stroke 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. The following year Norton-mounted Jack Emerson easily won the 150-mile Brooklands TT against a field of more experienced competitors (setting three long-distance records in the process) having ridden his machine down from Hull! 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 Sturmev Archer three-speed gearbox. When fitted with chain drive, the 490cc sidevalve single became the 'Model 16' in Norton's numbering system, and then changed 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 - along with the Big 4 - in 1954.

This Vintage-era 16H is attached to a Zeppelin-style sidecar built by the Blackpool firm of Swallow, a company co-founded by William Lyons and the forerunner of SS and Jaguar cars. The Norton has belonged to the vendor's family since April 1984 when it was purchased by his late father from the dispersal sale of Benson Garages property in Norfolk. Its late owner was a Jaguar enthusiast who purchased the Norton/Swallow combination to complement his collection of Jaguar cars. Noteworthy features include a P&H rear lamp, TWR sidecar lamp, ML magneto, Brown & Barlow carburettor, toolboxes with leather inserts, and a 'Layton Garages Oxford' plaque to the headlamp. Untouched and unused since acquisition (the engine turns over), this delightful Norton motorcycle combination is offered with photocopy old V5 and current V5C documents. A detached/broken bulb horn is offered with the machine, which will require extensive re-commissioning or possibly more extensive restoration before returning to the road.

**£12,000 - 16,000**

**€14,000 - 18,000**

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322

**1918 SUNBEAM 4HP FRENCH MILITARY  
MOTORCYCLE COMBINATION**

Registration no. AR 7839

Frame no. 7863

Engine no. 134/7963

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 rare Sunbeam was supplied as a motorcycle combination to the French Army just prior to the end on WWI. It has the standard rigid frame, girder fork, and three-speed hand-change gearbox, but unlike all other Sunbeams of that time has belt final drive rather than chain. This was done at the behest of the French Army to bring the Sunbeams into line with the other types of motorcycle they were using. To compensate for the associated power loss, the engine was increased in capacity from 500ccc (3½hp) to 550cc (4hp). Around 1,000 machines of this specification were supplied. 'AR 7839' was purchased by the vendor in June 2008 and was last taxed for the road in April 2015. Apart from a repainted fuel tank (which was found to have 2 bullet holes in it!), new tyres, and a new tonneau cover for the sidecar, the machine is described as completely original. Offered with a V5C Registration Certificate.

**£16,000 - 20,000**

**€18,000 - 23,000**



323

**1929 NEW IMPERIAL 350CC**

Registration no. BF 4581

Frame no. 48/3142/2

Engine no. 48/10933

Builder of the last British-made machine to win the Lightweight 250 TT (in 1936) New Imperial was unsurpassed for innovation during the 1930s, with models featuring pivoted fork rear suspension and unitary construction of engine and gearbox. The marque was established in 1900 when Norman Downs acquired a cycle company in Birmingham, which he reorganised as New Imperial Cycles. The firm's first motorcycles, designed along Werner lines, were shown at the 1901 Stanley Show in London but were not well received. Not until 1910 did Downs try again, launching a conventional JAP-powered model - the Light Tourist - that would prove an outstanding success. In racing, New Imperial concentrated on the 250 class, winning the Isle of Man TT trophy for 250cc machines in 1921 and their first Lightweight TT in 1924, a feat repeated the following year. On the commercial front, the late 1920s saw production facilities expand and proprietary engines abandoned in favour of New Imperial's own power units. Restored in May 2012, this New Imperial-engined 350 previously belonged to Mr Russell Montgomery, a prominent Birmingham collector, was purchased from Spurrier-Smith Antiques of Worksworth, Derbyshire, its owners since April 2016. The machine was last run earlier this year and is described by the private vendor as in good condition throughout. Accompanying documentation consists of a quantity of old MoTs (most recent expired 2013), a V5C registration Certificate, and a selection of pre-restoration photographs. An original New Imperial Handbook is included in the sale.

**£5,500 - 6,500**

**€6,200 - 7,300**



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324  
**1929 SUNBEAM 3½HP MODEL 5 'LIGHT SOLO'**  
Registration no. FK 4003  
Frame no. B2635 Engine no. J2630

Designed by Harry Stevens (later to found AJS) the 2¼hp Sunbeam was equipped with a two-speed countershaft gearbox and fully enclosed all-chain drive, proving an instant success in an era when the norm was hub gears and belt-drive. The marque quickly established a reputation for sporting prowess, achieving 2nd place in the 1914 Isle of Man Senior TT and winning the 1920 race. Overhead-valve engines were introduced in the mid-1920s but successes continued with sidevalve-engined machines, most notably the 492cc (3½hp) 'Longstroke', which secured a debut win at the 1921 French Grand Prix ridden by Alec Bennett. In road-going form this remarkable engine remained in production right up until WW2. Reputedly, this Model 5 'Longstroke' was discovered in a garage having been laid up in 1957, the year that the last of the accompanying 1950s tax discs expired (see 'as found' photograph on file). In October 1997, the Sunbeam was registered to Mr Jonathan Durrant, who sold it in May of the following year to the previous owner. Mr Durrant had purchased the machine, which had spent all its life in the Worcester area, from the brother of its deceased owner. Copies of original registration records on file show that 'FK 4003' was first registered in March 1929 to Bowcott & Co - 'Leading Cycle Manufacturers and Dealers' - of Worcester. The previous owner completed the Sunbeam's restoration in 2000 and advised, the machine is totally correct except for the dynamo's conversion to two-brush operation. Presented in beautiful condition, 'FK 4003' successfully competed an 'End to End' run several years ago but has not been ridden for some time. Acquired by the vendor at Bonhams 3 September 2016 Beaulieu Sale (Lot 318) the machine has been used sparingly since. Re-commissioning will be required before it returns to the road. Restoration bills are on file and the machine also comes with a V5C registration document; a quantity of expired MoTs and tax discs; assorted correspondence; and a folder of photocopied technical and other Sunbeam-related literature.

£7,000 - 9,000  
€7,900 - 10,000



325  
**1932 SUNBEAM 493CC MODEL 9**  
Registration no. HY 7130  
Frame no. L2428  
Engine no. 12A51902334 (see text)

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 has been fitted with a later engine: the twin-port unit from a 1935 Model 9. The machine also has a modern saddle, modern handlebar controls, and a side stand, all fitted in the interests of improved usability. The previous owner acquired 'HY 7130' in November 2013 from Roy Green (receipt on file), at that time boasting new paintwork and plating. Acquired by the vendor at Bonhams 3 September 2016 Beaulieu Sale (Lot 319) the machine has been used sparingly since and will require re-commissioning before it returns to the road. The machine is offered with two old-style logbooks; sundry invoices; assorted correspondence; V5C document; instruction manual; and a parts list.

£7,000 - 9,000  
€7,900 - 10,000



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326 \* N

## 1938 MATCHLESS 982CC MODEL X

Registration no. not UK registered

Frame no. 651

Engine no. 38/X 5363

- *Charismatic 1930s v-twin*
- *Offered from a private collection*
- *Recent extensive refurbishment*



Unlike the vast majority of Britain's motorcycle manufacturers, which were located in the Birmingham and Coventry areas, Matchless were based in Plumstead, South London. The name 'Matchless' first appeared in the 1890s on cycles manufactured by H H Collier, whose sons Charlie and Harry would later join him in the business. The firm's first - experimental - motorcycle appeared in 1899 and its first production model in 1902. Already an accomplished cycle racer, Charlie Collier soon turned to racing Matchless motorcycles, as did his brother. Both Colliers would be on the start-line for the inaugural Isle of Man TT race in 1907, with Charlie winning the event's single-cylinder class, an achievement that brought Matchless worldwide recognition. Further TT wins followed in 1909 and 1910, cementing the marque's reputation for sporting prowess.

These early Matchless motorcycles were JAP powered but in 1912 the firm introduced a 500cc single of its own design. Nevertheless, within a short time it had gone, along with all the other singles, and for the next several years Matchless built only v-twins. Matchless had offered v-twin sidecar tugs from its earliest days, and by 1913 there were no fewer than six different models on offer ranging from 3½hp to 8hp in nominal rating. These included 8hp models, one of which was fitted with a Matchless engine (the 7B) and the other a proprietary MAG. The latter was typed '8B' and later would form the basis for the legendary Model H motorcycle combination.

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.

Offered from a private collection, this Model X benefits from significant recent refurbishment. Works undertaken include re-chroming and painting the fuel tank, re-chroming the exhaust pipes, and rebuilding the wheels using new Devon stainless steel rims, the latter centre-lined and shod with new Avon Speedmaster MkII tyres. The electrical system has been converted to 12-volt operation and uses an LED headlamp bulb. It should be noted that the dynamo is not in use and thus the electrics are 'total loss'. Last started in September 2019, the engine is said to run smoothly and the gears engage easily. There are no documents with this Lot.

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

**£22,000 - 28,000**

**€25,000 - 32,000**

**No Reserve**

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



327  
**SCOTT 596CC FLYING SQUIRREL**

Registration no. EL 1034  
Frame no. DP63649752 (see text)  
Engine no. DPY5312

Like its major rivals, Scott was well aware of racing's publicity value and the allure of models with a TT connection, so the adoption of an optional full-frame tank, like that of the works racers, for the new Flying Squirrel was not surprising. Launched at the Olympia Show in 1925, the 'Flyer' came in 498cc and 596cc capacities, the latter the most expensive machine in the range. Subsequent models further benefited from racing, gaining the duplex frame and bigger brakes (first seen on the 1926 works bikes) and the magneto-platform Pilgrim oil pump adopted for the '27 TT machines. This machine's restoration was commenced by the previous owner in 2006 and completed by the current vendor in 2009. The engine was serviced in 2017 and the machine last ridden in April of this year, though the engine has been started since then. It should be noted there are two frame numbers present on the machine: the first is 'DP63649752' (to the front down-tube/brace) which is listed on the V5C. The second frame number, stamped in the correct area, is '5289' (to the side of the top tube). The engine number prefix 'DPY' suggests the engine is later (believed circa 1949). Accordingly, prospective bidders must satisfy themselves with regard to the date, composition and suitability of parts prior to bidding on this nicely presented machine. Offered with a V5C Registration Certificate.

**£6,500 - 7,500**  
**€7,300 - 8,500**



328  
**1929 SCOTT 498CC FLYING SQUIRREL TOURER**

Registration no. VF 7019  
Frame no. 2767M  
Engine no. FZ1958A

Scott's 1929 range included a new variant of their well established and successful Flying Squirrel. This was the new "Touring Model" which is the motorcycle featured here. The price was more than 10% lower than the De Luxe model, but the Tourer could well be considered the more desirable motorcycle in respects other than just the lower price. The major differences were that the new model featured (arguably superior) Webb girder forks instead of Scott's own much heavier "kite" forks, and a Webb rear hub and brake replaced the much heavier Enfield product. The Webb hub lacked the cush drive of the Enfield type, but many long term Scott men would argue that, because of its smoother power delivery compared to a big single, a Scott doesn't need a cush drive anyway. In addition the new Tourer was a useful 17 lbs lighter. The accompanying VMCC extract from the Scott despatch records indicates that this "Flyer" is a rare thing: it retains not only the original frame and engine pairing, but the gearbox too. The vendor bought it in February 2012, but he had known and ridden it for many years before that. He tells us that this is a very reluctant sale due to his advancing years. Various spares and tools are included in the sale as well as some old tax discs, two MoTs, and a V5C. It was last run in July this year. Prospective bidders should satisfy themselves as to the motorcycle's mechanical condition.

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



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329

**1954/1952 BSA 497CC A7 STAR TWIN**

Registration no. AVT 153A (see text)

Frame no. BA7S. 13025

Engine no. AA7S 2161

The secret of BSA's post war success was not only its extensive model range, proclaimed by the advertising slogan 'From Bantam to Golden Flash', but also its accessibility to the average man, providing him with everything from daily transport to competition variants; sometimes with the same bike. Building on the successes of pre and post war machines, and continuing the theme established years before with the Blue Star, Empire Star, Silver Star and Gold Star, BSA announced the A7 Star Twin in 1948 for the 1949 model year. It was a sports version of the existing A7, which featured twin carburetors, higher compression, and rear plunger suspension. The twin carbs were dropped two years later, being an added complication, which did little to increase performance. This 1954 Star Twin appears to have been fitted with an earlier engine dating from 1952, and evidently has seen no use for a number of years, having been kept in dry storage. It will, therefore, require a degree of re-commissioning or restoration before returning to the road, and is sold strictly as viewed. Whilst there are no documents with the machine, the HPI database shows a record of the bike under its displayed VRN, AVT 153A. Prospective purchasers should satisfy themselves as to the registration status, as they may be able to apply to DVLA for a V5C in that number.

**£2,500 - 3,500**

**€2,800 - 3,900**

**No Reserve**



330

**1960 BSA 646CC BSA A10 GOLDEN FLASH**

Registration no. 4133 CR

Frame no. GA7. 4685

Engine no. DA10 10208

In spite of pre-war prototype vertical twins, the first commercially available BSA with this configuration was not to be until the advent of the 500cc A7 twin in 1946. Since the introduction of the Speed Twin late in 1937, BSA had lagged behind. Post war, with the all-important export market in full flow, it was essential to keep up with the opposition, and the A7 was the answer. Desperate to remain competitive, they tapped into the demand from USA for larger engines, and swiftly redeveloped the A7 design to the new A10 model, with increased 650cc capacity and the inspirational name of 'Golden Flash'. Triumph were also undertaking a similar exercise with the Thunderbird design, based on the Speed Twin. Unsurprisingly, both machines debuted within a month of each other in late 1949. Updated in 1954 with swinging arm rear suspension, the Golden Flash remained a popular model in the range until 1963. This 1960 example of the Flash is an unfinished restoration project, or part-refurbishment. However, no work has been carried out for many years, and it has been kept in dry storage. It will, therefore, require a degree of re-commissioning and restoration before returning to the road, and is sold strictly as viewed. Whilst there are no current documents with '4133 CR', it has the original RF60 showing that it was registered on 1st March 1960, and had only two owners by the last entry in 1965.

**£2,500 - 3,500**

**€2,800 - 3,900**

**No Reserve**



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



331



333



332



334

331

*Property of a deceased's estate*

**1954/1955 NOR-BSA 350CC SPECIAL**

Registration no. SDG 54H

Frame no. 122 73721 Engine no. BB32.GS.1125

Norton's ubiquitous Featherbed frame has long been the special-builder's friend, proving versatile enough to accommodate power units of all kinds ranging from the humble British single up to relatively modern Japanese fours and even the occasional car engine. The Triumph-engined Triton is by far the most common of these hybrids, followed by the BSA-engine Nor-BSA. This particular Featherbed-framed motorcycle consists of a 1955 Norton Model 88 Dominator frame and a 1954 BSA B32 Gold Star engine. The machine is offered with a continuation logbook issued by Gloucester CC circa 1969 listing frame number '122/73721' and engine number 'DBD34GS 3881', indicating that a different (500cc) engine was fitted at that time. Offered with a selection of spares, this incomplete machine requires restoration and is sold strictly as viewed.

**£3,500 - 5,500**

**€3,900 - 6,200**

332

**C.1961 BSA 500CC 'GOLD STAR REPLICA'**

Registration no. UJH 569

Frame no. 5399 (see text) Engine no. DBD34/GS2280 (see text)

The ultimate road-going Gold Star, the DBD34 first 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. If this replica Gold Star were the genuine article its frame number would be prefixed 'CB32' but it is not. Furthermore, the engine and gearbox numbers are not factory stampings, confirming the machine's 'replica' status, while although the registration 'UJH 569' was issued in 1955, the frame is of circa 1961 type. In short: this motorcycle incorporates parts from various different models and periods. Sold strictly as viewed, the machine is offered with a V5C Registration Certificate.

**£4,500 - 6,500**

**€5,100 - 7,300**

333

**1953 TRIUMPH 498CC TIGER 100**

Registration no. KCJ 12

Frame no. 32599 Engine no. T100 32599

The Tiger 100 sports version of Edward Turner's trend-setting Speed Twin reappeared in 1946 with telescopic forks in place of the original girders, and separate dynamo and magneto instead of the pre-war magdyno. Produced almost unchanged for the next three years, the Tiger gained Triumph's distinctive headlamp nacelle in 1949 when the range was restyled. An alloy cylinder head and barrel were adopted for 1951, while a swinging-arm frame and 8"-diameter front brake were fitted from 1954 onwards. Triumphs of the Edward Turner era are among the most stylish of post-war British motorcycles, and the Tiger 100 with its handsome all-alloy engine is one of the most charismatic and sought after of them all. This sprung hub-equipped example has been restored to original specification and was in regular use by the lady vendor's late father until January 2018, since when it has been SORN'd. Presented in immaculate condition, this superb Tiger 100 is offered with a V5C Registration Certificate.

**£6,000 - 8,000**

**€6,800 - 9,000**

334

**1961 ROYAL ENFIELD 248CC CRUSADER SPORTS**

Registration no. 241 UYV Frame no. 19189 Engine no. SR9869

Introduced in 1956, the unit construction Crusader was a compact engine which, coupled with the use of 17-inch wheels, helped to make a nippy, fine-handling machine, with a relatively low seat height and light weight. It was part of a general move by several manufacturers at the time to reinvigorate the previously neglected 250 sector of the market. The Clipper followed in 1958, and later the same year the Crusader Sports joined the range featuring higher compression and sportier cams. The vendor advises us that 241 UYV was restored by a previous owner and he considers it to be in very good condition in all respects, benefitting from the addition of indicators to aid use in modern traffic conditions. Documentation comprises a current V5C and a current MoT (expiring September 2020)

**£2,500 - 3,200**

**€2,800 - 3,600**

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335



337



336



338

335 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. 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.

**£1,200 - 1,500**

**€1,400 - 1,700**

**No Reserve**

336

*Only 75 miles recorded*

**1977 TRIUMPH 744CC T140 SILVER JUBILEE BONNEVILLE**

Registration no. UVV 718R

Frame no. T140V GP83977J Engine no. T140V GP83977J

The final phase of the Triumph twin's development began in 1972 with the first appearance of the new 750cc version of the Bonneville. Other improvements included a new ten-stud cylinder head, triplex primary chain, stronger transmission, and a disc front brake. In 1977 Triumph introduced a special, limited edition Bonneville to celebrate HM Queen Elizabeth II's Silver Jubilee, 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 late owner via his motorcycle dealership in Jersey, Channel Islands. Unused since 1991, it is offered in need of re-commissioning and would respond well to detailing. Accompanying documentation includes a Triumph Certificate of Ownership, owner's handbook, V5C Registration Certificate, and an expired MoT (1991, 55 miles).

**£4,600 - 6,000**

**€5,200 - 6,800**

337

**1982 TRIUMPH 744CC TSS**

Registration no. YJS 161X

Frame no. KEA34181 Engine no. T140WKEA181

This example of one of the rarer Bonneville variants was purchased by the current owner in 1985 while he was serving with the RAF in West Germany. After less than a year of use in Germany the Triumph was placed in storage where it remained until 1993. Registered in the UK in May 1995, the machine was ridden occasionally until 1998 when it returned to storage. In 2004 the TSS was serviced and fitted with braided brake hoses. The vendor then went abroad again and the Triumph returned to storage until 2009 when it was fitted with a new wiring loom, an electronic regulator, and an oil filter conversion. Used until early 2012, it was then taken off the road and returned to storage. Running well at that time, the machine nevertheless will require re-commissioning, including new tyres, and the customary safety checks before further use. Offered with a V5C document and file of history.

**£6,000 - 8,000**

**€6,800 - 9,000**

338

**1974 TRIUMPH 490CC TR5T TROPHY TRAIL**

Registration no. WHJ 320M

Frame no. HJ56642 Engine no. HJ56642

Also known as the 'Adventurer', the Trophy Trail was introduced in November 1972. A new off-road model, the TR5T deployed Triumph's 490cc twin-cylinder engine in a chassis looking remarkably similar to that of the single-cylinder BSA Victor. The workers' occupation of Triumph's Meriden factory in the autumn of 1973 halted production, which did not resume fully until March 1975. The machine offered here is one of the relatively few built for the 1974 model year. Previously registered/used overseas, it was first registered in the UK in April 1992 and last taxed to the end of October 1999, which is almost certainly when it was last used. Accompanying documentation consists of SORN paperwork, two expired MoTs, and old/current V5C Registration Certificates. This machine is offered for re-commissioning/restoration and sold strictly as viewed.

**£2,800 - 3,800**

**€3,200 - 4,300**

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339 N

**1912 FRERA 2½HP**

Registration no. not UK 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, having been cared for by the owner's in-house mechanic. Offered with an ASI certificate.

£7,000 - 9,000

€7,900 - 10,000



340 N

**1929 COVENTRY EAGLE 249CC**

Registration no. not UK 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 'stokers' 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 very nice condition 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.

£3,000 - 4,000

€3,400 - 4,500



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341 N

## 1957 MOTO GUZZI 247CC AIRONE SPORT

- *Original un-restored condition*
- *Acquired circa 30 years ago*

Registration no. not UK registered

Frame no. MDL54

Engine no. MDL51



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: 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 valve arrangement, adopted to reduce costs.

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 having been cared for by the owner's in-house mechanic. There are no documents with this Lot.

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

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

342 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*



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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 the vendor's private collection, it is presented in nice condition, 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.

**£40,000 - 50,000**  
**€45,000 - 56,000**

343

## 1949 VINCENT-HRD 998CC SERIES-C RAPIDE

Registration no. LKO 567  
Frame no. RC4094  
Rear Frame no. RC4094  
Engine no. F10AB/1/2194  
Crankcase nos. V73 / V73

- All matching-numbers example
- Present family ownership for over 40 years
- Early Series-C 'transition' model
- 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.

'LKO 567' was purchased by a family member during the 1960s. It displays a 1967 road fund licence, but it is not known for how long, if at all, it was used by the owner prior to that time. When gifted to the present owners, the exhaust system and timing cover were detached, and the outrigger plate, camshafts, and idler gear had been removed (all still with the machine).

Factory records show that this machine was supplied to a dealer named Redhill in Kent during May 1949. The accompanying continuation RF60 buff log book, issued in June 1960, records the date of first registration as 23rd June 1949. The Series-C models were only introduced in April, with frame number RC4048, making this machine one of the first 50 Series-Cs, and one of the 'transition' models when the factory were still using up stocks of series-B parts and HRD-labelled castings. Indeed, the crankcases, rocker caps, and petrol tank of this machine all still display the HRD logo.

This Rapide will require some re-commissioning or restoration before use by a new owner, and its originality would lend itself to a sympathetic re-commissioning or renovation to preserve the originality, forming a unique opportunity for the new owner. Documentation accompanying 'LKO 567' comprises the aforementioned RF60 buff log book, and attached Road Fund Licence expiring October 1967, together with a rider's handbook.

**£22,000 - 28,000**  
**€25,000 - 32,000**

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



344

**1951 VINCENT 499CC SERIES-C COMET**

Registration no. LXX 523

Frame no. RC/1/7428 Rear frame no. RC/1/7428

Engine no. F5AB/2A/5528 Crankcase nos. 30R/30R

With the apocryphal tale of Vincent-HRD 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 Comet was a little more expensive, being equipped with the new forks, a higher compression ratio, front propstands, and a modified, slightly longer, 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 new by the vendor's father in 1951 from Jack Surtees' South London shop, where he was served by a young John Surtees helping out his father in his early racing career, whilst employed as an apprentice engineer at the Vincent factory. Factory records confirm that this bike was despatched to Jack Surtees on 21st January 1951, and when new was fitted with steel black-painted touring mudguards. The Comet was used by its proud owner, although less as years went by, until he undertook some restoration work on it in the early 1980s. At this time a coil ignition system was fitted, and the front wheel size altered to 19 inches to enable a greater choice of tyres. The original owner passed away in 1998, when 'LXX 523' passed to his son, the present owner. Wishing the machine to be enjoyed by others, it was loaned to a museum for display, where it remained until consigned to the Bonhams' sale, so that a new custodian may have the pleasure of its use. Due to the time spent on display in the museum, 'LXX 523' will require a degree of re-commissioning and basic safety checks before use by a new owner. Documentation comprises a current V5C, together with some copy receipts. The machine is presently SORNed.

£14,000 - 18,000

€16,000 - 20,000



345

*Property of a deceased's estate*

**1950 VINCENT 998CC SERIES-C RAPIDE**

Registration no. LLK 108

Frame no. RC6465

Rear Frame no. RC/1/10927/C (see text)

Engine no. F10AB/1/4565

The magnificent Vincent v-twin has been synonymous with design innovation, engineering excellence and superlative high performance ever since the Series A's arrival in 1937. Philip Vincent's stress on appearance and performance is legendary, and 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. With a top speed approaching 120mph, and bettering it in the Black Shadow's case, the Vincent v-twin was the fastest road vehicle of its day. This Series-C Rapide was acquired by the late owner (its second keeper) over 50 years ago, as evidenced by numerous bills on file dating back to the early 1960s. The machine carries a tax disc expiring 30th June 2008, and we are advised that it last ran at around that time. Apparently complete, the Rapide is offered for restoration and sold strictly as viewed (the engine turns over with compression). Accompanying documentation includes old/current V5/V5C documents, a spare parts list, some marque-related literature, a quantity of expired MoTs, and the aforementioned bills. The original rear frame ('RC6465') and a spare upper frame ('RC/1/10927/C' - matching the rear frame currently fitted) are included in the sale.

£22,000 - 26,000

€25,000 - 29,000



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

346

## 1950 VINCENT 998CC RAPIDE TRIALS MOTORCYCLE COMBINATION (SEE TEXT)

Registration no. RPU 449  
Frame no. RC/1/6668  
Rear frame no. RC9639/C  
Engine no. F10AB/1/5610

- *Built by the vendor for MCC trials*
- *Comet main frame*
- *Extensively modified and upgraded*
- *Canterbury trials sidecar*



After spectating at MCC Trials, the vendor decided to have a go himself and built this Vincent outfit. It was to be used for the main MCC trials such as the Edinburgh and smaller events such as the VMCC run or even green lane riding, having a passenger to share the fun! Sadly, the vendor's circumstances changed and the machine has hardly been used since it was built.

Being a Vincent enthusiast he had enough parts to build the bike using a non-matching pair of crankcases and the Canterbury trials sidecar body, taken from Ron Vane's old road racing outfit. None of the major components match, the upper frame being that of a Comet.

The crankcases were machined and re-matched by Maughan's; the crankshaft reconditioned by them; and new spindles, main bearings, and oil pump fitted. New cylinder barrels with 7: 1 pistons were fitted, and the cylinder heads rebuilt with new valves, guides, rocker bearings, etc. All parts of the timing chest are new including the gears and Gary Robinson Stellited MK1 cams. The clutch is a new Holder multi-plate, while the engine sprocket was specially made with four teeth fewer than standard in order to lower the ratio for trials. The carburetors are Amal Type 276 as originally fitted and have gauze air filters attached. Ignition is by Scintilla magnet, with manual advance and retard.

The dynamo, rebuilt by Paul Dunn, has a V-Tec regulator and a negative earth, which copes easily with the LED lamps. The headlamp used is a Velocette-type Miller that has the style of the original but will accept the more modern light unit.

The forks are fitted with a short top link and have all new spindles and new line-reamed bushes and eccentrics - all done at Maughan's. The rear damper is a Koni, the front a rebuilt Maughan's Vincent. Rear springs are the Pettiford long heavy variety, while the seat frame takes a standard dualseat with all the necessary handholds.

The fuel tank is new, made in India. Wheel rims are new: WM2/21" front, WM3/18" rear, and all the brake drums are Black Shadow. All wheel bearings are new and the hub bolts stainless. The alloy brake plates are new and of the rear Lightning pattern, the fronts being modified to fit the forks with the speedometer drive gearbox on the left side.

The trials sidecar body is a Canterbury; re-skinned and reupholstered, it retains its original beading, foot-grip strips, and handhold bar, while the chassis is a Canterbury, fitted with a new Hagon suspension unit and wheel rim. Registered as a Comet, the machine is offered with an old-style logbook and a V5C document.

**£26,000 - 30,000**  
**£29,000 - 34,000**

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.

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347

## C.1955 VINCENT 998CC 'BLACK PRINCE' (SEE TEXT)

Registration no. TRC 6L  
Frame no. RD 12611B  
Rear Frame no. unstamped  
Engine no. F10AB/1/7133  
Crankcase nos. RR29/RR29

- *Series-D Black Shadow frame;*
- *Series-C Rapide engine*
- *Present enthusiast ownership since circa 1976*
- *Engine rebuilt by Bob Dunn*
- *Numerous upgrades*



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

It had been Philip Vincent's belief that provision of ample weather protection combined with enclosure of engine and gearbox, would make the Vincent Series-D the ultimate 'gentleman's motorcycle', though delayed delivery of the glassfibre panels - plus continuing demand for traditionally-styled models - resulted in over half the production leaving the Stevenage factory in un-enclosed form. The enclosed Rapide and Black Shadow were known as Black Knight and Black Prince respectively. Other Series-D innovations included a new frame and rear suspension, a user-friendly centre stand, plus many improvements to the peerless v-twin engine. When production ceased in December 1955, around 460 Series-D v-twins had been built, some 200 of which were enclosed models.

As confirmed by accompanying Vincent HRD Owners Club correspondence, frame number 'RD 12611B' originally belonged to a Series-D Black Shadow made in 1955, while engine number 'F10AB/1/7133' is that of a Series-C Rapide made in June 1951. Subsequently modified to 'Black Prince' specification with that model's characteristic enclosures, it was rebuilt by a previous owner and reregistered in 1973. The machine was acquired by the current owner circa 1976. In common with many Vincent twins, this example incorporates numerous upgrades including improved enclosures; dashboard instrumentation; alloy brake sleeves; Amal Concentric Mk2 carburettors; a modern multi-plate clutch; 18" Borrani alloy wheel rims; flashing indicators; 12-volt electrics; electric starter; and electronic ignition.

During the present ownership the engine has been rebuilt by recognised Vincent specialist Bob Dunn to include new cylinders (liners/muffs), pistons and valves. 'TRC 6L' has also completed two tours of New Zealand with the Vincent Owners Club. Benefiting from long-term enthusiast ownership and a 'no expense spared' attitude to maintenance, the machine is offered with a VOC dating certificate and V5C registration document. We are advised that the Vincent last ran 10 years ago and will require recommissioning to a greater or lesser extent.  
**£25,000 - 35,000**  
**€28,000 - 39,000**

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

348

## 1951 VINCENT 998CC RAPIDE

Registration no. LXY 35 (see text)

Frame no. RC8316B (see text)

Rear Frame no. RC7402 (see text)

Engine no. F10AB/1/5502

Crankcase nos. KK55/KK55

- *An older restoration*
- *Laid up since circa 2002*
- *Present ownership since 2012*



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. Philip Vincent's machines bristled with innovative features while the finish was to a very high standard commensurate with the cost of the machine, which was virtually double that of any of its contemporaries. But above all else it was the v-twin's stupendous performance that captivated motorcyclists, whether they could afford one or not. With a top speed approaching 120mph, and bettering it in the Black Shadow's case, the Vincent v-twin was the fastest road vehicle of its day.

This Series-C Rapide was purchased by the immediately preceding lady and gentleman owners - both active members of the Vincent Owners Club - in December 1997 from Mr C J Biggenden, who had bought it from a Mr P A Noble in January 1987. There is correspondence on file between Messrs Biggenden and Noble concerning the change of upper frame (originally 'RC7402' and now 'RC8316B'). One of these letters refers to the Vincent being rebuilt by a previous owner, who may well have fitted the matching Smiths 150mph speedometer and tachometer, and the Amal Mk1 Concentric carburettors.

Mr Biggenden was obviously a dedicated enthusiast, keeping a detailed log of all faults, maintenance and routine servicing, together with mileage, which consists of 17 typed A4 pages (close inspection recommended). This record runs from purchase in January 1987 (at 386 miles) to July 1997, by which time Mr Biggenden had covered some 17,700 miles on the Vincent. It would appear that the Rapide covered a further 4,000 miles (the current odometer reading is 22,701) before being laid up following the then lady vendor's partner's death around 17 years ago.

The current vendor purchased the Rapide at Bonhams' Oxford Sale in June 2012 (Lot 153), since when it has not been used. Accompanying documentation consists of various bills of sale, a quantity of invoices, and eight MoTs (most recent expired 1998). Re-commissioning and the customary safety checks are advised before returning this machine to the road following its lengthy period of inactivity.

We are advised by the Vincent Owners Club that the numbers of the upper frame and rear frame are non-factory stampings. Accordingly, prospective purchasers must satisfy themselves with regard to the composition, suitability and authenticity of the machine's components as well as the validity of the vehicle registration number prior to bidding. Offered with old/current V5C Registration Certificates.

**£22,000 - 28,000**  
**€25,000 - 32,000**

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349

## C.1949 AJ S 7R 350CC RACING MOTORCYCLE

Registration no. not registered

Frame no. 1323

Engine no. 48/7R 510

- *Immediately preceding ownership from 1973 to 2012*
- *Extensively campaigned and well maintained by the previous owner*
- *Unused since 2012*



The factory records of AJS 7R production no longer exist so it is not possible to determine the original purchaser of this example, which is built around frame number '1323' dating from 1949. It is understood that the engine ('48/7R 510') is that of the 10th of 27 7Rs produced by the Plumstead factory's race department for the 1948 Isle of Man TT. Copies of letters received from Jock West, Sales Manager of Associated Motor Cycles at the time, confirm the date of manufacturer and the 1948 TT entry details. It is believed that '510' formed part of the machine supplied to Allan Jefferies Motorcycles of Shipley, Yorkshire, which had an entry for this event with Norman Croft as rider. Norman finished 25th in the Junior and 12th in the Senior riding the same machine. Sadly, he was killed in a practise crash in Czechoslovakia later in the year, which severely damaged the original frame.

According to Jock West, the race department replaced two frames: one for Jim Kentish and the other – it is believed – for Allan Jefferies. According to a letter on file from previous owner Ashley James, he understands that the Blackpool dealership Whittakers purchased the 7R subsequently, followed by Mr David Job of Sheepscombe, Gloucestershire, who registered it in November 1967. Richard Coles of Stroud was its next owner, followed by dealers Luneguard of Stroud, in whose showroom it remained for several years, then Tony Rich from whom Ashley James bought it.

The original old-style logbook records that the engine fitted at time of first registration in November 1967 was '51/7R 878', though by the time the immediately preceding owner purchased the AJS from Ashley James in 1973 it had been fitted with '48/7R 510'. The AJS was completely rebuilt in 1992 by Norman White, the ex-Norton-Villiers and HRC Chief Mechanic (see separate 'Hours Run & Maintenance Sheets'). Total cost was £8,448 and all relevant receipts are available. From 2000 to 2006 the machine was used for parading at various events including the Coupes Moto Legende at Monthléry and Dijon in France and in Germany at the Nürburgring 'Kolner Kurz', Schotten Classic Grand Prix and Hockenheim Classic Time Trial. It has also taken part in the VMCC's Festival of 1000 Bikes at Mallory Park. Norman White rebuilt the engine again, in February 2002 and January 2006, since when the machine has been ridden at the Festival of 1000 Bikes (2006) and Coupes Moto Legende (2007) - a total of 100 minutes on track. The current vendor purchased the AJS at Bonhams' Stafford Sale in April 2012 (Lot 293), since when it has not been used.

The substantial history file contains engine number records, assorted photographs, original 1948 TT Programmes and entries etc, Technical Specification, Spare Parts and Maintenance Manuals, and copies of letters from AMC Sales Director Jock West, Jim Kentish, Geoff Murdoch and Les Dear.

**£16,000 - 20,000**

**€18,000 - 23,000**

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

350

## 1949 AJS 7R 350CC RACING MOTORCYCLE

Registration no. not registered

Frame no. 122

Engine no. 49/7R 592

- Restored between 1991 and 1995
- On museum display from 2000 to 2012
- Present ownership since 2012
- Unused since acquisition



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.

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: the valve angle being progressively narrowed, the crankshaft made stronger and, in 1956, engine dimensions changed from the original long-stroke 74x81mm bore/stroke to the 'squarer' 75.5x78mm, permitting higher revs.

AMC's own gearbox 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.

This example was fully restored between 1991 and 1995, then paraded and displayed at VMCC and other events up to 2000. Between 2000 and 2012 the machine was carefully stored and maintained while on display at the M&C Motorcycle Collection in Bakewell, Derbyshire. The current vendor purchased the AJS at Bonhams' Stafford Sale in April 2012 (Lot 381), since when it has not been used. Re-commissioning and the customary safety checks will be required before returning the machine to the road following its lengthy period of inactivity. Sold strictly as viewed.

**£18,000 - 24,000**

**€20,000 - 27,000**

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



351

**1951 VINCENT 499CC COMET**

Registration no. NKR 582 (see text)

Frame no. RC/1/9187D (see text)

Rear frame no. RC6653

Engine no. F5AB/2A/7709

Effectively a Rapide v-twin minus its rear cylinder, the Series-C Vincent Comet built from 1949 to 1954 offered the same degree of refinement as its bigger brother, albeit with reduced performance. Even so, the Comet combined a 90mph potential with excellent fuel economy. Previously belonging to a private collection of Vincents, this Comet was purchased in pieces and totally restored using many new parts. The latter included the fork spindles, bushes and eccentrics; Maughan valves and guides; rocker bearings; wheel rims; stainless steel spokes; brake linings; seat; oil and fuel pipes; exhaust system; wiring; tyres; and most of the fastenings. Its immediately preceding owner purchased the rebuilt Comet at Bonhams' Stafford Sale in October 2009 (Lot 404). The machine was then kept in air-conditioned accommodation and had not been used when it was offered for sale at Bonhams' Stafford auction in April 2012 (Lot 345) and purchased there by the current vendor. The odometer total of 19 'test' miles is understood to be the distance travelled since restoration. We are advised by the Vincent Owners Club that the upper frame's number is a non-factory stamping. Accordingly, prospective purchasers must satisfy themselves with regard to the composition, suitability and authenticity of the machine's components as well as the validity of the vehicle registration number prior to bidding. Offered with a V5C Registration Certificate.

**£12,000 - 16,000**

**€14,000 - 18,000**



352

**1981 YAMAHA XT500H**

Registration no. not registered

Frame no. 4R9-002162

Engine no. 4R9-002162

"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, winning the latter event in both 1979 and 1980. Although designed and 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. An older restoration, this example was purchased from D & K Motorcycles Ltd (sales invoice available) and currently displays a total of circa 11,500 miles on the odometer. Imported from the USA earlier this year, the machine is offered with a State of Iowa Certificate of Title and HMR&C NOVA acknowledgement.

**£3,000 - 4,000**

**€3,400 - 4,500**

**No Reserve**



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353

**C.1990 YAMAHA FZR250R EXUP**

Registration no. G872 ATP

Frame no. 3LN279760

Engine no. to be advised

Built from 1987 to 1994, the FZR250 was the smallest in Yamaha's family of four-cylinder four-stroke sports roadsters. The model started life under the Genesis label and for 1990 was updated as the FZR250R EXUP, featuring Yamaha's trademark Deltabox aluminium beam frame and Exhaust Ultimate Power Valve. Like similar quarter-litre offerings from the other Japanese manufacturers, the FZR250 had been created to fit in with its home market's regulations and was limited to a maximum output of 45bhp, which in the FZR250R's case was delivered at a stratospheric 16,000rpm. It was a Japan-only model, though several were imported into other countries as 'grey imports'. Some critics wondered why Yamaha and its rivals would throw all this technology at a mere '250' which, inevitably, was going to be relatively slow and boring. Nevertheless, the FZR250R had a claimed dry weight of 145kg (320lb) and a top speed of 112mph, figures almost identical to those of the original Yamaha RD350LC, and no-one ever called that dull. First registered in the UK in 1997, this clean example currently displays a total of 39,017 miles on the odometer and would respond well to detailing. The machine comes with a file of bills for parts and servicing indicating that it has been well cared for. Additional documentation consists of marque-related literature, technical information, service manual (on CD-ROM), a V5C Registration Certificate, and a quantity of MoTs (most recent expired July 2019).

**£3,000 - 4,000**

**€3,400 - 4,500**

**No Reserve**



354

**1976 KAWASAKI Z1000**

Registration no. TSO 534R

Frame no. KZT00A 503193

Engine no. KZT00AE 004012

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. Assembled at Kawasaki's plant in the USA in November 1976, this 1977-model Z1000 currently displays a total of 35,887 miles on the odometer and would respond well to detailing. The shock absorbers and 4-into-1 exhaust are obvious non-standard features. Offered with a V5C document.

**£3,000 - 4,000**

**€3,400 - 4,500**

**No Reserve**



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**1995 HONDA VFR750F**

Registration no. N101 NDD

Frame no. 090993 Engine no. 092986

The VFR750F was introduced in 1986 as a sports bike to compete with Suzuki's GSX-R750 and Yamaha FZ750, but with the passage of time found itself reclassified as a 'sports tourer', a role in which it excelled. The new V4 engine was slotted into a state-of-the-art aluminium beam frame, replacing the VF750F's steel chassis, while the latter's shaft drive was dropped in favour of a lighter and more efficient chain. Early VFR750Rs featured a conventional two-sided swinging arm while later (1990 onwards) models have used a single-sided swinging arm. Presented in un-restored condition, the example offered here has been upgraded with a Nitron shock absorber and Scorpion exhaust system. It should be noted that there is minor damage to the fairing on both sides, and that the right-side footrest and footrest hanger have been snapped off. Sold strictly as viewed, the machine is offered with a V5C Registration Certificate.

**£1,200 - 1,600**

**€1,400 - 1,800**

**No Reserve**

356

**1985 YAMAHA RD350N**

Registration no. C317 WJT

Frame no. 31K 077258 Engine no. 31K 077258

After only a couple of years, the original RD350LC was superseded in 1982 by the RD350 LCII, a model better known by the initials 'YPVS'. Developed on the firm's Grand Prix bikes, the YPVS enabled Yamaha to tune the engine for increased top-end power. Yamaha slotted this heavily revised engine into a new mono-shock frame. After little more than a year the LCII was replaced by the fully faired RD350F and naked RD350N models. This RD350N was purchased new by the vendor's late father from Three Cross Motorcycles (sales receipt available). Currently displaying a total of circa 20,700 miles on the odometer, the machine has been standing unused for a considerable time and will require re-commissioning or restoration to a greater or lesser extent before further use. Sold strictly as viewed, it comes with a (photocopy) old V5.

**£1,800 - 2,800**

**€2,000 - 3,200**

**No Reserve**

357

*All sale proceeds to be donated to Crawley Leukaemia Research at Sussex University*

**2000 BMW C1**

Registration no. W492 TDP

Frame no. WB10191A1YYA01096 Engine no. 00675117

Designed to appeal to the non-enthusiast market, more interested in beating traffic congestion while remaining dry and comfortable than getting its knee down on roundabouts, the C1 is powered by a water-cooled four-stroke single and equipped with continuously variable 'automatic' transmission. The front suspension is of the Telelever type found on BMW's large-capacity roadsters and there are disc brakes on both wheels. Top speed is 62mph. This example has covered only 2,772 miles from new and is presented in generally good condition, with excellent mechanicals and electrics. Last run in September 2019, the machine benefits from a new battery and is offered with a V5C Registration Certificate, expired MoT (August 2019), and Transport for London letter confirming it is not liable for any ULEZ charges. A replacement headlight frame comes with it.

**£1,700 - 2,200**

**€1,900 - 2,500**

**No Reserve**

358

**1984 BMW 798CC R80ST**

Registration no. A705 GAP Frame no. 6056379 Engine no. 6056379

BMW's R80 family was extended for 1982 by the R80RT and R80ST: the former a tourer and the latter a roadster version of the G/S. The G/S had already established its credentials as a fine all-rounder, and the ST was an attempt to further refine the model for road use. This relatively rare member of BMW's R80 family is in regular use, MoT'd to May 2020 and has recently benefited from an oil change. Currently displaying a total of c.27,000 miles on the odometer, 'A705 GAP' has had four owners from new and has belonged to the current vendor since September 2016. The machine comes with a V5C document, a set of BMW panniers with inner bags, original fork springs and rear shock, rectangular cylinder head covers and a selection of service spares. Hagon front fork springs and a Hagon shock absorber are the only notified deviations from factory specification.

**£3,000 - 3,500**

**€3,400 - 3,900**

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



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#### **1987 MATCHLESS 494CC G80**

Registration no. E140 HRW

Frame no. HN223403 Engine no. 223403

Les Harris also bought the rights to the Matchless name and manufactured the G80 at his factory in Newton Abbott, Devon. Despite its 'Made in England' badging, the Harris Matchless used an Italian-made frame and cycle parts, and was powered by an Austrian-made Rotax 4-valve single. Production began in 1987 and continued into the early 1990s, latterly to special order only. Offered for sale by its second owner, this modern Matchless G80 has covered fewer than 2,500 miles from new and is presented in very good original condition. Not run since 2012, the machine comes with its original documentation, purchase invoice, warranty, owner's handbook and tool kit, and is offered with old/current V5C documents. Careful re-commissioning and the customary safety checks are advised before returning it to the road.

**£2,200 - 3,000**

**€2,500 - 3,400**

360

#### **1989 YAMAHA TDR250**

Registration no. G469 KRH

Frame no. 3CK-003039 Engine no. 3CK-003039

To some people at Yamaha, the idea of slotting a race-replica engine - and a 250 two-stroke twin at that! - into a trail bike chassis to create a curious hybrid must have seemed foolhardy at best. The TDR proved an immediate hit with the motorcycle buying public; today one of the fastest-appreciating modern collectibles, it is rightly regarded an all-time cult classic. This very tidy example has had five owners from new and is presented in standard condition. Benefiting from an engine top-end overhaul in 2015, the TDR was last run in 2017 and is described by the private vendor as in generally good condition however, the oil pump needs replacing, the machine is said to run ok but by using premixed oil and fuel. Hagon fork springs, a Hagon shock absorber, and a luggage rack are the only notified deviations from factory specification. The machine will require re-commissioning to a greater or lesser extent and is offered strictly as viewed. Offered with a V5C document, owners handbook and original toolkit.

**£3,500 - 4,500**

**€3,900 - 5,100**

361 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.

**£2,000 - 3,000**

**€2,300 - 3,400**

362 N

#### **1986 YAMAHA XT 350**

Registration no. not UK registered Frame no. 030268 Engine no. 030268

Introduced for 1976, the Yamaha XT500 single-handedly made singles cool again thanks to its smart, functional styling and bullet-proof engine. Although marketed as a dirt bike, the XT500 was equally capable as an urban commuter, proving ideal for carving through city traffic. It would be the first of a new family of Yamaha dirt bikes, and soon there were XTs in various capacities, that offered here being a '350'. We are advised that its engine has been checked and found to be acceptable. The cam chain has been replaced; the exhaust system removed, cleaned and refitted; the battery renewed; and the fuel tank checked and judged usable. The XT is said to run well but nevertheless will require further re-commissioning before use. Described by the vendor as standard and in generally good condition, it currently displays a total of 36,234 kilometres on the odometer and is offered with Netherlands registration papers.

**£2,000 - 2,800**

**€2,300 - 3,200**

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363 N

**1990 YAMAHA RD350F2 YPVS**

Registration no. not UK registered

Frame no. 1WT-017719 Engine no. 1WT-017719

After only a couple of years in production, the original RD350LC was superseded in 1982 by the RD350 LCII, a model better known by the 'YPVS' acronym standing for 'Yamaha Power Valve System', the latter having been developed on the firm's Grand Prix bikes. Keeping pace with the times, Yamaha slotted this heavily revised engine into a new frame equipped with linkage-operated mono-shock rear suspension, while the rear drum brake was replaced by a disc. After little more than a year the LCII was replaced by the mechanically similar RD350F (faired) and RD350N (naked) models. This matching-numbers RD350F2 was purchased by the vendor from the second (Dutch) owner three months ago. Currently displaying a total of 36,096 kilometres (approximately 22,400 miles) on the odometer, the Yamaha is presented in highly original standard condition. The machine is offered with Netherlands registration papers.

£4,800 - 6,000

€5,400 - 6,800

364 N

**1985 KAWASAKI GPZ600R**

Registration no. not UK registered

Frame no. ZX600-013675 Engine no. ZX600AE 013819

Until recently one of the most commercially important market sectors, the 600cc or Supersport class was created overnight by Kawasaki's introduction of the GPZ600R in 1985. The GPZ600R featured a water-cooled, 16-valve, six-speed engine/gearbox unit housed in a steel perimeter chassis clad in 'race replica' bodywork, an outstandingly successful formula that would be copied by every other Japanese manufacturer within a few years. Stylish, fast (130mph), less intimidating - and cheaper - than its bigger brother, the GPZ600R deserved to sell by the boatload, and it did. Few motorcycles of modern times have had such a lasting impact. This tidy example currently displays a total of 58,258 kilometres (approximately 36,200 miles) on the odometer and is presented in highly original condition. The machine is offered with Netherlands registration papers.

£2,000 - 3,000

€2,300 - 3,400

365 N

**1983 HONDA CB750C**

Registration no. not UK registered

Frame no. RC06-2001437 Engine no. RC01E-2223611

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 while there was a welcome return to the four-pipe exhaust system of the 1969 original. 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. The current vendor purchased this Honda CB750C some months ago in Germany and describes it as in original standard condition. Offered with German Fahrzeugbrief.

£2,700 - 3,500

€3,000 - 3,900

366 N

**1989 KAWASAKI GPX600R NINJA**

Registration no. not UK registered

Frame no. JKAZX4C1XKB507357 Engine no. ZX600AE 076208

Once one of the most commercially important market sectors, the 600cc or 'Supersport' class was created overnight by Kawasaki's introduction of the GPZ600R in 1985. The GPZ featured a water-cooled, 16-valve, six-speed engine/gearbox unit housed in a steel perimeter chassis clad in 'race replica' bodywork, an outstandingly successful formula that would be copied by every other Japanese manufacturer within a few years. In 1989 the original GPZ600R was joined by the more powerful GPX600R, which featured a new engine with more-compact valve gear and the alternator repositioned above the six-speed gearbox, innovations already seen on the GPX750R. There was also a new tubular steel cradle frame rather than the GPZ's perimeter type. Equipped with an after-market Laser exhaust system, this GPX600R displays a total of 33,329 kilometres on the odometer and is described by the vendor as in generally very good condition. The machine is offered with Netherlands registration papers.

£2,000 - 2,400

€2,300 - 2,700



367



369



368



370

367<sup>N</sup>

**1970 HONDA CB750 'K0' PROJECT**

Registration no. not UK registered

Frame no. CB750-1037640 Engine no. CB750-1037640 (see text)

A trend-setting design of immense significance and one of the truly great classic motorcycles, the CB750 is highly sought after today by collectors. This Lot represents the opportunity to build an early CB750 K0 model around a correctly stamped frame (1970). We are advised by the vendor that it includes many specific and hard-to-find K0 parts such as the cable-operated throttles and carb tops; two original side panels complete with their emblems; smooth painted air filter box; and a duck tail seat, all said to be in good condition. The condition of the (re-stamped) engine is not known. Prospective purchasers should satisfy themselves with regard to the authenticity and suitability of this motorcycle's components prior to bidding. There are no documents with this Lot, which is sold strictly as viewed.

**£2,000 - 3,000**

**€2,300 - 3,400**

**No Reserve**

368

**1979 SUZUKI GS1000E**

Registration no. VJV 585V

Frame no. 513571 Engine no. 119979

The success of Honda's four-cylinder CB750 made it inevitable that the other major Japanese manufacturers would follow suit, Suzuki's offering - the GS750 - arriving in 1976. Soon there was also a 1,000cc version: the GS1000. The latter arrived in the UK for the 1978 season, vying with Kawasaki's Z1000 for 'top sportsbike' status. Endowed with 'devastating performance', according to Bike magazine, the GS1000 had a sub-12s standing quarter-mile time and a top speed of over 135mph, beating the Kwacker in a straight line. Historically significant as Suzuki's first one-litre multi, the GS1000 is today one of the most collectible of early Suzuki four-strokes. Acquired by the vendor in July 2014, this GS1000E last ran in 2018 and is described as in generally good condition. Accompanying documentation consists of a V5C Registration Certificate, technical information and other paperwork, a quantity of MoTs (most recent expired July 2015), and DVLA ownership history.

**£4,000 - 5,000**

**€4,500 - 5,600**

369<sup>N</sup>

**1988 HONDA 600CC XBR500**

Registration no. not UK registered

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

One of 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.

**£2,300 - 2,800**

**€2,600 - 3,200**

370

**1984 HONDA RC162 REPLICARACING MOTORCYCLE**

Registration no. to be advised

Frame no. JC065009333 Engine no. J701-111289

Genuine examples of Honda's fabulous Grand Prix-winning multi-cylinder racers of the 1960s have always been out of the financial reach of all but the most wealthy collectors and museums. Generally considered far too precious to parade, let alone race, they are seldom seen in action. The result of this situation has been the growth in recent years of a 'cottage industry' of replica builders, many of whom use modern four-cylinder engines sourced from Japanese sports bikes. This machine's engine is that of a 1983 Suzuki GS250FW, which was no doubt chosen for its four cylinders and twin-overhead-camshaft architecture, plus the convenience of an electric starter. The frame is that of a 1984 Honda CB125. Built for parading, the machine is offered with old/current V5/V5C documents.

**£2,000 - 3,000**

**€2,300 - 3,400**

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



371 N

**1972 OSSA 244CC MAR TRIALS MOTORCYCLE**

Registration no. 641 ZD (RoI)

Frame no. none visible

Engine no. M 340569

In a bid to emulate the competition successes of rivals Bultaco and Montesa, Ossa hired English trials star Mick Andrews in 1967. Then only 23 but already a proven winner, Andrews set about developing Ossa's existing trail bike into a competitive trials mount, a process that culminated in the MAR - Mick Andrews Replica - that carried its creator to consecutive European Trials Championships in 1971 and '72. The MAR put Ossa on the trials map with a vengeance and proved so successful that it remained in production until the late 1970s. A potentially competitive mount for classic 'twin-shock' trials events, this un-restored Ossa MAR was purchased from the original owner circa 1983 and last ran in March 2019. The machine is offered with an Irish logbook and a Sammy Miller workshop manual. The original kick-starter and a new kick-start boss to fit are included in the sale.

**£1,200 - 1,800**

**£1,400 - 2,000**

**No Reserve**



372

**1957 GILERA 175CC RACING MOTORCYCLE**

Registration no. not registered

Frame no. to be advised

Engine no. 171.046

Throughout the early 1950s, it was Gilera's racers that grabbed the headlines, taking six individual World Championships and five manufacturers' titles. Although racing generated valuable publicity, it was sales of road bikes that paid the bills. The majority of machines sold were lightweights based on the overhead-valve 125 single that had first appeared in prototype form in 1948. Developed and enlarged first to 150cc and then 175cc, these simple OHV singles were top sellers throughout the 1950s and into the 1960s, although their high price outside Italy made them a relatively rare sight abroad. We are advised by the vendor that this charming little Gilera was built for Italian street racing by Carlo Coloso of Mascerata, Italy, a local racer of the period. Boasting a very expensive repaint, the machine was fully restored circa 2016 to full racing specification, the engine being rebuilt with a high-compression piston and works race-kit cams. Other noteworthy features include sand-cast engine cases, Dell'Orto 22.5mm carburettor, one-piece exhaust, total loss ignition, Scitsu tachometer, and an Oldani front brake. Ideal for classic parading, the machine was last run earlier this year and is presented in generally excellent condition. There are no documents with this Lot.

**£5,000 - 7,000**

**£5,600 - 7,900**





373



375



374



376

373<sup>N</sup>

**1973 MONDIAL 125CC CROSS RADIAL MKIII**

Registration no. not registered

Frame no. 8127870 Engine no. 8127870

Few marques have achieved so fine a competition record in so short a time as Mondial, the Italian company's period at the very top of Grand Prix racing encompassing the years 1949-51, plus a gloriously successful comeback in 1957. The original factory closed in 1979, but before then the traditional four-strokes had been superseded by a range of two-strokes such as the Sachs-powered sports roadster offered here. This rare matching-numbers machine was discovered in a garage in Tuscany, Italy in 2018. It had been purchased new by the owner, ridden once and then placed in the garage where it would remain for the next 45 years, the engine being turned over regularly. Purchased by the vendor, checked over and given fresh petrol, the little Mondial started and ran! Never restored and outstandingly original, it nevertheless will require re-commissioning before further use. There are no documents with this Lot.

£2,500 - 2,800

€2,800 - 3,200

374

**1978 VILLA 350CC MOTO-CROSS**

Registration no. not registered

Frame no. FV/SD/908 Engine no. 0L101000CG

Brothers Francesco and Walter Villa began building their own machines in the mid-1960s. Walter raced Villa bikes before his rise to stardom and three consecutive 250-class World Championships for Harley-Davidson between 1974 and '76, to which he added one in the 350 class. Manufactured up to 1988, the firm's lightweight roadsters used proprietary engines, while its successful moto-cross and enduro models used motors of Villa's own design. This very rare 350cc Villa twin-shock moto-crosser was restored a few years ago to an exemplary standard. The aluminium alloy fuel tank (normally plastic) is particularly worthy of note. Last run in June 2019, the machine is described by the vendor as in excellent condition throughout. There are no documents with this Lot.

£3,500 - 4,500

€3,900 - 5,100

375

**1970 BENELLI 50CC CROSS**

Registration no. not registered

Frame no. 908072 Engine no. to be advised

A recent re-entrant into the superbike market with its Tornado-derived family of triples, Benelli is best known for its Grand Prix successes in the 1960s when it secured two 250cc World Championships, and for its outrageous six-cylinder road bikes of the 1970s. The Italian manufacturer has, of course, always produced less exotic fare such as that offered here. Revitalised after its take-over in 1971 by Argentine industrialist Alejandro de Tomaso, Benelli launched a plethora of new models in the 1970s, the off-road styled 50cc Cross among them. This rare machine has been the subject of a 'no expense spared' full restoration, which was only completed in 2018. Last run in June 2019, it is described by the vendor as in excellent condition throughout and running superbly. Accompanying documentation consists of a NOVA confirmation letter and original Italian registration paperwork.

£2,500 - 3,500

€2,800 - 3,900

376

**1967 MOTO MORINI 49CC CORSARINO RACING MOTORCYCLE**

Registration no. not registered

Frame no. 2T6257 Engine no. 4980

One of the smallest machines in Moto Morini's range at the time of its introduction in 1963, the overhead-valve-engined Corsarino (little racer) was intended to give youngsters an introduction to 'real' motorcycling. The diminutive Corsarino proved popular despite being relatively expensive, the fact that it was a four-stroke in a market sector dominated by two-strokes no doubt enhancing its appeal. Early models had a three-speed gearbox with twist-grip change, later versions a four-speed foot-change 'box. A sought-after four-speed model, this Corsarino previously formed part of a large private collection in Italy where it was paraded regularly. The large Mondial front brake is particularly worthy of note. Last run in June 2019, this delightful miniature masterpiece is described by the vendor as in good condition throughout. There are no documents with this Lot.

£3,000 - 5,000

€3,400 - 5,600

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377



379



378



380

377

**C.1953 PIAGGIO VESPA 125CC**

Registration no. not registered

Frame no. VM19061933 Engine no. 062101VMM

The end of hostilities in 1945 had left many companies that hitherto relied on military contracts looking for alternatives, Piaggio among them. Forbidden by the Allies from resuming his aviation business, Enrico Piaggio instructed his chief designer Corradino d'Ascanio to design a scooter. d'Ascanio's aviation background meant that he was well versed in techniques of stressed-skin construction, and these were deployed in creating the Vespa's monocoque chassis, a revolutionary development at the time. The name 'Vespa' (wasp) is said to have been inspired by the buzzing sound made by its single-cylinder two-stroke engine. Since its introduction in 1946, millions have been made and countless different versions come and gone. There are no documents with this particular Vespa, which is offered for re-commissioning/restoration and sold strictly as viewed. A total of 36,872 kilometres (approximately 22,900 miles) is displayed on the odometer.

**£1,000 - 1,500**

**€1,100 - 1,700**

**No Reserve**

378

**1983 LAVERDA 497CC PROJECT**

Registration no. A711 SGK Frame no. LAV.500.3619 Engine no. 3619

Laverda's first 500 twin, the 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 by Laverda's UK 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 victories at the eponymous Spanish circuit, while a loud, matt black, megaphone exhaust system further enhanced the racing connection. At time of cataloguing it had not been possible to positively identify this incomplete machine, which is offered for restoration and sold strictly as viewed. Accompanying documentation consists of sundry bills, an expired MoT (2009), SORNs, and a V5C.

**£1,500 - 2,500**

**€1,700 - 2,800**

**No Reserve**

379

**1979 MOTO GUZZI 850-T3**

Registration no. YOU 585V

Frame no. VD19616 Engine no. VE083234

The 850-T range owed more to the V7 Sport than it did to Guzzi's previous tourers, most notably boasting the V7 Sport's frame and suspension. Upgraded to triple discs as the T3, and offering a better power-to-weight ratio and torque output than the 750S, the big Moto Guzzi could justifiably claim to be the finest sports-tourer of its day. This particular T3 was originally supplied by UK importers Coburn and Hughes, the current (third) owner purchasing it in 1988 before setting about a rebuild and upgrading programme to create his vision of a perfect sports-tourer. The bottom end, transmission, front wheel and brakes are from a Le Mans II (although the V5C has not been updated) and the bodywork and top end are from a low mileage Spada. The odometer reads 9,535 miles and the sale includes a range of spares, including Krauser panniers.

**£5,000 - 6,000**

**€5,600 - 6,800**

380

**1975 MOTO GUZZI V1000/G5**

Registration no. ULB 969R

Frame no. VG12966 Engine no. VG092452

Originally a US Police specification motorcycle with automatic transmission (as fitted to the Convert), this machine came to the UK via Germany and the Netherlands in 1988. When the vendor first saw it the specification very much reflected a life in the United States military, although the five speed manual gearbox was already fitted. This was a common conversion since the automatic transmission could be difficult to repair and wasn't to all tastes: Moto Guzzi effectively productionised the idea with the G5. The vendor, a retired mechanical engineer, retained the main frame, fork externals, some bodywork, crankcase, sump, oil pump and cylinder head assemblies, before rebuilding the machine for his regular commute between Wales and Devon. Components were sourced from a T3 and Spada, with much effort put into detailing. This culminated in a 2010 rebuild since when perhaps 1,000 miles have been added, with the odometer reading 61,613 miles.

**£5,000 - 6,000**

**€5,600 - 6,800**

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381

**1967 DUCATI 160CC MONZA JUNIOR**

Registration no. ERT 435J

Frame no. DM160 21228

Engine no. DM160 21228

This Ducati 160 Monza Junior, believed manufactured in 1967, was first UK registered in October 1970. It had been part of shipment sent to the US importer, Berliner Brothers. It was Berliner who had suggested to Ducati that they enlarge the 125cc model to 160cc. In 1968 Berliner had a stock of some 3,000 unsold machines. They struck a deal with the British businessman Bill Hannah of Liverpool to take these surplus models: 160 Monzas, 350 Sebrings, etc. It took Hannah several years to clear them even though he was undercutting the then UK official Ducati importer, Vic Camp. Obtained by the seller from a friend in 2010, this Ducati had been partially disassembled when acquired and was purchased as a restoration project. The machine was stripped, and the engine found to be mechanically sound. The cycle parts were repainted; the wheels reassembled with new chrome rims; the brightwork re-plated; the electrics rewired to the original wiring diagram; and the fuel tank cleaned and sealed. New-old-stock Ducati parts fitted include the headlamp rim and reflector; the exhaust system; and the speedometer. Other noteworthy features include stainless fastenings and a new chain and sprockets. In occasional use, this charming little Ducati is said to start easily and ride well. Offered with a V5C and expired MoTs.

**£2,200 - 3,000**

**€2,500 - 3,400**



382

**1959 MOTO GUZZI 73CC CARDELLINO LUSSO**

Registration no. 341 UYW

Frame no. BZC 39

Engine no. BZC 39

A development of the Motoleggera 65, the Cardellino (Goldfinch) first appeared in 1953, retaining the 64cc engine of its predecessor while benefiting from a new, stronger frame. Early in 1956 the Cardellino was updated with a telescopic fork and full-width alloy hubs, and later that same year a 73cc version was announced. Further developed and enlarged (to 83cc) the Cardellino remained in production until 1965. Like most Italian lightweights, the Cardellino was light-years in advance of foreign contemporaries, being reliable, comfortable and endowed with excellent roadholding and handling despite rather crude suspension. This particular machine carries its original dealer plate of G Perosino & Figlia of Asti in Northern Italy. Its first owner must have been out to impress the ladies for he purchased the Lusso (Deluxe) model that had a dual seat and passenger footrests. The seller obtained the Guzzi in 2017 from an auto-jumble. Its Italian documents suggested it had seen little use, which the appearance of nuts, bolts, etc seemed to confirm. A cosmetic restoration was carried out, and the engine stripped and rebuilt with a new connecting rod and big-end, engine sprocket, chain, piston rings, and clutch plates (photographs on file). In addition, the fuel tank was sealed; the original spokes and rims repainted; and the wheels shod with new tyres. Said to start first kick, this very attractive and original Italian lightweight is offered with a V5C document.

**£2,000 - 2,500**

**€2,300 - 2,800**



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383

**1978 MOTO GUZZI 950CC LE MANS**

Registration no. ANM 231S

Frame no. VE\*12787

Engine no. VE\*071271

Hitherto an acquired taste enjoyed by a discerning minority, the big Moto Guzzi suddenly began capturing the imagination of a wider public when the 850cc Le Mans burst on the scene in 1976. Described by Bike magazine as "the sleekest, horniest thing you've ever seen on two wheels", the Le Mans looked like it was doing 100mph while stationary and on the open road delivered 130mph-plus performance. Without doubt one of the definitive superbikes of the 1970s and today highly collectible. This Le Mans was purchased by the current vendor in 2001. Invoices on file show that marque specialists Raceco carried out various engine modifications including enlargement to 950cc and fitting SS2 cams and Newtronics electronic ignition. The Le Mans has been serviced regularly by a local Moto Guzzi workshop, which replaced the clutch plates in 2012 and fitted a new wiring harness in 2016. The suspension has been significantly upgraded, featuring Maxton GP20 cartridges in the front forks and Maxton T260 shock absorbers. Other noteworthy features include Lafranconi Competizione exhaust pipes, Goodridge braided brake hoses, and a Tarozzi fork brace. Used regularly and said to handle extremely well, this thoughtfully upgraded Le Mans is described by the private vendor as in generally excellent mechanical condition, with nicely patinated cycle parts. The engine is said to start first time and idle smoothly. Offered with sundry bills and a V5C Registration Certificate.

**£8,000 - 12,000**

**€9,000 - 14,000**



384 N

**1969 LAVERDA 750 GT**

Registration no. not UK registered

Frame no. 1826

Engine no. 1826

Founded in 1873, Laverda started out making farm machinery, only turning to motorcycle manufacture in the immediate aftermath of WW2. Lightweights, scooters, and mopeds formed the mainstay of Laverda production up to the late 1960s when the small Italian concern, hitherto little known outside its home country, astonished the motorcycling world by introducing a 650cc parallel twin. After fewer than 100 had been made, the engine was taken out to 750cc and a team of 650 and 750 Laverdas duly walked away with the 1968 Giro d'Italia. The first 750GT (touring) and 750S (sports) models spawned the 750SF late in 1970. 'SF' stood for Super Freni (super brakes) and marked a switch from Grimeca stoppers to Laverda's own superior drum brakes. Introduced at the same time was the 750SFC, a thinly disguised racer that soon came to dominate the endurance races of the day. The 'GT' differed from the 'S' principally by its less highly tuned engine, while styling differences included square-section mudguards, shrouded front forks (on early examples) and a smaller fuel tank. Original 750GTs are a rare sight today, as many have been converted into SFC look-alikes or circuit racers. This matching-numbers example was restored in Italy a few years ago by Riccardo Oro of Breganze, one of the foremost authorities on twin-cylinder Laverdas. The vendor advises us that it is correct in every detail and in excellent condition throughout.

**£7,200 - 7,800**

**€8,100 - 8,800**



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385

### 1973 MOTO GUZZI V7 SPORT

Registration no. TGC 975L

Frame no. VK13603

Engine no. VK33420

With the death of founders Giorgio Parodi and Carlo Guzzi big changes at Moto Guzzi followed, with the emphasis on larger tourers rather than Guzzi's previous lightweights. Designer Giulio Carcano introduced his 90° V-twin with one eye on the lucrative US market, but always hankered after developing the motor into a lithe sportster: contrary to the oft repeated myth, Carcano's design was only ever intended for motorcycles, although he did fit one into his Fiat 500. This particular V7 Sport was originally supplied by a Rome dealer, accounting for the all black finish unique to the home market. There are also period upgrades, perhaps some of the last undertaken by Moto Guzzi's race shop. These include Riservato silencers to the same specification as the original Le Mans; polished and balanced conrods; and a shaft drive bevel box of 8:36 as opposed to the standard 8:35. When the original owner traded this V7 Sport for a Le Mans in 1976 it was brought into the UK by Vincent Marcello of Moto Mecca who sold it to the vendor in 1993. Following a period of modest use, the retired engineer vendor undertook a substantial rebuild including a period crankcase modified for full flow filtration cartridge, with the original included in the sale. Since this work in 2010-2012 the motorcycle has been sparingly used and the odometer reading remains a modest 8161km.

£15,000 - 16,000

€17,000 - 18,000



386

### 1975 DIFAZIO DUCATI 750

Frame no. HS/DUC/129

Engine no. 755029

This unique, prize winning, Difazio Ducati 750GTE is a fine example of the chassis innovations that arrived alongside 1970s superbikes, aimed at perfecting the handling of a new breed of 750cc motorcycles, particularly for racing. For a while these superbikes offered previously unheard of levels of power, chassis design had hardly changed since the days of lightweight 40bhp singles. Jack (nee John) Difazio had been working on hub centre steering since 1956, but it was the arrival of disc brakes that allowed his design to be perfected. Tests by the University of Manchester proved his ideas offered many advantages, yet manufacturers were reluctant to adopt such a radical new look. It would be decades before the hub centre steered Bimota Tesi, Elf racers and Yamaha GTS 1000 appeared, all ultimately defeated by the far cheaper telescopic fork. Difazio fitted hub centre steering to some fifty motorcycles, notably Mead and Tomkinson's "Nessie" endurance racers, but there were only ever two complete Difazio motorcycles. One had a BSA three cylinder motor, the other featured Ducati power: the latter is the machine offered here. Built by Jack Difazio in 1975 with one of the rare electric start roundcase motors (Ducati built just 400) it was renovated in 1991 and has won the Bob Currey Best Engineering prize at the Stafford Show, and third place at the World Ducati Week in Misano. It represents an opportunity to own a very usable yet unique example of pioneering design and technology from the dawn of the superbike era.

£11,500 - 12,500

€13,000 - 14,000



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387

## 1970 DUCATI 450 R/T DESMO

Registration no. not registered

Frame no. DM450 453626

Engine no. 453626

- *Rare competition model*
- *Rarely seen in Europe*
- *Restored condition*



"While the 450 Scrambler was a successful attempt at creating a dual-purpose motorcycle with street orientation, Berliner wanted a more effective dirt motorcycle to take on the BSA 441 Victor in America. In 1970, Berliner persuaded Ducati to develop the 450 R/T, and the resulting machine was quite different than (sic) the Scrambler or other overhead-camshaft singles." – Ian Falloon, Standard Catalog of Ducati Motorcycles.

The 450 R/T was a much more serious attempt to build a competitive off-road motorcycle than was the Scrambler, featuring a 21" front wheel and a unique frame with additional strengthening and 'snail cam' chain adjusters. Its engine was that of the 450 Desmo sports roadster with the unique addition of a de-compressor. The 450 R/T was catalogued for the 1971 to 1974 model years.

Built in December 1970, this particular 450 R/T was bought dismantled. It has the optional lighting set, which could easily be removed for off-road races and replaced with a competition number disc. The restoration commenced with all parts being stripped and checked. The engine was found to be in sound condition – the bore showing very little wear – while the primary drive gears likewise showed negligible wear.

As a precaution, a magnet was fitted to the oil dipstick. The valves were lapped-in, the valve clearances reset, and the ignition overhauled with new points, condenser, and points cover plate. The flywheel magneto had deteriorated so both the ignition and lighting coils were rewound. A new matching HT ignition coil was fitted, and the flywheel magneto carefully set up to the specified ignition timing.

A new 428-size chain and sprockets were fitted, the oversize rear sprocket being replaced with a smaller item. The new exhaust pipe and glass fibre rear mudguard were obtained from an Italian supplier. New bearings were fitted to the rear sprocket hub and to the wheels, which retain their original Italian Borrani rims. New off-road tyres were fitted. The forks and shock absorbers were rebuilt including new fork stanchions, while the fuel tank was cleaned and then sealed using ethanol-resistant sealant. The electrical wiring and control cables are new, as is the steering damper and Dell'Orto carburettor. Other noteworthy features include stainless fastenings and a correct CEV speedometer. A collectible Ducati single of a type rarely seen in Europe, this restored 450 R/T is offered without documents.

**£6,000 - 7,000**

**€6,800 - 7,900**

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

388

### 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.

£3,000 - 5,000

€3,400 - 5,600



389

### TRITON 650CC CAFÉ RACER

Registration no. 409 GEH

Frame no. P4 79592

Engine no. T120 D12474

A happy marriage of Triumph power and Norton roadholding, courtesy of the latter's peerless Featherbed frame, the Triton is rightly regarded by enthusiasts as the quintessential British sports special. This hybrid first emerged in the 1950s and continues to be built by professionals and amateurs alike, enjoying marque status today. One of the first specials-builders to put the Triton into what might be termed 'limited production' was Dave Degens, proprietor of Dresda Autos. Riding one of his own Dresda Tritons, Degens won the prestigious Barcelona 24-Hour Endurance Race in 1965, defeating many works-entered bikes in the process, and went on to develop his own Featherbed-derived frame to take power units other than the original Triumph. This example's major components consist of a 1959 ES2 frame, a pre-unit 1961 Bonneville T120 engine, and a Triumph gearbox. Other noteworthy features include a central oil tank, Roadholder forks, large-capacity alloy fuel tank, Amal Mk2 Concentric carburetors, alloy wheel rims, clip-on handlebars, rear-set footrests, and swept-back exhaust pipes with megaphone silencers. Built/restored in 1979, this Triton benefits from recent engine work (new pistons and all new gaskets), a rebuilt magneto, and a new battery. Run recently and described by the private vendor as in good condition throughout, the machine is offered with old/current V5/V5C documents.

£5,000 - 7,000

€5,600 - 7,900



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390 N

## 1956 HONDA DREAM MF350

Registration no. not UK registered  
Frame no. MF57 10029  
Engine no. SB 711847

- One of only five known worldwide
- Top-of-the-range model intended for racing
- Fully restored
- Exceptional condition
- Matching frame and engine numbers



One of the rarest of all Honda motorcycles, the MF series was produced for a short period during 1956/1957; the superb example offered here being one of only five survivors known worldwide. Intended for racing, the MF350 was a much-modified SB350, producing 20bhp to the SB's 14 horsepower, and was the most powerful Honda of its day. The MF350 was powered by a 344cc air-cooled single-cylinder engine with a single overhead camshaft and integral four-speed gearbox. Unusually, it featured a two-stroke-like, expansion-chamber exhaust header despite being a four-stroke.

Clearly showing the influence of European design, NSU in particular, the MF350 incorporated a pressed-steel frame and hydraulically damped leading-link front fork, with a conventional swinging arm at the rear and 18" wheels. Interestingly, the hollow frame was used to duct air to the carburettor in an early form of the now commonplace 'Ram Air' system. At this time, the Mount Asama circuit was an important proving ground for the Japanese motorcycle industry, and on the first running of the races in November 1955, Honda machines such as this dominated the '350' class.

As befits a top-of-the-range model, the MF350 incorporated numerous advanced features including a gear position indicator in the speedometer, which may be judged a wise move given that it was possible to change up from top gear and find yourself back in 1st!

Other noteworthy features include an integral rear brake/sprocket, the latter rubber damped; electrical turn signals for the first time on a Honda (semaphores were used in other models); and separate oil reservoirs for the engine and transmission. The turn signals are unique, the MF350 being the only Honda with this lens shape, and there are numerous other differences between the MF and the 250cc ME version: tank, pillion seat, horn, etc.

This MF350 was impressively rusty and in poor condition when acquired by the vendor, though intact and with almost all parts present, and its restoration would take some 10 years to complete. Amazingly, almost all the parts used in the rebuild are genuine. A correct exhaust was found in Japan and expertly repaired, while the vendor also located a genuine headlamp and shroud. We are advised that even the wheel rims and chain are genuine. Modern parts used include the rubber components; all wiring and control cables; wheel spokes; rear light lens; leather seat cover; and the winker lenses. The latter are accurate copies of the OEM items, which have been retained. The engine runs and the electrics work (the original rectifier is available although its job is now done by a modern electronic unit). Accompanying paperwork includes genuine Japanese documents and Honda Certificate of Authenticity confirming matching frame and engine numbers.

**£20,000 - 40,000**

**€23,000 - 46,000**

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391 N

## 1953 HONDA 145.5CC DREAM 3E

Registration no. not UK registered

Frame no. D53-14876

Engine no. ED53-13971

- *Ultra-rare early Honda*
- *Highly original*
- *Completely restored in 2018*



What would become one of the world's largest motor-manufacturing corporations arose from the ashes of Japan's defeat in WW2. Soichiro Honda's company had made piston rings before and during the war but in its aftermath, he changed direction and set up shop as a motorcycle manufacturer, fitting war-surplus engines into bicycles. When the supply of engines ran out, Honda designed and built his own. These early Hondas were two-strokes but in response to customer demand a four-stroke motorcycle was introduced in 1951: the 145.5cc overhead-valve Dream Model E, which was clearly inspired by pre-war European designs. A true motorcycle rather than a motorised bicycle, the Model E sold well despite being relatively expensive and before long Honda was building 130 machines per day.

In 1952, Honda introduced the Model 2E, a machine very similar to its predecessor but powered by an engine of 160cc. The following year, Honda announced the 3E, which went back to a 145.5cc engine but had a three-speed gearbox, becoming the first Honda to do so (previous models were two-speeders). The 3E's engine produced 5.5bhp and was carried in a pressed-steel frame with telescopic front fork and plunger rear suspension. Weight was 97kg (213lb) and top speed 75km/h (47mph). The 3E was superseded by the 220cc Model 4E in 1954.

Purchased in Japan a couple of years ago, this matching-numbers machine represents the 3E in its earliest form, with hubs like the preceding 2E model. We are advised by the vendor that he is the second owner since 1953. A highly original example, this 3E had been stored from new in a dry room and was free of rust. In original condition when acquired in 2018, even down to the original chain and sprockets, the machine has since been completely restored. The machine now has re-chromed brightwork, rebuilt engine and carburettor, new wiring loom, new rear lens, refreshed headlight, new rubber components, new wheel rims (OEM available) and new tyres. Every single part looks like it did in 1953, including the enamel paintwork (similar to Honda's original).

We are advised that the engine starts first kick, idles smoothly, has good compression, and does not smoke. The clutch and gear change work well, as do the brakes, and the electrics charge with everything working fine (the original rectifier is still in place though its job is now done by a modern electronic unit). Only 10 kilometres have been covered since the engine rebuild, leaving the running-in process to be completed. The new owner will also have to source or make a rear brake return spring.

**£12,000 - 15,000**

**€14,000 - 17,000**

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392

### 1970 HONDA CB750

Registration no. SDS 64J

Frame no. CB750-1061256

Engine no. CB750E-1061798

'Seldom has a road-test model attracted such a wide interest and appreciative comments from bystanders. That it justified the praise goes without saying. No manufacturer has come nearer than Honda to producing an ideal roadster.' - Motor Cycle reviewing the CB750. Fifty years on, it is hard to imagine the impact the Honda CB750 had on the motorcycling world when it was unveiled to a stunned public at the Tokyo Show in October 1968. True, there had been plenty of four-cylinder motorcycles before, but these had been built in relatively small numbers and aimed at the wealthy few. Here for the first time was a mass-produced four within the financial reach of the average enthusiast, and one whose specification - overhead camshaft, disc front brake, five-speed gearbox, electric starter, etc - made the opposition look obsolete overnight. A trend-setting design of immense significance and one of the truly great classic motorcycles, the CB750 is highly sought after today by collectors. Previously registered overseas (almost certainly in the USA), this immaculate CB750 was first registered in the UK on 1st August 2014 and had already been restored when it was purchased by the current vendor in 2018. Used regularly up to the time of sale, the machine is offered with a V5C Registration Certificate.

£9,000 - 11,000

€10,000 - 12,000



393

### 1972 KAWASAKI 750CC H2 MACH IV

Registration no. FHH 563K

Frame no. H2F-13289

Engine no. H2E-13421

In an attempt to crack the export market, Kawasaki had tried reviving some of the old Meguro models, but failed to make a dent. It was only when they came up with the 250cc Samurai that things began to change in their favour. Followed by the 350cc Avenger and then the mercurial 500cc Mach III 'widow-maker', they had discovered the magical formula to captivate the international motorcyclist's heart; ultimate performance. The 500 was followed in 1971 by another three triple models; the 250 S1, the 350 S2, and the biggest, baddest, one of all, the 750 H2. With 50 percent more capacity than its crazy 500 sibling, the H2 spelled excess in every department, and instantly found a place in motorcycling folklore. Although it lasted until 1975 in subsequent A, B, and C versions, its reign was slightly overshadowed by the Z1 in later years. The vendor advises us that this H2 has been restored to original specification by Kawasaki specialists 'Triples Workshop', who rebuilt the engine with a new crank and rods, and new Wiseco first oversize pistons; carburettors rebuilt with Mikuni parts; a new seat, exhaust system, stainless steel wheel rims and spokes, switches and wiring loom fitted; the tachometer and speedometer restored (previous mileage 12,303, now zeroed); and paintwork resprayed the correct pearl candy blue. Following this work, very little mileage has been covered, and the vendor advises it will need to be run-in by a new owner. Documentation comprises a current V5C, and a Kawasaki Triples Club Dating certificate.

£10,500 - 14,500

€12,000 - 16,000



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

394

## 1978 SUZUKI GT750

Registration no. BFK 889T

Frame no. GT750-74439

Engine no. GT750-81161

- *Single family ownership from new*
- *Restored circa 20 years ago*
- *Dry-stored since restoration*
- *Requires re-commissioning*



'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.' - Bike magazine on the Suzuki GT750.

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. Claimed top speed was around 115mph, but more important was the effortless cruising capability. Criticisms of the first version included unusual handling characteristics, feeble brakes, and a top speed barely in excess of 100mph. Modifications were not long in coming, the GT750K gaining twin front disc brakes (replacing the original double-sided drum) for 1973, while engine power was increased a couple of years later on the GT750A.

Testing the revised GT750A version in 1976, Bike magazine had this to say: 'It wasn't the Suzuki's ability to deal with mile after endless motorway mile that was particularly astounding, because after all that remains its principal task. What really impressed was the carefree manner in which the GT could be slung around to the point of abusing its touring purpose with some adventurous on-the-limit riding.'

Today the charismatic 'Kettle' is supported by a most enthusiastic and active owners club and is one of the models catered for by Suzuki's recently launched Vintage Parts initiative. In single family ownership from new, this Suzuki GT750 previously belonged to the lady vendor's late brother, who fully restored it circa 20 years ago. The machine has been dry-stored since the restoration's completion, and we are advised by the vendor that all fluids have been drained from it.

Following its lengthy period of post-restoration inactivity, 'BFK 889T' will require re-commissioning at the very least, or possibly more extensive restoration, before returning to the road. Currently displaying a total of 10,092 miles on the odometer, the machine is offered with an old-style V5C Registration Certificate.

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

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395

### 1975 SUZUKI GT550

Registration no. JOK 322N

Frame no. GT550-57399

Engine no. GT550-59236

In 1972 Suzuki added a pair of air-cooled triples - the GT380 and GT550 - to its range. The GT550's engine produced 50bhp at the crankshaft while the gearbox was a five-speeder, complemented by Suzuki's useful digital gear indicator in the instrument binnacle. There was also the luxury of an electric starter, something the smaller GT380 lacked. Performance was brisk, 110mph being achievable, but compromised by the fade-prone front drum brake, which was soon replaced by a single hydraulic disc. Smooth and comfortable, the GT550 changed only in detail thereafter in a production run lasting into 1977. Previously registered overseas (almost certainly in the USA), this GT550 was first registered in the UK in 1992 and acquired by the lady vendor's late brother in 1997, since when it has been dry stored. The engine turns, with compression, while there are several welded repairs to the silencers visible. Following its lengthy period of inactivity, the machine is offered for re-commissioning and/or restoration and is sold strictly as viewed. Its mechanical condition is not known. Currently displaying a believed-genuine total of 4,225 miles on the odometer, the machine is offered with an old-style V5C document.

£2,800 - 3,500

€3,200 - 3,900



396

### 1979 SUZUKI GT380

Registration no. JWD 176V

Frame no. GT380-98190

Engine no. GT380-113894

Suzuki joined the exclusive superbike club in 1971 with the launch of the GT750. A three-cylinder water-cooled two-stroke, the GT750 was joined a year later by a pair of smaller air-cooled triples: the GT380 and GT550. Using the 54x54mm bore/stroke dimensions of the existing T250 twin, the GT380 displaced 371cc and produced 38bhp. The gearbox was a six-speeder, complemented by Suzuki's useful digital gear indicator in the instrument binnacle. Performance was brisk - 100mph being exceedable - though compromised by the fade-prone drum front brake, which was soon replaced by a more effective single hydraulic disc. Smooth and comfortable, the GT380 handled surprisingly well once the original-equipment Japanese tyres had been replaced by superior European rubber, proving quicker than the more powerful, but heavier and harder-to-handle, GT550 over cross-country going. This GT380 was acquired by the lady vendor's late brother in 1998 and fully restored circa 2005 with help from members of the VJMC. The machine has been dry-stored since the restoration's completion, and the vendor advises us that all fluids have been drained from it. Following its lengthy period of post-restoration inactivity, 'JWD 176V' will require re-commissioning at the very least, or possibly more extensive restoration, before returning to the road. Currently displaying a total of 9,943 miles on the odometer, the machine is offered with an old-style V5C Registration Certificate.

£3,500 - 4,500

€3,900 - 5,100



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397  
**1976 SUZUKI GT250A**  
Registration no. UFK 963R  
Frame no. GT250-81082  
Engine no. GT250-81139

Stung by criticism of its long-in-the-tooth and lacklustre GT250M, Suzuki responded with the GT250A in 1976, the newcomer incorporating the most radical changes to Hamamatsu's 250 two-stroke twin for a decade. Gone was the 250M's 'Ram Air' cylinder head cowl, while more importantly the engine gained a four-bearing crankshaft, one-piece cylinder head, extra transfer ports, and larger carburettors. Suzuki claimed a maximum power output of 32bhp for the GT250A, two horsepower more than the GT250M, a seemingly minor gain that translated into vastly superior on-the-road performance. Tested by Bike magazine in February 1976, a 250A reached 91mph and rocketed through the standing quarter-mile in 15.02 seconds, an improvement of 9mph and 1.2 seconds respectively over the 250M tested the previous year. Previously registered overseas (almost certainly in the USA), this GT250A was acquired by the lady vendor's late brother in 2003 and subsequently fully restored by him. Dry-stored since the restoration's completion, the machine requires some parts to complete it, the front brake lever, master cylinder, brake hose, and right-side mirror being missing. The vendor advises us all fluids have been drained from the Suzuki, which following its lengthy period of post-restoration inactivity will require re-commissioning at the very least, or possibly more extensive restoration, before returning to the road. Currently displaying a total of 7,240 miles on the odometer, the machine is offered with an old-style V5C document.

**£2,500 - 3,000**  
**€2,800 - 3,400**



398  
**1976 SUZUKI GT750**  
Registration no. KDR 641P  
Frame no. 70566  
Engine no. 77450

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. This restored example was acquired from Classic Bikes Northwest in March 2014 (purchase invoice on file). Last run earlier this year and described as in generally good condition, the machine is offered with a V5C document, a quantity of MoTs (most recent expired March 2015), and bills totalling circa £1,300 for restoration work carried out in 2007.

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



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399

**1974 KAWASAKI 903CC Z1A**

Registration no. LNV 166M

Frame no. Z1F 35289

Engine no. Z1E 092125

Having established its performance credentials with the fearsome 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, 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. Few bikes from Japan have had as big an impact on the motorcycling world. This example was purchased by a previous owner in Italy in 1994 and first registered in the UK in August of that year. The 1994 MoT records the odometer reading as 25,225 kilometres; the current reading is circa 23,000 miles making the total mileage from new circa 38,670 miles. Acquired by the vendor in March 2014, the machine last ran earlier this year and is described as in generally good condition. Accompanying documentation consists of sundry bills, old/current V5/V5C documents, and a quantity of MoTs dating from 2015 back to 1994.

**£9,000 - 12,000**

**€10,000 - 14,000**



400 N

**1976 KAWASAKI Z900 'EDDIE LAWSON TRIBUTE'**

Registration no. not UK registered

Frame no. Z1F 156751

Engine no. Z1E 126971

In 1981, Kawasaki works rider Eddie Lawson won the AMA Superbike Championship for the first time, prompting Kawasaki to introduce the 'Eddie Lawson Replica'. Finished in the Japanese factory's green and white racing colours, the ELR was loosely based on Lawson's championship-winning machine, though the similarity was mainly cosmetic, and this style has been popular with Kawasaki enthusiasts ever since. Noteworthy features of this example include the box-section swingarm, triple disc brakes, oil cooler, 4-into-1 exhaust, etc. The extent to which the engine may, or may not, have been modified is not known. Following recent basic re-commissioning and receiving a new battery, the machine has been started and we are advised that the engine sounds fine; it will, nevertheless, require re-commissioning before further use. There are no documents with this Lot, which is sold strictly as viewed.

**£3,000 - 4,000**

**€3,400 - 4,500**



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401

**1982 HONDA 49CC MBX50S-D**

Registration no. not registered

Frame no. AC05 5000001

Engine no. AC50E 5000002

Successor to Honda's first 50cc two-stroke sports moped, the MB50, the MBX50 was produced in restricted 'Sixteener Special' form for the UK market, with an air-cooled engine producing 2.5bhp and five speeds in the gearbox, and was the first '50' to incorporate an engine balancer shaft. (Unrestricted models were water-cooled and produced 7.2bhp). The machine offered here (frame number '1', engine number '2') was used to launch this new model in 1982, touring various Honda dealerships throughout the UK. A pre-production example, it differs from the production version that went on sale in February 1983 by having a handlebar fairing similar to that fitted to the MBX80. Never registered, the Honda was purchased by the current vendor, who had owned an MBX50 as a 16-year-old, from a private collection. Stored for its entire life, it is totally original and has never had any work carried out. The odometer reading is 44 miles. Sold only because the owner is moving house and will have no room for it, this historic little Honda is offered with its original Form V55/1 Licence Application form filled out by Honda UK.

**£2,200 - 3,000**

**€2,500 - 3,400**



402

**1983 HONDA 125CC Z50R 'Z'S DEAD'**

Frame no. JH2AB0202 DS400977

Engine no. none

Introduced in 1960, the Honda 'Monkey Bike' was intended as a town or paddock bike which could be transported in the boot of a car when the handlebars were folded down. Some were used for long journeys by a few, but the majority were used as intended, or on country estates, and acquired something of an iconic status, with many celebrities of the 1960s being seen on them. Designated 'Z' these mini-bikes always featured a 50cc engine, and underwent styling changes throughout the years. They went from the first, CZ100, and continued until Honda finally discontinued them in 2017. Purchased by the vendor in 2013 as a Z50R rolling chassis only, he decided to create his own take on Honda's Monkey Bike theme. He purchased and installed a brand new, unnumbered, high output 125cc Zongshen 13 BHP engine. All paintwork was refurbished, including the wheels and petrol tank; new tyres and tubes were fitted, a new aluminium swinging arm was imported from USA, together with wide footpegs, and a fork kit. New Rental handlebars were used, and new shock absorbers, chain and sprocket were fitted along with a new seat cover. New 'Z125R' and 'Z's Dead' graphics were designed and affixed to the petrol tank and side panels. Since completion the bike has not been used, although it has been kept in running order, and will, therefore, require checking over, running in, and a general shakedown if the new owner intends to use it. Documentation comprises sundry receipts only.

**£1,000 - 1,500**

**€1,100 - 1,700**

**No Reserve**



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403 N

**1980 YAMAHA XT500**

Registration no. 434 UIU (RoI)

Frame no. 1U6-137185

Engine no. 1U6-137185

“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, winning the latter event in both 1979 and 1980. Although designed and 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. This beautiful XT500 was restored in 2015, while more recently the saddle, front mudguard and exhaust were replaced and the fuel tank refurbished. Last run in August 2019, the machine is offered with an old Republic of Ireland registration document.

**£4,500 - 6,500**

**€5,100 - 7,300**



404

**C.1970 BEELINE YAMAHA 97CC SPRINTER**

Engine no. YL-3449

This amazing little machine is a former World Record holder in the 100cc class, having set a new best mark for the standing quarter-mile of 15.545 seconds and 93.181km/h (57.9mph) at Elvington on 25th September 1971. On 30th August 1975 the Beeline Yamaha set a new fastest one-way flying quarter-mile with a 112.9mph average, and on 12th October 1980 established a new World Record for the fastest two-way average over a standing-start mile: 43.23 seconds at 83.27mph, both of these new records being set at Elvington. In all, Ilford-based Beeline Racing's machines have held six World and 28 National Records in the 50cc, 75cc, and 100cc categories ridden by Keith White, Howard White, and Dick Sullivan (see press cuttings and results lists on file). Carried in a special Sondel frame, this machine's engine is a circa 1970 Yamaha 97cc YL1 twin-cylinder fitted with a rare Yamaha Race Kit, with extra tuning carried out by Keith and Howard's father, Bill White. The crankshaft was originally assembled in the Yamaha GB Race Shop and the engine revs to a stratospheric 14,500rpm! Beeline Racing also fitted Krober electronic ignition and a five-speed gear cluster. The machine weighs only 110lb. Offered for sale by Howard White, having been fully restored in 2015, this unique piece of Yamaha competition history last ran in 2018 and is described as in very good condition throughout.

**£3,000 - 4,000**

**€3,400 - 4,500**



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405 N

**1986 SUZUKI GSX-R750 LIMITED EDITION**

Registration no. not UK registered

Frame no. GR75AD111189

Engine no. R705-25696

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 1000, it made all other super-sports 750s seem flabby and slow. New for 1986 was the Limited Edition, an 'homologation special' that incorporated lots of special parts necessary to make the Suzuki competitive in the World Superbike Championship. These included the entire front end from the GSX-R1100, modified to suit the lighter 750; three-point steering damper; aluminium-bodied shock absorber complete with remote gas-charged reservoir; a dry clutch; and changes to the bodywork to improve cooling. One of the modern era's few instant classics and the sole surviving Japanese 750cc sports bike, the GSX-R750 has been a huge commercial success for Suzuki and enjoys cult status today. Now more than 30 years old, many early GSX-Rs have suffered at the hands of successive owners, with anodised fastenings, tinted screens and after-market pipes among the commonest modifications, a state of affairs that has resulted in original examples of the first version – such as the ultra-rare Limited Edition model offered here – becoming increasingly sought after by collectors. This machine has covered only 13,990 kilometres from new and represents a not-to-be-missed opportunity to acquire a fine example of the sought-after Limited Edition model. We are advised that this machine will have been inspected and run immediately prior to sale.

**£5,000 - 7,000**

**€5,600 - 7,900**



406

**1994 SUZUKI GSX-R250R SP**

Registration no. L305 LBE

Frame no. GJ73A104246

Engine no. to be advised

Suzuki rewrote the 750-class rulebook when it launched the high-performance GSX-R750 on an unsuspecting world back in 1985. 'GSX-R' soon became one of motorcycling's biggest brands as the range expanded to include models of 1100, 600, 400, and 250cc. Although relegated to niche status in the UK following changes to the 'learner laws', the '250' category remained vibrant in Japan as novices were not permitted to ride anything bigger. The result was a plethora of highly specified quarter-litre machines from Japan's 'Big Four'. Two-stroke twins and across-the-frame fours predominated, with many available in enhanced 'Sports Production' (SP) specification as seen here. Almost all of these little gems were Japan-only models, though over the years many have been privately imported into the UK. This gorgeous Suzuki GSX-R250R SP was privately imported into France where it formed part of a private collection until 2017. That same year the machine was purchased from Lightning Quarter Garage of Rudgwick, West Sussex and registered in the UK. Fully serviced and fitted with new tyres in 2017, it was serviced again in 2018, receiving a new fuel tank, battery, spark plugs, and float bowl gaskets, while the carburetors were adjusted. The Suzuki was last ridden in July 2019 and has been started since then. Accompanying documentation consists of a dating certificate, sundry bills, MoT to July 2020, and a V5C.

**£4,500 - 5,000**

**€5,100 - 5,600**

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

407 N

## 1989 SUZUKI GSX-R750RR SPECIAL EDITION

Registration no. not UK registered

Frame no. GR79B-100265

Engine no. R714-000270

- One of only 500 made
- Circa 20,000 kilometres from new
- Offered from a private collection



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 1000, it made all other super-sports 750s seem flabby and slow. Yet within a few years Suzuki felt obliged to undertake an extensive redesign, a move prompted by the arrival of the Honda VFR750R, better known as the RC30. Like its predecessor, this second generation GSX-R benefited from experience gained in racing, featuring a much stiffer frame and swinging arm, larger-diameter forks, larger front brakes, 4-pot brake callipers, 17" wheels, and a more aerodynamically efficient fairing. The engine had a shorter stroke (for increased revs), bigger valves (same size as the GSX-R1100's), larger oil radiator, 4-into-2 exhaust system, and 36mm flat-slide 'Slingshot' carburetors that gave the model its nickname.

Development of the 'Gixxer' had been heavily influenced by lessons learned from the works TT F1 and Endurance racers of the late 1970s and early 1980s, so it can have surprised few when Suzuki reversed the process and launched a street-legal racer based on the new GSX-R750 'Slingshot' roadster - the GSX-R750RR Special Edition. This was another 'homologation special' aimed at the World Superbike Championship where the GSX-R was pitted against the Ducati 851, Honda RC30, Yamaha OW01, and Kawasaki ZXR750R in the series' 'Golden Era'.

Among a host of performance enhancing features was a longer-stroke version of the air/oil-cooled 16-valve motor, bigger carburetors, 10mm spark plugs, racing valves and springs, stronger crankshaft and rods, and a magnesium cam cover. A larger oil cooler (plus smaller supplementary), close-ratio gearbox, stainless-steel exhaust with alloy silencer, glassfibre fairing, and an alloy fuel tank completed the picture. At £9,000 in the UK, the 'RR' cost almost twice as much as the 'ordinary' GSX-R and only 50 were officially imported out of the 500 sold worldwide.

Now more than 30 years old, many early GSX-Rs have suffered at the hands of successive owners, with anodised fastenings, tinted screens and after-market pipes among the commonest modifications, a state of affairs that has resulted in original examples of the early versions - such as the ultra-rare GSX-R750RR Special Edition model offered here - becoming increasingly sought after by collectors. This machine has covered only some 20,000 kilometres from new and represents a not-to-be-missed opportunity to acquire a fine example of the sought-after GSX-R750RR model. The Suzuki has spent a long time in a private collection and is presented in excellent condition.

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

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

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

408 NMT N

## 1990 BIMOTA 989CC TUATARA

Registration no. not UK registered

Frame no. 00566

Engine no. to be advised

- *One of only 56 made*
- *The fastest production motorcycle of its day*
- *20 years in a private collection*



In the 1970s and 1980s, Japan's motorcycle frame design lagged behind that of its engines, meaning that anyone wishing to exploit a motor's full potential had little option but to opt for a bespoke chassis. A number of specialist firms sprang up to satisfy this demand, at the very pinnacle of which was – and still is – the Italian firm of Bimota. Founded in the mid-1960s, Bimota manufactured heating and ventilation ducting before the enthusiasm of two of its motorcyclist founders - Giuseppe Morri and Massimo Tamburini - saw it turn to motorcycle production in the early 1970s. The intervening 40-plus years has seen Bimota established as one of the world's foremost producers of exclusive, limited edition, high performance motorcycles with a reputation for quality second to none.

Powered by Yamaha's 989cc pre-EXUP engine, the ultra-rare Tuatara offered here is one of only 56 made. Using the pre-EXUP Genesis engine could have been a handicap, but Bimota dispensed with the stock carburettor induction system and equipped the Tuatara with Weber-Marelli fuel injection and a different exhaust; moves that upped maximum power from 135bhp (unrestricted) to 152 horsepower.

To put that figure into perspective, it is five horsepower more than the maximum claimed for the unrestricted Kawasaki ZZ-R1100, a motorcycle that weighed getting on for half as much again as the Bimota.

Otherwise the Tuatara was pretty much like the Genesis-powered YB6 of 1988 but with Marzocchi upside-down forks in place of the latter's conventional items. The factory claimed a maximum speed of over 180mph for the Tuatara, making it the fastest production motorcycle of its day. Ironically, the New Zealand lizard that gave the bike its name is one of the slowest moving creatures on the planet. Of the 56 made, only four were allocated to the UK and sold instantly despite an asking price of £17,500, one of the purchasers being a designer of Formula 1 cars. For the record: Yamaha's contemporary FZR1000R EXUP cost a comparatively trifling £6,149. Belonging to a private collection for the last 20 years, this ultra-rare and equally desirable Bimota superbike will have been inspected and run immediately prior to the sale.

Please note, this lot is subject to VAT at 20% on the hammer price (denoted by NMT in the catalogue)

**£8,000 - 10,000**

**€9,000 - 11,000**

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409 NMT N

## 1992 BIMOTA 1,002CC YB8EI FURANO

Registration no. not UK registered

Frame no. YB8 00833

Engine no. 3LH-901046

- One of only 158 made
- Only 4,420 kilometres from new
- Offered from a private collection



"The Furano, meanwhile, is Bimota's ultimate expression of the conventional hard-core take-no-prisoners sportbike, complete with low-mount clip-ons, adjustable suspension, carbon-fibre everything, modular wheels and an electronic engine management system." – Cycle World, July 1992.

In the 1970s and 1980s, Japan's motorcycle frame design lagged behind that of its engines, meaning that anyone wishing to exploit a motor's full potential had little option but to opt for a bespoke chassis. A number of specialist firms sprang up to satisfy this demand, at the very pinnacle of which was – and still is – the Italian firm of Bimota. Founded in the mid-1960s, Bimota manufactured heating and ventilation ducting before the enthusiasm of two of its motorcyclist founders - Giuseppe Morri and Massimo Tamburini - saw it turn to motorcycle production in the early 1970s. The intervening 40-plus years has seen Bimota established as one of the world's foremost producers of exclusive, limited edition, high performance motorcycles with a reputation for quality second to none.

For the YB8, the Italian company turned to Yamaha power, fitting the 149bhp, 20-valve 'four' from the FZR1000 EXUP. One of the most powerful of contemporary engines, the latter was housed in an exquisitely crafted, twin-spar aluminium frame pioneered on the FZ750-powered YB4.

Seeking to extract more power from the Yamaha motor, for 1992 Bimota fitted fuel injection to the YB8EI model and found an additional 15 horses, which in a package that weighed only 397lb dry made for an exciting ride. "Its combination of lightness, power and excellent suspension makes the bike feel more like a Superbike that has been tamed for street use than a purpose-built luxury-performance item," declared Cycle World. "In reality, the Furano is a little of both those things." With stunningly good looks and maximum speed in the region of 180mph, the rare YB8EI Furano remains one of the most desirable of all Italian sports motorcycles. It is estimated that as few as 158 were made.

This beautiful example has covered only 4,420 kilometres from new having spent many years in a private collection. We are advised that the machine will have been inspected and run immediately prior to the sale.

Please note, this lot is subject to VAT at 20% on the hammer price (denoted by NMT in the catalogue)

**£7,000 - 9,000**

**€7,900 - 10,000**

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



410 NMT N

**1994 BIMOTA 749CC SB7**

Registration no. not UK registered

Frame no. 00414

Engine no. R725-00064

Bimota's not inconsiderable reputation rests on its creation of some of the fastest and most exclusive sports bikes ever seen. Equipped with nothing less than the very best suspension and brakes, Bimotas were necessarily expensive but then, like George Brough, it was never the firm's intention to build anything compromised by budgetary restrictions. Announced at the Milan Show in 1993, the SB7 used a Bimota-modified and fuel-injected version of the Suzuki GSX-R750 SP engine and was intended to spearhead the Rimini firm's attack on the World Superbike Championship. Effectively a 'homologation special', the SB7 was priced accordingly - in the UK it cost around £20,000, as much as a Honda RC45 - and sold in limited numbers, only 200 being made. We are advised by the vendor that the machine offered here is the only one to be finished in this distinctive 'tricolore' colour scheme. The Bimota has formed part of a private collection for many years and will require re-commissioning and fresh tyres before further use. Currently displaying a total of only 5,621 kilometres on the odometer, it will have been inspected and run immediately prior to the sale.

Please note, this lot is subject to VAT at 20% on the hammer price (denoted by NMT in the catalogue)

**£5,000 - 7,000**

**€5,600 - 7,900**



411 N

**1999 LAVERDA 750 FORMULA**

Registration no. not UK registered

Frame no. 001465

Engine no. to be advised

Having established its performance credentials with a succession of big three-cylinder sports bikes during the 1970s, most notably the fire-breathing Jota, Laverda emerged from a succession of financial upheavals 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. A revised 668 Sportster followed (using the same engine) and then in 1997 the 750S arrived featuring a new water-cooled 747cc motor. No expense was spared in equipping the 750S, which featured upside-down Paoli forks and rear shock; Brembo Goldline brakes with braided hoses; lightweight Marchesini wheels; stainless-steel Termignoni exhaust pipes; and carbon-fibre front mudguard and heel protectors. Equally importantly, the six-speed gearbox - frequently criticised in the past - had at last been sorted. Introduced for 1998, the next development was the 750 Formula, a new high-performance sports model in the mould of the legendary 750SFC, created with production racing in mind. Engine lubrication and cooling were improved and the clutch strengthened. The rare and original 750 Formula offered here has covered only some 8,800 kilometres from new and is finished in the desirable orange/blue livery. We are advised that it will have been inspected and run immediately prior to the sale.

**£2,500 - 3,000**

**€2,800 - 3,400**

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412 N

## C.2000 MONDIAL 999CC PIEGA

Registration no. not UK registered

Frame no. 00025

Engine no. to be advised

- One of only circa 150 made
- Honda VTR1000 SP1 engine
- 15,037 kilometres from new



Few marques have achieved so fine a competition record in so short a time as FB Mondial. FB Mondial was founded in the aftermath of WW2 by the Boselli family, whose first venture into powered transport had been with the FB (Fratelli Boselli) three-wheeled delivery van in the 1930s. The name 'Mondial' first appeared on a motorcycle in 1948, when the Boselli brothers introduced a revolutionary double-overhead-camshaft 125cc racer. Mondial's miniature masterpiece duly brought the Bologna manufacturer its first World Championship the following year and proved equally dominant in 1950 and '51. After a relatively lean spell, Mondial returned to Grand Prix glory in 1957, taking both the 125cc and 250cc World Championships.

Not surprisingly, Mondial's passion for racing rubbed off on its road range, which was exquisitely engineered and beautifully constructed in a manner unmistakably Italian. Nevertheless, by the late 1950s sales had begun to decline, and in 1960 the last all-Mondial motorcycle left the factory. Proprietary engines would be used thereafter and Mondial soldiered on for the next two decades before production ceased in 1979.

Some 20 years later, in 1999, the rights to Mondial were purchased by newspaper tycoon and motorcycling enthusiast, Roberto Ziletti.

In 2000, Ziletti asked Honda to supply engines for the new Mondial Piega, the unit chosen being that of the VTR1000 SP1 World Superbike Championship 'homologation special'. This was the first occasion that the Japanese company had agreed to supply engines to a rival; it is said because Mondial had supplied Soichiro Honda with one of its racers back in the 1950s. Sadly, this new beginning would turn out to be a false dawn and the fledgling company folded in July 2004. The firm was sold on and the following year production was restarted by Gruppo Mondial Srl.

The Piega featured a tubular-steel trellis frame, Paioli upside-down forks, Öhlins rear suspension, and Brembo brakes, while the SP1 engine was up-rated with Mondial's own special exhaust, air box, and fuel injection system, producing 140bhp at the crankshaft. We are advised by the vendor that this particular Piega was displayed at the Internot show in 2000, having been specially prepared by the factory with HRC engine parts, full carbon-fibre bodywork, and radial brakes. Boasting excellent build quality and a reliable Honda engine, the Piega was produced in strictly limited numbers, an estimated 150 having been made by the time production ceased. Currently displaying a total of 15,037 kilometres on the odometer, we are advised the machine will have been inspected and run immediately prior to the sale.

£12,000 - 18,000

€14,000 - 20,000

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413

## 1976 MV AGUSTA 789CC 750S AMERICA

Registration no. MRX 523P  
Frame no. MV750 2210178  
Engine no. 2210110

- Formerly owned by the late Robert White
- Present ownership for the last 15 years
- Serviced by MV Meccanica Verghera Ltd
- Excellent condition



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

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

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

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

The current owner purchased this MV 750S America in May 2004 from well-known collector, the late Robert White, who believed it had been imported from Germany. Since acquisition, the MV has been serviced by David Kay of MV Meccanica Verghera Ltd on several occasions, the most recent being in May 2013. This machine retains its original paintwork and has been fitted with genuine Arturo Magni cylinders and exhaust pipes, and comes complete with its original fairing. Described by the private vendor as in excellent condition throughout, this beautiful and highly desirable machine is offered with sundry bills and a V5C Registration Certificate.

**£50,000 - 70,000**

**£56,000 - 79,000**

414

## 1982 DUCATI 864CC 900SS

Registration no. RMT 331Y  
Frame no. DM860SS 090993  
Engine no. 092986 DM860

- *Three owners from new*
- *Substantial history file*
- *Present ownership since June 2017*



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

More than just a simple over-bore, the 'square case' engine incorporated a new camshaft drive arrangement, improved oil pump, cartridge-type oil filter and electronic ignition. In addition, the gearchange was moved to the left-hand side and the frame altered to provide chain adjustment at the swinging arm pivot. As had been the case with the original 750SS, desmodromic valve gear distinguished the new sports roadster from its tourer counterpart. 'Like the tamer valve spring version of the engine in the 900GTS it is uncannily smooth, while possessing a much more dramatically punchy power output than the soft touring motor,' reported Bike magazine in October 1977. Breathing through gaping 40mm Dell'Orto carburettors, the 900SS engine produced 70bhp at 7,500rpm, an output good enough for a top speed of 135mph. The 900SS's competition heritage was obvious on the road: 'While other flash Italian bikes are basically roadsters dressed up and pretending to be racers, this is the real thing,' declared Bike.

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

This particular 900SS which appears to have benefited from 1970's styling changes (date unknown) was kept by its first owner until May 2013 and is currently in the hands of only its third registered keeper. We are advised that no work has been carried out on the machine since its acquisition in June 2017. The machine comes with a substantial history file containing numerous bills, a quantity of MoT certificates and tax discs, and old/current V5/V5C registration documents.

**£15,000 - 20,000**  
**£17,000 - 23,000**

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415

*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



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. The clutch cover also omitted an inspection cover and drilling to allow a kick starter. 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 SSi 29A (rather than 27mm). The frame was unique to the 250F3, and the cycle parts were very different to the roadsters: for example, the F3 featured 19" – rather than 18" – wheels.

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 250F3 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

**£20,000 - 30,000**

**£23,000 - 34,000**

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

416

*The John Kidson, 1977 Isle of Man Formula 3 TT-winning*

## **1976 HONDA CB400F FORMULA 3 RACING MOTORCYCLE**

- Offered for sale by John Kidson
- Ridden on the TT Laps of Honour
- In running condition

Frame no. 10535231

Engine no. 1050588



The Isle of Man TT-winning Honda CB400F offered here was modified and race-prepared by Gordon Wadley, proprietor of Honda main dealer Nettleton Motorcycles in Gloucester and by its owner, John Kidson, also a Honda main dealer, for John to ride in the inaugural 1977 Formula 3 TT. To reduce weight, all unnecessary components were removed, and an alloy fuel tank fitted, while the engine was fitted with a special crankshaft from the factory to reduce capacity from 408 to 398cc to meet the class limit of 400cc. Electronic ignition and an after-market race camshaft from Futura in Italy were fitted also and the gearbox modified internally to facilitate the use of a right-side foot change. The Honda completed a few short circuit races early in 1977 in preparation for the TT.

The year 1977 is of particular significance in Isle of Man TT history, as it was the first year of the TT Formula races, which had been instigated by the ACU to keep the TT in the forefront of international motorcycle racing after the British round of the World Championship had been shifted to Silverstone. The Formula 3 category was for two-stroke machines up to 250cc and four-strokes up to 400cc.

After a battle with John Stephens, also Honda-mounted, John Kidson won the first-ever Formula 3 race at an average speed of 93.28mph and set the fastest lap at 94.81mph. As the Isle of Man was the sole round that year, John was also the first Formula 3 TT World Champion! John and the CB400F are pictured on page 60 of 'Honda – the TT Winning Years' by Peter Neale and Bill Snelling.

This TT-winning Honda went to fellow racer Mal Kirwan in the 1980s and was reacquired by John Kidson a few years later. Since then the engine has been rebuilt and John has ridden the Honda in a few TT Laps of Honour. The machine is up and running and ready to ride apart from needing a new battery (probably) and new tyres (the ones fitted are legal but several years old). John describes the Honda as in good, tidy, as-raced condition. John's 1977 helmet is included in the sale, as well as instructions for the electronic ignition, race camshaft, Haynes manual, Honda parts book and some gaskets.

**£14,000 - 18,000**

**€16,000 - 20,000**

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

417

## C.1963 HONDA 50CC CR110 RACING MOTORCYCLE

Frame no. 110-40130

Engine no. CR110E-20155

- *Iconic privateer racing motorcycle*
- *Restored in the 1990s*
- *Present ownership since 2006*



"Not only did they epitomise the virtues of a racing motorcycle, being small, light, fast and simple, but they handled wonderfully well, and if properly (and rather expensively) maintained they were remarkably reliable." – Brian Woolley on the Honda CRs, *Directory of Classic Racing Motorcycles*.

Little more than one year after its breakthrough first success at World Championship level in 1961, Honda made its state-of-the-art Grand Prix technology available to privateers in the form of the 50cc CR110 and 125cc CR93 over-the-counter racers. Like their works equivalents, the 50cc single and 125cc twin employed gear-driven double overhead camshafts and four valves per cylinder, this combination of tiny cylinders and minuscule valves enabling them to rev safely well into five figures, the CR110's maximum power of 8.5bhp arriving at a then stratospheric 13,500rpm. Both models employed a tubular steel frame, devoid of lower rails, to which was attached a conventional set of cycle parts, and while the '50' boasted no fewer than eight gears in the gearbox, the more tractable '125' made do with five. First made available in 1963, the duo immediately achieved a dominance of their respective classes that would last for many years, and countless stars of the future, including Bill Ivy, Jim Curry, Rod Scivyer and sidecar champion Chris Vincent, gained their early experience aboard the diminutive CRs.

This CR110 was owned from new by Bill Barker, a motorcycle dealer based in Yorkshire, and is believed to have competed in the Isle of Man TT on several occasions (the 50cc race was included in the TT programme from 1962 to 1968 inclusive). Well known collector Tony O'Neill bought the machine directly from Bill Barker, who had already commenced its restoration, and completed the rebuild circa 1996.

The immediately preceding owner purchased the Honda from Tony O'Neill circa 21 years ago. Purchased by the current vendor at Bonhams' Stafford Sale in October 2006 (Lot 641), the machine will require re-commissioning to a greater or lesser extent before further use. The high-level exhaust and rear disc brake are believed to be the only changes from original specification.

Only a relative handful of CR110s were imported into the UK. This restored example represents a wonderful opportunity to acquire one of these jewel-like masterpieces, which are highly sought after today by classic racers and collectors alike.

**£26,000 - 32,000**  
**€29,000 - 36,000**

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

418

## 1963 HONDA 125CC CR93 RACING MOTORCYCLE

Frame no. CR93 3100087

Engine no. CR93E-3100139

- *Iconic privateer racing motorcycle*
- *Restored by Roger Titchmarsh*
- *Ridden by Tommy Robb and Ralph Bryans*
- *Present ownership since 2005*



"It was robustly reliable, steered and handled to perfection, was, if anything, over-braked, and would exceed 100mph. At a stroke it made all other 125cc machinery in Britain obsolete. The CR93 was not cheap but it was, quite simply, built to exactly the same high standard as Honda's own racing machinery." - Brian Woolley, *Classic Racer* magazine.

Just one year after its breakthrough first success at World Championship level in 1961, Honda made its state-of-the-art Grand Prix technology available to privateers in the form of the 50cc CR110 and 125cc CR93 over-the-counter racers. Like their works equivalents, the 50cc single and 125cc twin employed gear-driven double overhead camshafts and four valves per cylinder, this combination of tiny cylinders and minuscule valves enabling them to rev safely well into five figures, the CR93's ceiling being a then stratospheric 13,000rpm with maximum power of 16.5bhp arriving at 11,500 revs. Both models employed a tubular-steel frame, devoid of lower rails, to which was attached a conventional set of cycle parts, and while the '50' boasted no fewer than eight gears in the 'box, the more tractable '125' made do with five.

The duo immediately achieved a dominance of their respective classes that would last for many years, and countless stars of the future, including Bill Ivy, Jim Curry, Rod Scivyer and sidecar champion Chris Vincent, gained their early experience aboard the diminutive CRs. Just 40-or-so CR93s were imported into the UK and today they are highly sought after by classic racers and collectors alike.

The previous owner purchased this machine from a private collection in 1997 and had it rebuilt by recognised specialist Roger Titchmarsh. On disassembly, the engine was found to be in very good condition, merely requiring new piston rings, valves, valve caps, and collets. The valve pushers were re-faced and ground, new ignition points fitted, new carburettor floats used, and the rev counter cable replaced. The chassis was checked over and cleaned before re-installing the engine, with no further work being required as it was in such good condition. Following the rebuild's completion, the machine was ridden by ex-Honda Grand Prix works stars Tommy Robb and Ralph Bryans. The current vendor purchased the CR93 at Bonhams' Stafford Sale in April 2005 (Lot 541). Roger Titchmarsh rebuilt the engine again before the Honda was ridden by Alex Sinclair at the Donington Park Classic Festival in 2008. The machine will require re-commissioning to a greater or lesser extent before returning to the racetrack.

**£26,000 - 32,000**  
**€29,000 - 36,000**

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419

## C.1970 YAMAHA 347CC TR2

Frame no. TR2-900414

Engine no. R3-900414

- *Matching numbers example*
- *Believed single family ownership from new*
- *TT history*
- *See original spares package (Lot 41)*



Yamaha's initial business was the manufacture of musical instruments - pianos, harmoniums and the like. After World War II, with the benefit of American investment, they decided to branch out into motorcycle production and, like BSA and others, used the design of the DKW RT125 for their first engine fitted to the machine which became the YA1 of 1954. Other machines followed, most notably their first 250cc machine, the YD1 in 1957.

Having experienced racing success with their very earliest model, which translated satisfactorily into improved sales, Yamaha retained their interest in competition and continued to take part in racing. Entering 250cc races in 1957, they made a special bike for the job. Further racing followed, and Yamaha factory machines had to compete with the all-conquering Honda multi-cylinder racers of the day, but developments led to the TD1, TD2 and TR2 air-cooled over-the-counter racers which came to form the backbone of club racing the world over. These machines were eventually superseded in 1973 by the TZ models which featured water cooling - deemed necessary to prolong the racers' longevity.

This TR2 was previously the property of Raymond Ashcroft, a Manx Grand Prix and TT competitor from the late 1950s to the early 1970s. Beginning on a Norton in the MGP of 1959, Ashcroft continued to race in the Isle of Man from 1964 throughout the 1960s on a 250cc Yamaha, achieving positions as high as 5th in the MGP, although his TT results in the later 60s were less illustrious, with several DNFs. In 1970, whilst having another DNF in the lightweight TT on his Yamaha, he scored his best TT result of 6th in the 250cc Production race on a Honda.

By 1972, possibly dismayed by the reliability of his previous 250, he had acquired this 350cc TR2, which is believed to be the machine on which he finished 22nd in the Senior TT of that year. 1972 was his final year of racing on the Island, and he also gained a 10th place that year in the 500cc Production race on a Honda. The TR2 bears a scrutineer's sticker from August 1972, and it is thought that this was its last year of competition. Kept in dry storage ever since, it forms an ideal project for a new owner to recommission 'as is' or easily restore. There is no documentation with this machine, which has a new Perspex screen included with it.

**£8,000 - 12,000**

**€9,000 - 14,000**

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

420 \*

*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



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.

**£8,000 - 12,000**

**€9,000 - 14,000**

**No Reserve**

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

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

421

## C.1979 YAMAHA TZ750F RACING MOTORCYCLE

Frame no. 409-200415

Engine no. 409-200415

- *Last-of-the-line model*
- *Purchased from a French collector*
- *Believed never raced*



Although Formula 750 had been intended as a class for modified production road bikes, Yamaha managed to get its purpose-built TZ750 racer homologated provided that at least 200 were built. Yamaha's new F750 contender drew on the Iwata firm's tried-and-tested two-stroke technology, its engine looking like two TZ350 twins on a common crankcase, although in actual fact few components were shared.

The TZ350's 64x54mm bore/stroke dimensions were retained, giving the first TZ750 model (retrospectively re-designated TZ750A) a capacity of 694cc. Together with the contemporary YZR500 Grand Prix machine, the TZ750 was the first Yamaha road-racing motorcycle to feature reed valve induction, a measure considered necessary to broaden what would otherwise have been an unacceptably peaky power delivery. The TZ750 engine was built in unit with a six-speed gearbox and went into an entirely new, twin-shock frame that looked reminiscent of the Rob North-designed chassis used by the racing BSA-Triumph 750 triples. Despite the 'TZ750' moniker, displacement remained at 694cc until October 1974 when the second batch of TZ750Bs was released featuring a full-size (747cc) engine.

Like the smaller TZ twins, the TZ750 was an enormous success, providing privateers the world over with the means to compete against the factory teams in Formula 750. Packed grids of near-identical bikes made for close racing, and no-one who witnessed these demanding machines being wrestled around UK short circuits, the Isle of Man TT course, or Daytona's bumpy banking will ever forget the sight. Recent research suggests that Yamaha eventually made slightly fewer than 800 of these spectacular motorcycles, which today are highly sought after by collectors and classic racers alike.

Representing the model in its final TZ750F configuration, this very late example was purchased five years ago from a French collector who had only used it for parades and - it is believed - never raced it. Certainly, the machine's original appearance suggests it has enjoyed a relatively easy life. Due to other commitments, the vendor has had no time to use the TZ though it has been started regularly, the last occasion being a couple of months ago. Representing a wonderful opportunity to acquire one of the most charismatic racing motorcycles of modern times, this outstandingly original TZ750 has no modifications from factory specification and is described by the private vendor as in very good condition throughout.

**£45,000 - 55,000**

**€51,000 - 62,000**

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

422

The ex-Patrick Fernandez

## 1977 YAMAHA TZ250 'ROB NORTH' RACING MOTORCYCLE

Engine no. none (crankcases replaced)

- One of six built for Yamaha USA by Rob North
- Believed raced by Fernandez for the French Yamaha importer, Sonauto
- Fully restored



In 1976, Yamaha International asked the then boss of Yamaha USA, Ken Clarke, to covertly commission the construction of a test frame for their TZ250 as an alternative to the stock C/D/E frame. Kel Carruthers and legendary frame-builder Rob North - best known for his BSA-Triumph Triple 'Lowboy' frames - were commissioned for the project.

Six frames were built by North in Yamaha's workshop in San Diego and then supplied to importer race teams. One went to the Canadian importer for Steve Baker, on which he won the 1977 Daytona Lightweight race; one to Venemotos for Franco Uncini; one to Yamaha USA for a junior rider, Freddie Spencer; and another to French importer Sonauto Yamaha. Kel Carruthers and Kenny Roberts had two, which they self-numbered 'KK001' and 'KK002' as North himself did not number these frames.

Patrick Fernandez raced the Sonauto TZ in the 1978 250 World Championships and finished 3rd in the rankings that year behind the dominant Kawasakis of Kork Ballington and Gregg Hansford, with podium finishes in Venezuela and Sweden. Kenny Roberts finished the 250 championship in 4th after abandoning the class to focus on his 500cc effort.

This Rob North Lowboy was discovered as a 'barn find' restoration project in France in 2014. Both the engine and chassis had been 80% restored by Stuart Graham before the machine was sold to the current vendor in 2016. Receipts are available from Dennis Trollope Racing, Allens, and Fondseca for a full engine and crankshaft rebuild, etc. The bike also has a new ignition system fitted, while other new parts include period-style replica front and rear discs, master cylinder, brake pads, chain, instruments, etc. Other noteworthy features include correct Mikuni VM34 1H3 carburetors, factory primary drive gears, special alloy steerer tube, and new bodywork painted in Fernandez's 1978 Total-Airelec livery. This machine is presented 'dry' - devoid of oil, fuel, and coolant - and should be ready to ride after a short running-in period.

£12,000 - 15,000  
€14,000 - 17,000

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

423

## 1948 NORTON 350CC MANX RACING MOTORCYCLE

Registration no. not registered

Frame no. 18208

Engine no. 18208

- *The last 1948-model Manx*
- *Raced at the 1948 Manx Grand Prix*
- *Reg Dearden modifications*



Dubbed 'Manx Grand Prix' on its introduction in 1939, what would become the best-known racing motorcycle of all time had become simply 'Manx' when production resumed in 1946. The first Manxes had been raced at the 1939 Isle of Man TT, Ginger Wood finishing 8th in the Senior event on one of them. When Norton's 1947 range was announced in September 1946, the 350cc and 500cc racers were officially catalogued as 'Manx' for the first time.

Norton's post-war over-the-counter Manx racers were much the same as their pre-war International model counterparts, with single-overhead-camshaft engine, 'square' cylinder head finning, upright gearbox, and plunger-suspended 'garden gate' frames. Only the presence of the wartime-designed Roadholder telescopic front fork readily distinguished them from the '39 machines. 1949 brought the first significant change in engine specification, when the Manx gained a double-overhead-camshaft 'head like that enjoyed by the works bikes for many years.

The 350 Manx offered here is the last 1948 model built, leaving the factory on 24th August of that year. It was first owned by one F Pados of the Hartlepool Club, who rode it in the '48 Manx Grand Prix, retiring on the 3rd lap. Another member of the Hartlepool Club, Bill Zealand, owned the machine for the next few years, and at some time it passed through the hands of the celebrated independent Norton tuner/entrant, Reg Dearden of Chorlton, Manchester, sponsor of countless riders including stars such as Geoff Duke, Gary Hocking, Dave Chadwick, John Hartle, George Catlin, and Terry Shepherd. Noteworthy features include a shortened wheelbase, gusseted rear frame, works-type 5½-gallon alloy fuel tank, works-type megaphone, and a smaller-than-standard front wheel.

Subsequently owned by Eddie Kirkham, the Manx has been displayed at the International Classic Bike show, Stafford and was featured in *Classic Motorcycling Legends* magazine (issue 25, summer 1993), illustrated on the front cover. Last run circa 2007, the machine is described by the private vendor as 'un-restored'. Accompanying documentation consists of a Science Museum Library dating letter, Classic Bike Show machine information sheet, and a copy of the aforementioned magazine article.

**£16,000 - 20,000**  
**€18,000 - 23,000**

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424

**1927 NORTON 490CC MODEL 18  
RACING MOTORCYCLE PROJECT**

Registration no. PRN 432

Frame no. 27739

Engine no. 35037

Daniel O'Donovan set a range of World and speed records for Norton, and specially tuned their BS and BRS models at Brooklands, in addition to fettling Norton's factory racers. This mercurial talent was instrumental in Norton's prosperity from 1913 onwards, and into the introduction of the Model 18 overhead valve engine in 1922. With a second wind from ohv power, O'Donovan and Norton pushed on to further records and, with Albert Denly on board, Norton set several records at Montlhery in 1927, including 100 miles in an hour on a model 18. This Model 18 racer project is a fascinating machine, which appears not to have been registered for the road until 1963. The original RF60 buff log book records that it was first registered on 24th April 1961, and declares that it was 'used as a racing machine before date at (j) on page 8'. Factory records show that it is a matching-numbers bike, which was despatched on 7th May 1927 to O'Donovan Motors Ltd. One wonders whether this was the great man himself, who was in business with H. H. Beach during the 1920s. 'PRN 432' is incomplete, and in need of restoration, but presents a new owner with an ideal opportunity to have the pleasure of returning it to its former glory for a modest outlay. Sold strictly as viewed, prospective bidders must satisfy themselves as to the completeness, or otherwise, of this project prior to bidding. Documentation comprises the aforementioned RF60 buff log book.

**£5,000 - 7,000**

**£5,600 - 7,900**



425

**1953 NORTON 348CC MANX MODEL 40M PROJECT**

Registration no. KJP 103

Frame no. H10M2 50695

Engine no. H10M2 50695

The privateer racer's machine of choice, for those who could afford it, was the all-conquering Manx Norton, which, if the rider was sufficiently skilled, could more or less deliver decent results straight out of the box. Offered in 350 and 500 capacities, they were priced the same, being identical in cycle parts, and differing only in the swept volume and details such as carburettor size and gearing. This 350 Manx amazingly still has matching frame and engine numbers. The majority of Manx racers which saw any action on the track would have had the engines changed. It was previously owned by Ray Ashcroft, a TT competitor who competed in a variety of Manx GP and TT races. He finished 50th in the Senior MGP in 1959 on a Norton, and it is possible that this machine was the one he competed on that year. At some time since the 1950s the engine and gearbox were removed, and the top end of the motor stripped. Unfortunately, in the intervening years, the engine top end has become separated from the machine and remains missing. A new petrol tank has been acquired and is with the Manx. Unusually, the bike was registered for the road in 1963, as attested to by the accompanying RF60 buff log book. Standing for many years, this machine will require re-commissioning or restoration, and is sold strictly as viewed. Documentation comprises the aforementioned RF60 log book.

**£7,000 - 10,000**

**€7,900 - 11,000**



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

426

*Believed works machine formerly the property of Bob McIntyre*

## **1951 AJS 7R 350CC RACING MOTORCYCLE**

Registration no. not registered

Frame no. 51/3 (see text)

Engine no. 51/7R/895

- *Known ownership history*
- *Present ownership since 1968*
- *Well documented*



During the 1948 to 1950 period, the AJS factory team used production 7Rs with some modifications. For 1951 a completely redesigned 7R with a slimmed down frame and much-modified engine was supplied to works riders Bill Doran, Reg Armstrong, and Mick Featherstone. Engine changes included a narrower crankshaft and crankcase and a new roller rocker cam box, while a new Amal GP carburettor was specified. Three complete machines and two spare engines were made. Standard production 7Rs for the 1951 and 1952 seasons remained largely as the 1950 models.

In 1952, when the factory team was supplied with new three-valve models, the 1951 works machines were lent to Harold Clark, Bob McIntyre, and Derek Farrant for the 1952 Manx Grand Prix. Fitted with special works long-distance fuel tanks, they took the first three places with non-stop runs. Entered by Cooper Brothers of Troon, McIntyre won after a race-long battle, beating the unfortunate Clark whose bike suffered a slipping clutch on the last lap. After the MGP McIntyre's machine was returned to AJS. According to former AJS works rider Rod Coleman, one of the 1951 works 7Rs was sold to the AJS importer in Argentina late in 1952, which left two still at the factory.

In 1953, with the works team now using the new three-valve model, Cooper Brothers of Troon again secured a works two-valve 7R for Bob McIntyre to ride in the 1953 North West 200, which he won. Shortly thereafter Bob signed for the AJS team together with Derek Farrant. While employed by the AJS racing department, Bob modified one of the two remaining 1951 works machines using the '51 works frame, engine and gearbox, while updating it with the later rear brake, rev counter and seat. It is that machine that is believed to be offered here (the other was given to Rod Coleman). The frame number '51/3' is stamped on a plaque fixed to the frame by the vendor, the application of a plaque rather than a direct stamping being the practice in period.

At the end of the 1954 season, Bob left AJS to ride Nortons for Joe Potts, the well-known Scottish sponsor and tuner/entrant, but was allowed to keep this 7R. On returning to the Potts team after his successful 1957 season with Gilera, Bob sold the 7R to fellow Scot Willie Rae, who collected the machine from the Potts workshop in Bellshill near Glasgow. During his 50-plus years of ownership of this 7R, the vendor has traced all previous owners, there being four between him and Willie Rae: Jimmie Buchanan (1959-1961), George Paterson (1961-1962), Bob Steele (1963-1964), and Alex Keith (1965-1967).

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

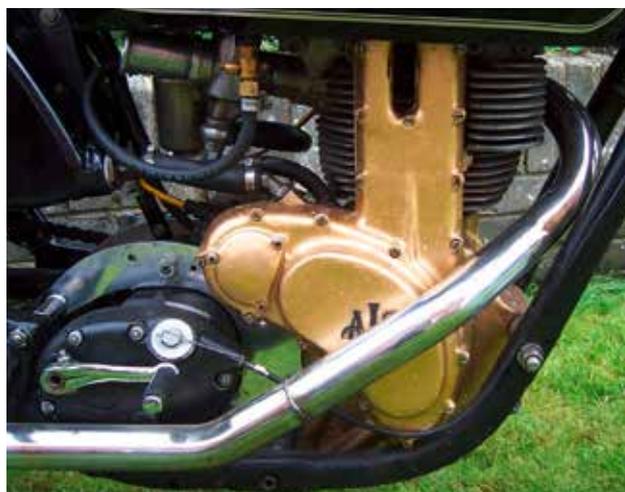


A substantial file of documentation is available (close inspection recommended). The latter includes a letter from Rae to the vendor explaining how Bob McIntyre came to build this AJS, which, apparently, he never raced. Rae goes on to say that he purchased the machine from McIntyre in August 1958 and rode it at Scottish and Irish meetings and also at Oulton Park, Aintree, Thruxton, Silverstone, and Castle Combe during that season. He also competed on the machine at the 1959 Manx Grand Prix and before selling it to Jimmie Buchanan.

This historic machine has been paraded every year between 2010 and 2018, including outings at the Bob McIntyre Memorial Races at East Fortune, Scotland and also at the VMCC's Festival of 1000 Bikes at Mallory Park, Mallory Park Bike Bonanza, and Donington Park Classic Festival. Accompanying the machine is a spare short circuit fuel tank together with a cylinder head and other sundry spares.

**£30,000 - 40,000**

**€34,000 - 45,000**



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427

## 1953 MATCHLESS 498CC G45 RACING MOTORCYCLE

- One of circa 80 made
- Last run in 2010

Registration no. ESL 578

Frame no. G45 129

Engine no. G45 129



One of the oldest of British motorcycle manufacturers, Matchless pursued a vigorous competition policy in its early years, founder's son Charlie Collier winning the inaugural Isle of Man TT (single-cylinder) race of 1907 and repeating the feat in 1910, brother Harry having brought home the honours in 1909. However, by the 1930s Matchless had ceased to be thought of as a racing marque and after WW2 the firm, by now reconstituted as Associated Motor Cycles having acquired AJS, chose the latter's badge for its competition machines. In this context the arrival of a new Matchless racing motorcycle in 1951 caused something of a stir. The prototype of what would become the G45 first appeared at the '51 Manx Grand Prix with Robin Sherry in the saddle, eventually finishing 4th after a promising debut. In fact the machine was not an entirely new design but essentially a hybrid comprised of AJS 7R-based cycle parts into which was installed a tuned Matchless G9 roadster engine.

The engine's bottom-end remained more-or-less stock G9 and retained AMC's unique centre-bearing crankshaft, but above the crankcase there was a new aluminium-alloy cylinder barrel and 'head, the latter sporting distinctively finned exhaust rocker boxes. Fuel was supplied by a single Amal TT carburettor and exhausted via short, megaphone-ended pipes. In 1952 the prototype G45 garnered much valuable publicity and not a little controversy when Derek Farrant - later an AJS works rider on both Porcupine and 7R3 - won the Senior Manx Grand Prix after leading from start to finish. Strictly speaking, a works prototype had no business running in an event for amateurs riding over-the-counter machines, but AMC quickly announced that a production G45 would be available for 1953.

Although still based on that of the G9, the production version's engine incorporated a different camshaft, which opened the valves via roller-ended followers, and breathed via a pair of Amal GP carburettors mounted either side of a central float chamber. Claimed power output was 48bhp at 7,200rpm, increasing on later models to 54bhp at 7,400 revs. Apart from revised valve gear and the eventual adoption of a forged crankshaft, the G45 changed little over the course of its life and what developments there were did not keep pace with the opposition. At the end of the 1954 season, AMC announced a cutback in its racing programme, which meant the end for the Porcupine and the 7R3, though the G45 and 7R continued to be developed and raced.

Production of the G45 ceased in 1957 after around 80 machines had been built, of which approximately half are believed to survive worldwide today. Previously road-registered in Austria, this rare Matchless G45 has been registered in the UK since 1999 - incorrectly - as '750cc' and '1956'. However, the vendor has uncovered the Reynolds Tube Company stamping on the frame indicating that it is in fact of 1953 manufacture. It should be noted; the front brake hub displays a minor crack/fracture and prospective bidders should satisfy themselves as to the machine's condition prior to bidding. Last run at Cadwell Park in 2010, the machine will require re-commissioning to a greater or lesser extent before further use. A rare opportunity to acquire one of the most beautiful and desirable British racing motorcycles ever made.

**£28,000 - 36,000**  
**€32,000 - 41,000**

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.

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428

**1929 AJS 349CC MODEL M6 'BIG PORT'**

Registration no. EL 1693

Frame no. M6 8725

Engine no. M6/105768

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. This M6 Big Port was rebuilt as a 'special' in 1981 and has belonged to the vendor for the last 30 years. Not run since acquisition, the machine is described as in presentable condition with good mechanicals. Offered with an old-style V5C and expired MoT (1989).

**£4,000 - 6,000**

**£4,500 - 6,800**



429

**1925 OK-BRADSHAW 350CC SPORTS**

Registration no. SV 7689

Frame no. 7173

Engine no. 4003

OK - the 'Supreme' came later - was founded by bicycle manufacturer Humphries & Dawes of Birmingham. The company experimented with powered two-wheelers in the 20th Century's early years before exhibiting a Precision-engined range in 1911. When Charles Dawes and Ernie Humphries split in 1926, the latter continued motorcycle production using the name 'OK-Supreme'. This restored OK is fitted with one of Granville Bradshaw's overhead-valve, oil-cooled engines, a design used by various makes and commonly referred to as the 'oil boiler'. Registered new as 'WT 8936', the machine was first owned by one Joseph Albert Grey and next (from March 1978) by Raymond Henry Walker of Ilkley, Yorkshire, as recorded in the accompanying old-style continuation logbook. The current vendor has owned the OK since March 2000. Forming part of a collection of Granville Bradshaw-related motorcycles, 'SV 7689' has been ridden on runs and Sunday pub trips. Unused for the last few years, the OK has recently been started and ridden on a short trip, performing well. Accompanying documentation consists of a V5C Registration Certificate and the aforementioned logbook. A spare carburettor is included in the sale. It should be noted that the engine number is incorrectly recorded in the V5C.

**£6,000 - 8,000**

**€6,800 - 9,000**



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430

## 1963 TRIUMPH 649CC TR6 SS TROPHY

Registration no. APB 297A

Frame no. DU4788

Engine no. DU4788

- *First-year unitary construction TR6 SS*
- *An older restoration*
- *Beautifully presented*



Success in the International Six Days' Trial (ISDT) in the late 1940s prompted Triumph to adopt the 'Trophy' name for their off-road-styled twins, at first for the 500cc TR5 and then for the 650cc TR6. Introduced for 1956, the 650cc Trophy featured the new aluminium-alloy cylinder head of the Tiger 110 sportster. Its off-road pretensions were more style than substance though, amounting to little more than the fitting of a smaller fuel tank, quickly detachable headlamp and larger-section rear tyre.

The Trophy retained its sporting character but became more of a roadster as time passed, ending up, in effect, as a single-carburettor T120 Bonneville when re-introduced, after a five-month absence from the range, in February 1961. More tractable than the Bonnie and more economical too, the Trophy gave little away in terms of outright performance, the bike's standing quarter-mile time and top speed being within a whisker of its twin-carb sibling's.

For 1962, the final year of the traditional 'pre-unit' Triumph twins, the Trophy was designated 'TR6 SS'. That same year a TR6 SS 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. The 'TR6 SS' designation was continued when Triumph's new unitary construction 650s were announced in October 1962 for the 1963 model year.

A landmark model dating from the first year of the unitary construction 650s, this TR6 SS had already been restored when it was purchased by the current vendor in 2014 from Triumph specialists, Ace Classics London, who were selling it on behalf of the previous keeper, its owner since 2011. There are numerous bills on file relating to the restoration and 'APB 297A' also comes with a V5C Registration Certificate, Triumph Certificate of Authenticity, and a substantial quantity of old tax discs and MoTs (most recent expired 2015). Last run in August 2019, this beautifully restored machine is described by the vendor as in excellent condition throughout.

**£6,000 - 9,000**  
**£6,800 - 10,000**

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

431

## 1954 MATCHLESS 498CC G9

Registration no. WSL 871

Frame no. A22713

Engine no. 55/G9 23580

- *Generally excellent condition*
- *Displayed for the last five years*



Announced in 1948, the Matchless G9 and equivalent AJS Model 20, while following the established pattern of British parallel twins, were unusual in having a third, central, crankshaft main bearing.

The new 498cc engine was housed in the sprung frame recently introduced on the heavyweight singles. Progressively developed, the motor underwent a number of capacity increases, finally arriving at 646cc in 1958 with the launch of the AJS Model 31 and Matchless G12. Like those of its major rivals, Associated Motor Cycles' original '500' would remain the sweetest of the many alternatives.

Production of the 498cc models ceased in 1961 and that of the 650s in 1966. Well finished, stylish and deservedly popular, the AMC twins were much missed after their demise and continue to enjoy an enthusiastic following to this day.

A 1955 model built in November 1954, this beautifully restored Matchless G9 has been on display for the last five years in an office reception area and is presented in generally excellent condition. Last run in 2015, 'WSL 871' should require only light re-commissioning before further use. The machine is offered with an expired MoT (2013), SORN paperwork, and a V5C Registration Certificate.

**£4,500 - 5,500**

**€5,100 - 6,200**

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

432

## 1957 MATCHLESS G3LS

Registration no. JSU 471  
Frame no. A53985  
Engine no. 57/G3LS 34189

- Purchased by the vendor five years ago
- Benefitted from a recent light restoration



Weighing as much as the 500cc model from which most of them were derived, but considerably less powerful, the typical British 350 of the 1950s was not likely to be anyone's first choice as a fast sports bike. Rather, these honest, workaday mounts were chosen for other reasons, chiefly their inherent strength, dependability, and economy.

Associated Motor Cycle's offerings in this important market sector were the Matchless G3L and AJS Model 16, models identical in all essential respects, tank badge and magneto position excepted. Testing one of these stalwarts in 1961, Motor Cycling recorded a modest mean top speed of 76mph but found that when toured at a relaxed pace across country, an excellent 86 miles per gallon was achievable.

Although limited, Motor Cycling's experience confirmed that such a machine was light on the pocket, "both for running costs and for the equally important, though less easily assessed, maintenance/repair factor".

Owned by the current vendor since June 2014 and by the previous keeper since July 2002, this G3LS benefits from recent light restoration and is described by the owner as in generally excellent condition. Last ridden in July 2019, it requires an additional 100-or-so miles to be run in. Offered with a V5C Registration Certificate.

**£3,000 - 4,000**  
**€3,400 - 4,500**

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

433

**1974 BMW 898CC R90S**

Registration no. JLL 922N

Frame no. 4080353

Engine no. 4080353

With the introduction of the '6' range in 1973, BMW joined the superbike league with a pair of 900cc flat-twins. The touring version was typed 'R90/6' and the gorgeous new sports roadster 'R90S'. With its twin front disc brakes, racing-style seat, megaphone-shaped silencers and cockpit fairing, the R90S looked like no BMW before it, and the air-brushed 'smoke' custom finish to tank, seat and fairing meant that no two examples left the factory exactly alike. With 67bhp on tap, the R90S was good for a maximum speed of more than 125mph. True, there were a handful of rivals that were faster, but none of them could match the BMW's capacity for sustained high-speed cruising. Originally a demonstrator, this particular example of BMW's landmark first superbike was kept by its first owner for 30-plus years and has had four private owners in total. Previously displayed at the Lakeland Motor Museum, the machine has recently been re-commissioned: the battery has been replaced, the fuel tank and taps cleaned, new OEM pistons installed, the carburettors adjusted, and the inner tubes replaced. In addition a new instrument binnacle has been fitted to replace the faded original, the silencer end-caps replaced with stainless steel Keihin items, and the plastic indicator bodies swapped for aluminium ones to OEM pattern (original plastic indicators and right-side end-cap available). Described by the private vendor as in generally excellent condition, having been run regularly, this iconic modern BMW is offered with sundry bills, current MoT, and a V5C Registration Certificate.

**£8,000 - 12,000**

**€9,000 - 14,000**



434

**1956 DÜRKOPP 194CC DIANA**

Registration no. VKH 96

Frame no. 110468

Engine no. 110468

First registered by Jordan & Co (Hull) Ltd on 10th August 1956, this Dürkopp Diana was purchased new by a Doncaster family who owned it until the 1960s. The Diana's subsequent history remains unknown until 1992 when it was purchased by a Vintage Motor Scooter Club (VMSC) member who successfully applied to retain the original registration (now non-transferable). In August 2000, the scooter became a part of a private collection and was featured in Mike Webster's book, Classic Scooters. During the 2000s, the machine was completely restored by a well-known expert in the restoration of classic German scooters. The restoration included a re-spray in original black livery with contrasting white beading, while the fitting of an original rear carrier and spare wheel are nice finishing touches. Although 'VKH 96' has been owned by a couple of private collectors, it has mainly been used for show display and demonstration purposes. The Dürkopp is currently owned by magazine publishers, Mortons of Horncastle, having been acquired to form part of the classic bike display in the foyer of their headquarters. One of few surviving 1956 models, the Diana is offered for sale with a folder of history containing the original buff logbook, old/current V5/V5C documents, expired MoTs, VMSC certificate, an original brochure, photocopy instruction manual, and some marque-related literature. The machine last ran in 2015 and will require re-commissioning before further use.

**£1,800 - 2,500**

**€2,000 - 2,800**

**No Reserve**



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435

Property of Eric Patterson, AMA speed record holder

## C.1960 VISCOUNT 1,000CC

Registration no. not registered

Frame no. TS10

Engine no. F10AB/1B/7470

- One of a handful built in the early 1960s
- Tuned Black Shadow engine
- AMA speed record holder



"Apart from the many efforts of private owners, there have been several attempts to combine the best of the old and the new and build Vincent-based machines on a commercial basis. As far back as 1960 the Somerton Viscount was produced. Comprising a Black Shadow engine in a Norton featherbed frame and cycle parts, maker Tom Somerton (sic) hoped to go into production with the Viscount but it was not to be. Estimates of the number of Viscounts he produced vary from 'just the one' to 'five or six', with the latter figure being preferred." – David Wright, 'Vincent The Complete Story'.

Reputedly, this very special Black-Shadow-engined Vincent-based motorcycle was originally built by Peter Darvill. Subsequently it was sold to Somerton Engineering who registered the machine and converted it to Viscount specification. It was then sold to Peter Ross, a Vincent Owners' Club member from South London.

When the current vendor bought the machine from Peter's widow, it had been off the road, garage stored, for over 20 years. The Viscount was ridden on the road for quite a few years and then in 2013 the vendor decided to get it ready to take to the Bonneville Salt Flats to participate in the famous speed trials. The engine was rebuilt with special pistons (12:1 compression), racing cams, a John Surtees gearbox cluster, and a Bob Newby belt primary drive and clutch.

The team also fitted a Vincent rear wheel in place of the original Norton Manx item so that drive sprockets could be swapped quickly. The AMA record of 131.68mph set by the vendor on this Viscount still stands. The accompanying full history includes newspaper cuttings and other material, and the machine comes complete with the genuine Manx rear wheel, original fuel tank, mudguards, and oil tank.

**£55,000 - 65,000**

**€62,000 - 73,000**

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

436

Property of Eric Patterson, AMA speed record holder

## 1957 NORTON MANX-JAP 1,150CC

Registration no. OBK 953

Frame no. M11 M72722

Engine no. H76217

- Constructed for the vendor by Dresda Autos
- AMA record in the 1,350cc Modified Vintage Class at 121.79mph (2008)
- Engine rebuilt by Mick Cook Racing



The exciting Norton-JAP 'special' offered here was built in its current form by renowned specialists Dresda Autos. Previously a retail outlet for scooters on Putney Bridge Road in Southwest London, Dresda Autos was owned by Dave Degens, one of the first special-builders to put the Featherbed-framed Triton into what might be termed 'limited production'. Degens later put his own Featherbed-derived frame into production, and there can be few companies on the planet with more experience of constructing these Norton-based specials.

The vendor bought the genuine Norton Manx 30M frame in 2006, the frame having originally formed part of a machine first registered in Portsmouth on 5th July 1957. We are advised that the machine is currently registered as a 1957 Norton-JAP. Dresda then modified the frame to accommodate a JAP MK 1,150cc engine that previously had powered a Cooper racing car.

The vendor then took the bike to the famous Bonneville Salt Flats in the USA in 2008 and broke the AMA speed record in the 1,350cc Modified Vintage Class at 121.79mph. He has since taken the Norton-JAP back to Bonneville on two more occasions, and has also proved just how tractable this machine is by using it as a fast road bike!

Since 2008, Dresda have modified the cylinder head, fitting lightened GS valves, while Mick Cook Racing have rebuilt the entire engine. The motor incorporates a Phoenix crankshaft and genuine JAP crankcases, which have been tested and are in excellent condition, while the twin BTH magnetos were rebuilt by Tony Cooper. Presented in beautiful condition, this unique motorcycle comes with its original RF60 buff logbook (recording it as a Manx Norton); a current V5C Registration Certificate; copies of an AMA National Land Speed Record Certificate; and copies of Bonneville timing sheets.

'OBK 953' is registered as an Historic Vehicle and thus is MoT-exempt and qualifies for free road tax.

**£35,000 - 45,000**

**€39,000 - 51,000**

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



437  
**1982 BMW R80RT 797CC AND  
STEIB TR500 SINGLE SEAT SIDECAR**

Registration no. NPX 571Y  
Frame no. 6420450  
Engine no. 6420450

This BMW R80RT was manufactured in 1982, and first registered in the UK during March 1984. It is coupled to a very handsome Steib TR500 sidecar. The recorded "mileage" is only 52,677 kms (about 32,732 miles). The disabled vendor, who is sadly no longer able to ride, acquired the outfit with the intention that it would be piloted by his son while he occupied the sidecar. A considerable amount of money was spent in preparing the combination, but sadly the plan was abandoned when the vendor realised that his condition had worsened and he was unable to get in and out of the sidecar. Invoices are included for much of the work: £4,229.18 was invoiced in September 2016 by Spencer Lane-Jones Ltd, specialists in thoroughbred cars. The work included replacing engine & transmission oils, adjust tappets, new plugs, new tyres and tubes, adjust clearance swinging arm, replace rear wheel bearings (required for MoT), overhaul braking system, carburettors stripped and rebuilt, original seat replaced by good secondhand item, new windscreen etc. Martin Boon of Westbury subsequently invoiced a total of £1,382.28 for other work which included fitting new Hagon rear shocks, a trip to Watsonian for correct mounting and alignment of the sidecar, overhaul of sidecar seat, & the installation of a leisure battery box for a heavy duty battery (not supplied) in the sidecar boot. We are told that the clutch has become sticky due to long term storage. Prospective bidders should satisfy themselves as to the motorcycle's mechanical condition.

**£2,000 - 3,000**  
**€2,300 - 3,400**  
**No Reserve**



438  
**1986 BMW R80G/S PARIS DAKAR**

Registration no. C409 OWW  
Frame no. 6288188R80GS  
Engine no. 12/86/0094 802V6

This motorcycle is a factory-original Paris Dakar model with matching frame and engine numbers. The BMW was first registered in Germany where it had one owner prior to being purchased in 2014 by the first UK owner (the current vendor is its third keeper in this country). The fuel tank retains its original paint and carries the signature of the famous three-time winner of the Paris Dakar Rally, BMW works rider Gaston Rahier. It is estimated that only some 200 machines were signed by Gaston, making this motorcycle very rare indeed. Prior to purchasing the machine from Bavarian Adventure Motorcycle World, the vendor commissioned this leading specialist to undertake a sympathetic re-commissioning, with great care being taken to maintain its superb originality. 'C409 OWW' currently displays a total of 35,504 kilometres (approximately 22,000 miles) on the odometer, a figure that the machine's excellent condition would seem to support. A new OEM exhaust system was fitted in 2017, complete with the very rare heat shield, and the machine also has new tyres. Other noteworthy features include OEM optional instruments (clock and rev counter) - both in working order - together with crash bars, and side stand, all factory original. The only notified deviations from factory specification are a larger front brake disc and a superior shock absorber (originals included). Last run in August 2019, the machine is offered with a BMW Archive printout, valuation report, MoT to August 2020, and a V5C document.

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



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439

## 1953 ARIEL 998CC SQUARE FOUR MARK II

Registration no. KSG 483

Frame no. ES 704

Engine no. XJ 554

- *Effortless pre-war tourer*
- *Previously owned by the late Jock Taylor*
- *An older restoration to a good standard*



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

Although launched as a '500', the Squariel was soon enlarged to 601cc with an eye on the important sidecar market, this bigger version being made available for the 1932 model year. In 1937 a total redesign saw it re-emerge as the Model 4G, with 995cc overhead-valve engine, making the Squariel an even more enticing prospect for sidecarists. Anstey-link plunger rear suspension became an option in 1939 but would not be offered again until 1946 when a telescopic front fork replaced the previous girder type.

An exercise in weight shedding saw the cast-iron cylinder head and barrel replaced by alloy components for 1949, the revised model, now capable of 90mph-plus, being known as the Mark I. Introduced in 1953, the 'four pipe' MkII with redesigned cylinder head elevated the Square Four into the league of genuine 100mph motorcycles. Square Four production, along with that of all other Ariel four-strokes, ceased in 1959. To date, the innovative Ariel Square Four remains unique in motorcycling history; a true 'Gentleman's Motorcycle', this refined yet charismatic machine retains an enthusiastically loyal following and is highly prized by discerning enthusiasts.

The vendor's father was given this Square Four by the late Jock Taylor, the former World Sidecar Champion, in gratitude for his long-term sponsorship. Restored by the vendor's father to a good standard, it was last taxed/MoT'd in 2009 and will require re-commissioning before returning to the road. The machine is offered with an expired MoT (2009) and old/current V5/V5C documents.

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

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440

*Property of a deceased's estate*

**1965 BSA 650CC A65 LIGHTNING CLUBMAN**

Registration no. CHM 86C (see text)

Frame no. A50BU 6193

Engine no. A65DC 3369

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 and Lightning Clubman, the first of the unitary construction twins (along with their A50 Cyclone equivalents) to be equipped with the new splayed-port cylinder head fitted with twin-carburettors. Cycle parts remained largely unaltered except for the adoption of a 19" front wheel, though the Clubman models now featured rear-set footrests, dropped handlebars, rev counter as standard, and a racing seat. With a maximum of 51bhp on tap, the Lightning Clubman was the most powerful and fastest machine in the BSA range. This rare Lightning Clubman was purchased by the vendor's late father in July 1970 (HP agreement on file). The machine has been standing unused for a considerable length of time and therefore will require re-commissioning or restoration to a greater or lesser extent before further use (the engine turns over). Sold strictly as viewed, 'CHM 86C' comes with an old-style V5 document, though it should be noted that the registration is no longer on the HPI/DVLA database)

**£4,000 - 5,000**

**€4,500 - 5,600**



441

**1949 ARIEL 998CC SQUARE FOUR MARK I**

Registration no. YXS 840

Frame no. GS528

Engine no. JJ303

Last run in July 2019, this beautiful Square Four Mk1 is offered fresh from a complete restoration. All cycle parts have been sand-blasted, etch-primed and refinished in two-pack paint. The engine has been overhauled with new main, big-end and small-end bearings, and has been re-bored and fitted with new pistons. Other engine components renewed include the camshaft and bearings, cam followers, pushrods, rocker spindles, valves/guides/springs, oil pump, timing chain, and all three sprockets. The valve seats have been re-cut and the cylinder barrel and cylinder head refaced. Draganfly Motorcycles completely rebuilt the gearbox, while the carburettor was renovated by Carburettor Hospital. Distributor Doctor overhauled the distributor, replacing many parts, while the wiring loom, battery, and headlamp were replaced and the dynamo fitted with new bearings. A modern electronic voltage regulator/cut-out has been fitted in place of the unreliable original, and the speedometer stripped and refurbished. The wheels have been rebuilt with new rims, spokes, and bearings, and are shod with new tyres. New brake shoes and linings have been fitted throughout and a complete new front brake plate fitted. The exhaust system has new pipes, silencers, and clips. Other new parts include the handlebars, control levers and cables, and the saddle. We are advised that there are bills for everything except the paintwork and blasting. The machine is offered with a VMCC dating certificate and V5C document.

**£14,000 - 16,000**

**€16,000 - 18,000**



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442

**1961 GREEVES 246CC 24MCS MOTO CROSS SPECIAL**

Registration no. SPJ 493R

Frame no. 61 3778

Engine no. 305D1903

The first Greeves machines were announced in 1953, and their interest in off-road sport was evident by the inclusion of a scrambles model in the very first model line-up. The first one was the 20S, followed by the Hawkstone 20SA. The various scrambles models found considerable success over the years with the popular Villiers 197cc engine, but were giving away the advantage of 50cc to their competitors in the 250 class. Thus, the step of an increase to 250cc was inevitable, and from 1958 onward, the larger capacity became available alongside the 200. Only available for just over one year, the Moto Cross Special was based on the machine that Dave Bickers had used to win the European Championship in 1960. Purchased by the vendor at Bonhams' Stafford sale in April 2010 (lot 436), 'SPJ 493R' was in need of restoration when acquired. The vendor advises that the frame and forks were powder coated, the wheels rebuilt, new wheel bearings and tyres fitted, the engine rebuilt by a local specialist, with new piston rings, bearings, seals and an Electrex World CDI ignition system. The new alloy petrol tank, side panels and front plate were supplied by Holt Works. The old parts replaced in the restoration are included with the machine. The bike has not been run since completion of the restoration, and will therefore require post restoration checks and careful commissioning prior to use. Documentation comprises a current V5C and sundry receipts.

**£2,000 - 3,000**

**€2,300 - 3,400**

**No Reserve**



443

**1979 TRIUMPH 744CC T140E BONNEVILLE (SEE TEXT)**

Registration no. GVX 532T

Frame no. PA15215

Engine no. PA15215

The final phase of development of Triumph's vertical twin commenced in 1972 with the first appearance of the new 750cc version of the Bonneville. Other improvements included a new ten-stud cylinder head, triplex primary chain, stronger transmission, and a disc front brake, while a five-speed gearbox, introduced on the preceding 650 Bonneville, was standard equipment on the 750. Nevertheless, owners of the more highly tuned Meriden models always suffered from the powerful twin's vibration. A known problem, the issue was addressed by Triumph in the eighties with a radical redesign, which proved quite costly. One avenue taken was the construction of pre-production 'Anti-Vibration' (AV) models in the hope of a realistic solution and a re-capture of the market. The vendor advises this particular machine is fitted with 'AV' engine mounts and whilst not proven, could well be an early pre-production 'AV' model, see 'The Taming of The Vibes', Real Classic Magazine, December 2012 featuring this particular machine (prior to being repainted by its previous owner). Following the Meriden debacle, Triumph continued with the Bonneville as its main model, ringing the changes to produce a succession of special and celebratory editions. This late Meriden Bonneville benefits from extensive recent refurbishment, boasting a new wiring harness, ignition switch, solid-state regulator/rectifier, indicators, rear carrier, and a gel battery, while the fuel tank and side panels have been re-sprayed. A total of 15,816 miles is currently displayed on the odometer and the Bonnie is described by the private vendor as in generally good condition. Used regularly and run recently, the machine is offered with a V5C Registration Certificate, current MoT and its original factory dispatch card.

**£4,000 - 6,000**

**€4,500 - 6,800**



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444

From Warr's Harley-Davidson

## 1957 HARLEY-DAVIDSON 883CC XL SPORTSTER

Registration no. 554 XVA

Engine no. 57XL1211

- *Landmark first-year model*
- *Dating from the first month of production*
- *Recent professional restoration*



'Insiders knew that another overhead-valve twin was in the works, and that the new cylinders would be bolted to the K model bottom end. Hopes were not exceptionally high. But the doubters were all but dumbstruck when the XL showed up lean, mean and ready for the green.' – Tod Rafferty, 'The Complete Harley-Davidson Encyclopaedia.

The evocatively titled Sportster has been a permanent feature of the Harley-Davidson line-up since its arrival for 1957. Intended to compete with the sportier British parallel twins, and those offered by home-based rivals Indian, the XL Sportster was leaner and meaner than previous Harleys and boasted an all-new overhead-valve v-twin engine producing 40bhp. This new power unit went into the chassis of the Model K. Introduced in 1952, the 45ci Model K was Harley's final 'flat-head'. Almost a complete break with the past, the K had adopted ideas from Europe: unitary construction of the engine/transmission, swinging-arm rear suspension, foot operated gear change, and hand clutch, but despite better handling than its similar-sized predecessor, proved little faster. The arrival of the 883cc overhead-valve engine would change all that. Progressively improved and updated, the ever-popular Sportster remains Harley's top-selling model today.

One of the first Sportsters manufactured, '1211' was completed in September 1956, the first month of production of the '57 Sportster. The machine features the 1957-only DC-1 carburettor, choke, and air cleaner assembly, and has the correct fully ribbed front mudguard brackets, original side stand, and rare Speedster handlebars. Benefiting from a recent professional restoration in the USA, the Sportster has had only four owners, the second from 1962 to 2014, a period of 53 years. It is offered for sale by renowned marque specialists, Warr's of London, Europe's oldest Harley-Davidson dealership. The machine was last run in March 2018 and is presented in excellent condition. Offered with a current V5C document, it represents a rare opportunity to acquire an early example of Harley-Davidson's iconic Sportster.

**£16,000 - 22,000**

**€18,000 - 25,000**

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445

From Warr's Harley-Davidson

## 1991 HARLEY-DAVIDSON 1,340CC FXDB STURGIS

- Limited edition model
- One of only 1,546 produced

Registration no. H895 RTX

Frame no. 1HD1GBL47MY305091

Engine no. GBLM305091



'The Dyna Glide "Sturgis" with its classic style and all new chassis is truly a milestone model in Harley-Davidson history.' – Jerry Wilke, Vice President, Sales & Marketing.

The motorcycling world's biggest and most widely recognised brand, Harley-Davidson has been synonymous with rugged, uncompromising individualism for more than one hundred years. Large-capacity v-twins have been Harley's stock-in trade since the Edwardian era, their various incarnations progressing through countless technological developments that continue to this day. Harley-Davidson's big news for the 1990s decade was its introduction of an entirely new frame – the 'Dyna Glide' – that debuted on the revived Sturgis 'low rider' model in the autumn of 1990. Computer-aided design work underpinned this new chassis, which featured a square-section backbone, forged (rather than stamped) frame junctions and two (down from four) rubber mounts for the air-cooled Evolution engine.

This limited-edition model took its name from the town of Sturgis, South Dakota and was produced in celebration of the 50th anniversary of the eponymous annual motorcycle rally. Only 1,546 were produced, with some 400 exported to Canada and Europe. Today, the landmark Sturgis of 1991 is recognised as one of the most radical new designs produced since Harley-Davidson was founded.

Number '594' of the series, this particular Sturgis has covered only 9,352 miles from new and is presented in excellent original condition throughout. It is offered for sale by renowned marque specialists, Warr's of London, Europe's oldest Harley-Davidson dealership. Noteworthy features include the 1,340cc Evolution engine blacked out throughout, bobbed tanks with 'Sturgis' graphics, and H-D orange pin-striping to the cast alloy wheels. A truly stunning and pristine un-restored example, this beautiful machine is offered with a, V5C document. One for the serious Harley-Davidson collector.

**£10,000 - 14,000**

**€11,000 - 16,000**

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

446

From Warr's Harley-Davidson

## 1984 HARLEY-DAVIDSON 1,340CC FXST SOFTAIL

Registration no. to be advised  
Frame no. 1HD1BHL33EY015991  
Engine no. BHLE015991

- *Landmark model*
- *First year of the Softail frame and Evolution engine*
- *Highly original*
- *22,788 miles from new*



An important event in the lengthy development of Harley's perennial v-twin occurred in 1984 with the introduction of the new all-alloy Evolution engine together with a diaphragm clutch, air-assisted shock absorbers, and toothed-belt final drive. By this time Harley-Davidson had freed itself from the American Machine & Foundry group, and one of the more significant developments of the immediately post-AMF era was the introduction in '84 of the traditionally styled Softail. The Softail featured a cleverly disguised rear end looking like that of a pre-war 'rigid'-framed Harley but was, in fact, sprung, as its name suggests, with the two dampers mounted beneath the frame. Completing the 'vintage' retro look was a girder-type front fork with bottom link and centre spring. This was the look the die-hard Harley traditionalists had been waiting for, and the Springer Softail and its derivatives would prove an enduring success.

Testing the 'Heritage' Softail model in 1987, Bike magazine's editor Roger Willis was amazed at the effect the Harley had on people, attracting admiring glances wherever it went. He was even more surprised to discover that it actually worked. 'As a posing tool, the Heritage turned out to be utterly wonderful, but I still expected it to be utterly useless as a functional motorcycle. It was therefore a pleasant surprise to find that the fun extended beyond outrageous image projection.'

The original Softail of 1984 is arguably one of the most important motorcycles ever produced by Harley-Davidson, ranking alongside the company's first v-twin of 1909 and the overhead-valve 'Knucklehead' of 1936. The Softail turned the company's fortunes around after several lean years, and its introduction must be counted as an inspired move; the new 1,340cc Evolution engine in the new frame was an instant success. Dating from the first year of production, this example has the chain final drive and electric/kick starter that characterise the '84 models. Other noteworthy features include large twin Bob tanks, central dashboard, pullback handlebars, laced wheels, a stepped seat, Python exhausts, and an S&S carburettor. The machine has covered only 22,788 miles from new and is presented in excellent condition.

A rare and desirable acquisition for the serious collector, this Softail is offered for sale by renowned marque specialists, Warr's of London, Europe's oldest Harley-Davidson dealership. Accompanying documentation consists of a dating certificate, current MoT, and a V5C Registration Certificate.

**£18,000 - 24,000**  
**€20,000 - 27,000**

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

447

From Warr's Harley-Davidson

## 1992 HARLEY-DAVIDSON 1,340CC FXDB DAYTONA

- 1,108 miles from new
- Highly original

Registration no. J189 EFU

Frame no. 1HD1GAL18NY305571

Engine no. GALN305571



The motorcycling world's biggest and most widely recognised brand, Harley-Davidson has been synonymous with rugged, uncompromising individualism for more than one hundred years. Large-capacity v-twins have been Harley's stock-in trade since the Edwardian era, their various incarnations progressing through countless technological developments that continue to this day. Harley-Davidson's big news for the 1990s decade was its introduction of an entirely new frame – the 'Dyna Glide' – that debuted on the revived Sturgis 'low rider' model in 1991. Computer-aided design work underpinned this new chassis, which featured a square-section backbone, forged rather than stamped frame junctions and two (down from four) rubber mounts for the air-cooled Evolution engine.

The second model to benefit from the new Dyna Glide chassis was the limited edition FXDB Daytona, announced in 1991 to commemorate the 50th anniversary of the annual Harley gathering at the famous Daytona 200 race meeting. Basically, similar to the Sturgis, the Daytona boasted twin front disc brakes and a special pearlescent paint finish – a first for H-D.

The Daytona's unique two-tone colour scheme of gold pearl-glo and indigo blue metallic was complemented by gold-painted spoked alloy wheels and final drive pulley, while the fuel tank and air cleaner featured 50th Anniversary graphics. Deliveries commenced in 1992, with production limited to only 1,700 machines. This might sound like a lot, but in Harley-Davidson terms the Daytona was a very limited-edition motorcycle indeed (total production for 1992 was a little under 76,500 machines).

Last run in March 2018, this superb Daytona has covered a mere 1,108 miles from new and is presented in excellent condition. An un-restored and original 'time capsule', it is offered for sale by renowned marque specialists, Warr's of London, Europe's oldest Harley-Davidson dealership. Offered with a V5C document this beautiful machine represents an excellent opportunity to acquire one of the rarer and more collectible limited-edition Harley-Davidsons of recent years.

**£10,000 - 14,000**

**€11,000 - 16,000**

448 N

*Signed by His Holiness, Pope Francis, and donated to the Pontifical Mission Societies, Sold for Charity*

## **C.2016 HARLEY-DAVIDSON 1,570CC CUSTOM CYCLE 'WHITE UNIQUE'**

Registration no. not UK registered

Frame no. WEGTPCW 16Z0037

Engine no. KBMC634113

- Unique customised Harley-Davidson
- Numerous gold-plated components
- Presented to His Holiness, Pope Francis in July 2019



The unique customised motorcycle offered here is the latest in a short succession of motorcycles and motor cars that have been donated to the Papacy and sold on for charity. In this case, the project began a few years ago when Dr Thomas Draxler, founder of the 'Jesus Bikers', suggested the idea to Karl Wallner, professor of dogmatics and then rector of the Philosophical-Theological University Heiligenkreuz in Lower Austria. Eventually the project was given the go-ahead and Christoph Repp, proprietor of Würzburg Village, the renowned Bavarian Harley-Davidson dealer, agreed to supply a suitable machine. Würzburg Village supported the construction of this very special Harley-Davidson and have assisted with the execution of the sale.

Würzburg Village then collaborated with the Jesus Bikers to produce this wonderful custom motorcycle. This unique machine features lots of details in Chicano style, numerous gilded parts, a pearly finish, and the largest signature of Pope Francis to date. The machine also features a Dorne wreath ornament on the fender, gilded rims, and a sunken cross. Christoff Repp and his painter went to Rome to obtain Pope Francis' signature, and the Harley was then taken back to Würzburg where it was presented to the public for the first time on 15th June 2019. The next part of the plan was to convey 'White Unique' to Rome as part of the Jesus Bikers' 'Peace Ride'.

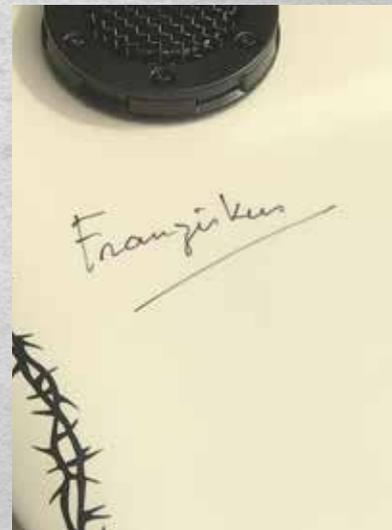
On 29th June 2019 the Peace Ride commenced: a promotional trip organised by the Jesus Bikers, who had instigated the whole project. They escorted the Harley - called 'White Unique' or simply the 'Pope Bike' – together with a smaller group of motorcycles and their 40-ton truck, which served as protective storage for the machine. The promotional trip to Rome started in Würzburg and proceeded via Altoetting, Assisi, etc. and the Harley was duly handed over at the Vatican on 7th July 2019 at a ceremony in St Peter's Square.

Würzburg Village has since been tasked with caring for this unique motorcycle in the lead up to its sale at Bonhams' Autumn Stafford Sale. The proceeds of the sale are to benefit a mission to build an orphanage and a school in Uganda to provide shelter for abandoned and deprived children.

**£50,000 - 100,000**

**€56,000 - 110,000**

**No Reserve**



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



449

**1975 BENELLI 231CC 2C**

Registration no. JBH 601N

Frame no. 8361

Engine no. 8549

Founded by the six Benelli brothers in Pesaro, Italy in 1911, Benelli started out as a general engineering firm, turning to the manufacture of automotive and aircraft components in WWI. Benelli launched a plethora of new models in the 1970s, 125cc and 250cc twins among them. Constructed and styled along similar lines, the duo shared identical crankcase/gearbox castings. The engines were conventional piston-ported, air-cooled two-strokes and were housed in compact duplex-loop frames. Few would disagree with vendor's assessment of this Benelli 2C as "in immaculate condition and one of the best examples". Owned by the vendor since July 2011 and last run in August 2019, this excellent machine is offered with an original handbook, workshop manual (copy), and a V5C Registration Certificate.

**£2,700 - 3,500**

**€3,100 - 4,000**



450

**C.1978 MOTO GUZZI 125CC CO-UNO**

Registration no. DDU 802T

Frame no. MG394

Engine no. MG394

When Triumph's Meriden factory resumed production in April 1975 after an 18-month workers' occupation, one of the new management's first priorities was to find a lightweight motorcycle to augment the firm's range of large-capacity twins. The result was the UK assembly of Moto Guzzi's 125 sports roadster by Triumph at Meriden. Powered by a single-cylinder two-stroke engine driving via a five-speed gearbox, the Guzzi was an inspired choice, being as fast or faster than the Japanese opposition while offering excellent handling and economy at a bargain price. First registered in February 1979, this rare example of Anglo-Italian collaboration carries a tax disc that expired in January 1981 and has belonged to the current vendor since October 2014. Last run 12 months ago, the machine is described as in generally good condition and offered with a V5C document.

**£800 - 1,400**

**€910 - 1,600**

**No Reserve**



451

**C.1957 MOTO GUZZI CARDELLINO 65**

Registration no. not registered

Frame no. BNS 56

Engine no. BNS 56

Two-strokes did not feature in Moto Guzzi's range until after WW2 when the extraordinarily successful Motoleggera 65 put a whole generation of Italians on two wheels. A development of the Motoleggera, the Cardellino (goldfinch) first appeared at the Milan Show in 1953, retaining the 64cc engine of its predecessor while benefiting from a new, stronger frame. Early in 1956 the Cardellino was updated with a telescopic fork and full-width alloy hubs, and later that same year a 73cc version was announced. Further developed and enlarged (to 83cc) the Cardellino remained in production until 1965. Like most Italian lightweight, the Cardellino was light-years in advance of foreign contemporaries being reliable, comfortable, and endowed with excellent roadholding and handling despite rather crude suspension. There are no documents with this Cardellino 65, which was purchased from an outside stall at Stafford a few years ago. The machine was last run six months ago.

**£1,000 - 1,500**

**€1,100 - 1,700**

**No Reserve**

**END OF SALE**

# Bonhams

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### D\*FACE

*First Born*, 2012

1978 Honda CB550

£10,000 - 15,000 \*

# Bonhams

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Entries now invited

*The ex-Steve McQueen*

**1938 TRIUMPH 500CC 5T SPEED TWIN**

Sold for \$175,500, Las Vegas 2019



## The Las Vegas Motorcycle Auction

Important Collectors' Motorcycles

Las Vegas, Nevada | January 23, 2020

### COMPLIMENTARY AUCTION APPRAISAL

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

### Motorcycles US

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### CATALOG

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# Bonhams

AUCTIONEERS SINCE 1793

Entries now invited



## The Spring Stafford Sale

Important Collectors' Motorcycles and Spares

The International Classic MotorCycle Show, Stafford | 27 & 28 April 2020

### COMPLIMENTARY AUCTION APPRAISAL

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

### ENQUIRIES

+44 (0) 20 8963 2817  
[ukmotorcycles@bonhams.com](mailto:ukmotorcycles@bonhams.com)  
[bonhams.com/autumnstafford](https://www.bonhams.com/autumnstafford)

**1925 COVENTRY-EAGLE  
981CC FLYING-8**  
Sold for £218,500

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6th October 2019 – Bicester Heritage,  
the new home of the Bonhams Motorcycle Department

# CALLING ALL MOTORCYCLES!

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Our vast WW2 C-Type hangar is open to all pre-1990 two-wheeled machines for the last open day event at Bicester Heritage of 2019

Please use the code CM1019C when booking online at [bicesterheritage.co.uk](http://bicesterheritage.co.uk)

**HAGERTY.**

**BREMONT**

CHRONOMETERS

**SCRAMBLE!**

## NOTICE TO BIDDERS

This notice is addressed by *Bonhams* to any person who may be interested in a *Lot*, and to all persons participating in the auction process including auction attendees, *Bidders* and potential *Bidders* (including any eventual *Buyer* of the *Lot*). For ease of reference we refer to such persons as "*Bidders*" or "you". Our List of Definitions and Glossary is incorporated into this *Notice to Bidders*. It is at Appendix 3 at the back of the *Catalogue*. Where words and phrases are used in this notice which are in the List of Definitions, they are printed in italics.

IMPORTANT: Additional information applicable to the *Sale* may be set out in the *Catalogue* for the *Sale*, in an insert in the *Catalogue* and/or in a notice displayed at the *Sale* venue and you should read them as well. Announcements affecting the *Sale* may also be given out orally before and during the *Sale* without prior written notice. You should be alert to the possibility of changes and ask in advance of bidding if there have been any.

### 1. OUR ROLE

In its role as *Auctioneer* of *Lots*, *Bonhams* acts solely for and in the interests of the *Seller*. *Bonhams'* job is to sell the *Lot* at the highest price obtainable at the *Sale* to a *Bidder*. *Bonhams* does not act for *Buyers* or *Bidders* in this role and does not give advice to *Buyers* or *Bidders*. When it or its staff make statements about a *Lot* or, if *Bonhams* provides a *Condition Report* on a *Lot* it is doing that on behalf of the *Seller* of the *Lot*. *Bidders* and *Buyers* who are themselves not expert in the *Lots* are strongly advised to seek and obtain independent advice on the *Lots* and their value before bidding for them. The *Seller* has authorised *Bonhams* to sell the *Lot* as its agent on its behalf and, save where we expressly make it clear to the contrary, *Bonhams* acts only as agent for the *Seller*. Any statement or representation we make in respect of a *Lot* is made on the *Seller's* behalf and, unless *Bonhams* sells a *Lot* as principal, not on our behalf and any *Contract for Sale* is between the *Buyer* and the *Seller* and not with us. If *Bonhams* sells a *Lot* as principal this will either be stated in the *Catalogue* or an announcement to that effect will be made by the *Auctioneer*, or it will be stated in a notice at the *Sale* or an insert in the *Catalogue*.

*Bonhams* does not owe or undertake or agree to any duty or responsibility to you in contract or tort (whether direct, collateral, express, implied or otherwise). If you successfully bid for a *Lot* and buy it, at that stage *Bonhams* does enter into an agreement with you as 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*, and 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. A photograph or illustration may not reflect an accurate reproduction of the colour(s) or true condition 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 items or parts are sold for their artistic, historic or cultural interest and 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. Prices depend upon bidding and lots can sell for *Hammer Prices* below and above the *Estimates*, so *Estimates* 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 *Bonhams* for a *Condition Report* on the *Lot's* general physical condition. If you do so, this will be provided by *Bonhams* on behalf of the *Seller* free of charge. As this is offered additionally and without 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. The *Condition Report* represents *Bonhams'* reasonable opinion as to the *Lot's* general condition in the terms stated in the particular report, and *Bonhams* does not represent or guarantee that a *Condition Report* includes all aspects of the internal or external condition of the *Lot*. Neither does the *Seller* owe or agree to owe you as a *Bidder* or *Buyer* 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.

#### **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 reserve the right at our sole discretion to refuse admission to our premises or to any *Sale* and to remove any person from our premises and *Sales*, 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 in which 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 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

You must complete and deliver to us one of our *Bidding Forms*, either our *Bidder Registration Form*, *Absentee Bidding Form* or *Telephone Bidding Form* in order to bid at our Sales.

If you are a new client at *Bonhams* or have not recently updated your registration details with us, you must pre-register to bid at least two working days before the *Sale* at which you wish to bid. You will be required to provide government-issued proof of identity and residence, and if you are a company, your certificate of incorporation or equivalent documentation with your name and registered address, government issued proof of your current address, documentary proof of your beneficial owners and directors, and proof of authority to transact.

We may also request a financial reference and/or deposit from you before allowing you to bid.

We reserve the rights at our discretion to request further information in order to complete our client identification and to decline to register any person as a *Bidder*, and to decline to accept their bids if they have been so registered. We also reserve the rights to postpone completion of the *Sale* of any *Lot* at our discretion while we complete our registration and identification enquiries, and to cancel the *Sale* of any *Lot* if you are in breach of your warranties as *Buyer*, or if we consider that such *Sale* would be unlawful or otherwise cause liabilities for the *Seller* or *Bonhams* or be detrimental to *Bonhams'* reputation.

### Bidding in person

So long as you have pre-registered to bid or have updated your existing registration recently, you should come to our *Bidder* registration desk at the *Sale* venue and fill out a Registration and Bidding 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 invited 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, and have pre-registered to bid or have updated your existing registration details recently, please complete a Registration and 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 offered at no additional charge 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*, once you have pre-registered to bid or have updated your existing registration details recently. 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.

*Bonhams* will not be liable for service delays, interruptions or other failures to make a bid caused by losses of internet connection, fault or failure with the website or bidding process, or malfunction of any software or system, computer or mobile device.

### Bidding through an agent

Bids will be treated as placed exclusively by and on behalf of the person named on the *Bidding Form* unless otherwise agreed by us in writing in advance of the *Sale*. If you wish to bid on behalf of another person (your principal) you must complete the pre-registration requirements set out above both on your own behalf and with full details of your principal, and we will require written confirmation from the principal confirming your authority to bid.

**You are specifically referred to your due diligence requirements concerning your principal and their source of funds, and the warranties you give in the event you are the Buyer, which are contained in paragraph 3 of the Buyer's Agreement, set out at Appendix 2 at the back of the Catalogue.**

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) 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.

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* including the warranties as to your status and source of funds. 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*. It is your responsibility to ensure you are aware of the up to date terms of the *Buyer's Agreement* for this *Sale*.

## 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  
27.5% on the first £2,500 of the *Hammer Price*  
25% from £2,501 to £300,000 of the *Hammer Price*  
20% from £300,001 to £3,000,000 of the *Hammer Price*  
13.9% 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 *Account*. If you do so, please quote your paddle number and invoice number as the reference. Our *Account* details are as follows:

Bank: National Westminster Bank Plc  
Address: PO Box 4RY  
250 Regent Street  
London W1A 4RY  
Account Name: Bonhams 1793 Limited  
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 issued in the name of the *Buyer* (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 issued in the name of the *Buyer* (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.

We reserve the rights to investigate and identify the source of any funds received by us, to postpone completion of the sale of any *Lot* at our discretion while we complete our investigations, and to cancel the *Sale* of any *Lot* if you are in breach of your warranties as *Buyer*, if we consider that such *Sale* would be unlawful or otherwise cause liabilities for the *Seller* or *Bonhams*, or would be detrimental to *Bonhams'* reputation.

## 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

The refusal of any CITES licence or permit and any delay in obtaining such licences or permits shall not give rise to the rescission or cancellation of any *Sale*, nor allow any delay in making full payment for the *Lot*.

## 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 11 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

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

#### 23. VEHICLES

##### The Veteran Car Club of Great Britain

##### Dating Plates and Certificates

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

#### 24. WINE

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

##### Examining the wines

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

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

### Corks and Ullages

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

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

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

### Options to buy parcels

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

### Wines in Bond

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

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

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

### Bottling Details and Case Terms

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

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

### SYMBOLS

#### THE FOLLOWING SYMBOLS ARE USED TO DENOTE

Y Subject to CITES regulations when exporting these items outside the EU, see clause 13.  
 TP Objects displayed with a TP will be located at the Cadogan Tate warehouse and will only be available for collection from this location.  
 W Objects displayed with a w will be located in the Bonhams Warehouse and will only be available for collection from this location.  
 Δ Wines lying in Bond.  
 AR An *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to payment of royalties

under the Artists Resale Right Regulations 2006. See clause 7 for details.

- The *Seller* has been guaranteed a minimum price for the *Lot*, either by *Bonhams* or a third party. This may take the form of an irrevocable bid by a third party, who may make a financial gain on a successful *Sale* or a financial loss if unsuccessful.
- ▲ *Bonhams* owns the *Lot* either wholly or partially or may otherwise have an economic interest.
- Φ This *Lot* contains or is made of ivory. The United States Government has banned the import of ivory into the USA.

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

### DATA PROTECTION – USE OF YOUR INFORMATION

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

### APPENDIX 1

#### CONTRACT FOR SALE

**IMPORTANT: These terms may be changed in advance of the Sale of the Lot to you, by the setting out of different terms in the Catalogue for the Sale and/or by placing an insert in the Catalogue and/or by notices at the Sale venue and/or on Bonhams' website, 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 and the relevant terms for *Bidders* and *Buyers* in the *Notice to Bidders* 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* or on the *Bonhams* website, 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*.

#### 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 any part of the *Entry* in the *Catalogue* which is not printed in bold letters, the remainder of which *Entry* 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 *Bonhams*. No such *Description* or *Estimate* is incorporated into this *Contract for Sale*.

<b>4</b>	<b>FITNESS FOR PURPOSE AND SATISFACTORY QUALITY</b>	7.2	The <i>Seller</i> is entitled to withhold possession from you of any other <i>Lot</i> he has sold to you at the same or at any other <i>Sale</i> and whether currently in <i>Bonhams'</i> possession or not, until payment in full and in cleared funds of the <i>Purchase Price</i> and all other sums due to the <i>Seller</i> and/or <i>Bonhams</i> in respect of the <i>Lot</i> .	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;
4.1	The <i>Seller</i> 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 <i>Lot</i> or its fitness for any purpose.	7.3	You should note that <i>Bonhams</i> has reserved the right not to release the <i>Lot</i> to you until its investigations under paragraph 3.11 of the <i>Buyers' Agreement</i> set out in Appendix 2 have been completed to <i>Bonhams'</i> satisfaction.	8.1.9	to retain possession of, and on three months' 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
4.2	The <i>Seller</i> 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 <i>Lot</i> or its fitness for any purpose.	7.4	You will collect and remove the <i>Lot</i> at your own expense from <i>Bonhams'</i> custody and/ or control or from the <i>Storage Contractor's</i> custody in accordance with <i>Bonhams'</i> instructions or requirements.	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.
<b>5</b>	<b>RISK, PROPERTY AND TITLE</b>	7.5	You will be wholly responsible for packing, handling and transport of the <i>Lot</i> on collection and for complying with all import or export regulations in connection with the <i>Lot</i> .	8.2	You agree to indemnify the <i>Seller</i> against all legal and other costs of enforcement, all losses and other expenses 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.
5.1	Risk in the <i>Lot</i> passes to you after 7 days from the day upon which it is knocked down to you on the fall of the <i>Auctioneer's</i> hammer in respect of the <i>Lot</i> , or upon collection of the <i>Lot</i> if earlier. The <i>Seller</i> will not be responsible thereafter for the <i>Lot</i> prior to you collecting it from <i>Bonhams</i> or the <i>Storage Contractor</i> , with whom you have separate contract(s) as <i>Buyer</i> . You will indemnify the <i>Seller</i> and keep the <i>Seller</i> fully indemnified from and against all claims, proceedings, costs, expenses and losses arising in respect of any injury, loss and damage caused to the <i>Lot</i> beyond 7 days from the day of the fall of the <i>Auctioneer's</i> hammer until you obtain full title to it.	7.6	You will be wholly responsible for any removal, storage or other charges or expenses incurred by the <i>Seller</i> if you do not remove the <i>Lot</i> in accordance with this paragraph 7 and will indemnify the <i>Seller</i> against all charges, costs, including any legal costs and fees, expenses and losses suffered by the <i>Seller</i> by reason of your failure to remove the <i>Lot</i> including any charges due under any <i>Storage Contract</i> . All such sums due to the <i>Seller</i> will be payable on demand.		
5.2	Title to the <i>Lot</i> remains in and is retained by the <i>Seller</i> until: (i) the <i>Purchase Price</i> and all other sums payable by you to <i>Bonhams</i> in relation to the <i>Lot</i> have been paid in full to and received in cleared funds by <i>Bonhams</i> , and (ii) <i>Bonhams</i> has completed its investigations pursuant to clause 3.11 of the <i>Buyer's Agreement</i> with <i>Bonhams</i> set out in Appendix 2 in the catalogue.	<b>8</b>	<b>FAILURE TO PAY FOR THE LOT</b>	8.3	On any resale of the <i>Lot</i> under paragraph 8.1.2, the <i>Seller</i> will account to you in respect of any balance remaining from any monies received by him or on his 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.
<b>6</b>	<b>PAYMENT</b>	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):		
6.1	Your obligation to pay the <i>Purchase Price</i> arises when the <i>Lot</i> is knocked down to you on the fall of the <i>Auctioneer's</i> hammer in respect of the <i>Lot</i> .	8.1.1	to terminate immediately the <i>Contract for Sale</i> of the <i>Lot</i> for your breach of contract;	<b>9</b>	<b>THE SELLER'S LIABILITY</b>
6.2	Time will be of the essence in relation to payment of the <i>Purchase Price</i> and all other sums payable by you to <i>Bonhams</i> . Unless agreed in writing with you by <i>Bonhams</i> on the <i>Seller's</i> behalf (in which case you must comply with the terms of that agreement), all such sums must be paid to <i>Bonhams</i> by you in the currency in which the <i>Sale</i> was conducted by not later than 4.30pm on the second working day following the <i>Sale</i> and you must ensure that the funds are cleared by the seventh working day after the <i>Sale</i> . Payment must be made to <i>Bonhams</i> by one of the methods stated in the <i>Notice to Bidders</i> unless otherwise agreed with you in writing by <i>Bonhams</i> . If you do not pay in full any sums due in accordance with this paragraph, the <i>Seller</i> will have the rights set out in paragraph 8 below.	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;	9.1	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> .
		8.1.3	to retain possession of the <i>Lot</i> ;	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.
		8.1.4	to remove and store the <i>Lot</i> at your expense;	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> ,
		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;	9.3.1	the <i>Seller</i> will not be liable (whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967, or in any other way) for any lack of conformity with, or inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in relation to the <i>Lot</i> made by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> ;
		8.1.6	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;		
<b>7</b>	<b>COLLECTION OF THE LOT</b>	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;		
7.1	Unless otherwise agreed in writing with you by <i>Bonhams</i> , the <i>Lot</i> will be released to you or to your order only when: (i) <i>Bonhams</i> has received cleared funds to the amount of the full <i>Purchase Price</i> and all other sums owed by you to the <i>Seller</i> and to <i>Bonhams</i> and (ii) <i>Bonhams</i> has completed its investigations pursuant to clause 3.11 of the <i>Buyer's Agreement</i> with <i>Bonhams</i> set out in Appendix 2 in the catalogue.				

9.3.2	the <i>Seller</i> will not be liable for any loss of <i>Business</i> , <i>Business</i> profits or revenue or income or for loss of reputation or for disruption to <i>Business</i> or wasted time on the part of the <i>Buyer</i> or of the <i>Buyer's</i> management or staff or, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, restitutionary claim or otherwise;	10.5 If any term or any part of any term of the <i>Contract for Sale</i> is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.	1	<b>THE CONTRACT</b>
9.3.3	in any circumstances where the <i>Seller</i> is liable to you in respect of the <i>Lot</i> , or any act, omission, statement, or representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, the <i>Seller's</i> liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the <i>Purchase Price</i> of the <i>Lot</i> irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract, statutory duty, bailee's duty, restitutionary claim or otherwise.	10.6 References in the <i>Contract for Sale</i> to <i>Bonhams</i> will, where appropriate, include reference to <i>Bonhams'</i> officers, employees and agents and to any subsidiary of <i>Bonhams Holdings Limited</i> and to its officers, employees and agents.  10.7 The headings used in the <i>Contract for Sale</i> are for convenience only and will not affect its interpretation.  10.8 In the <i>Contract for Sale</i> "including" means "including, without limitation".  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.  10.10 Reference to a numbered paragraph is to a paragraph of the <i>Contract for Sale</i> .  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> .  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.	1.1 1.2	These terms govern the contract between <i>Bonhams</i> personally and the <i>Buyer</i> , being the person to whom a <i>Lot</i> has been knocked down by the <i>Auctioneer</i> .  The Definitions and Glossary contained in Appendix 3 to the <i>Catalogue</i> for the <i>Sale</i> 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 <i>Notice to Bidders</i> , printed in the <i>Catalogue</i> for the <i>Sale</i> , and where such information is referred to it is incorporated into this agreement.
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.		1.3 1.4 1.5 1.5.1 1.5.2	Except as specified in paragraph 4 of the <i>Notice to Bidders</i> the <i>Contract for Sale</i> of the <i>Lot</i> between you and the <i>Seller</i> is made on the fall of the <i>Auctioneer's</i> hammer in respect of the <i>Lot</i> , when it is knocked down to you. At that moment a separate contract is also made between you and <i>Bonhams</i> on the terms in this <i>Buyer's Agreement</i> .  We act as agents for the <i>Seller</i> and are not answerable or personally responsible to you for any breach of contract or other default by the <i>Seller</i> , unless <i>Bonhams</i> sells the <i>Lot</i> as principal.  Our personal obligations to you are governed by this agreement and we agree, subject to the terms below, to the following obligations:  we will, until the date and time specified in the <i>Notice to Bidders</i> or otherwise notified to you, store the <i>Lot</i> in accordance with paragraph 5;  subject to any power of the <i>Seller</i> or us to refuse to release the <i>Lot</i> to you, we will release the <i>Lot</i> to you in accordance with paragraph 4 once you have paid to us, in cleared funds, everything due to us and the <i>Seller</i> and following completion of our enquiries pursuant to paragraph 3.11;
<b>10 MISCELLANEOUS</b>				
10.1	You may not assign either the benefit or burden of the <i>Contract for Sale</i> .		1.5.3	we will provide guarantees in the terms set out in paragraphs 9 and 10.
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> .		1.6	We do not make or give and do not agree to make or give any contractual promise, undertaking, obligation, <i>Guarantee</i> , warranty, representation of fact in relation to any <i>Description</i> of the <i>Lot</i> or any <i>Estimate</i> in relation to it, nor of the accuracy or completeness of any <i>Description</i> or <i>Estimate</i> which may have been made by us or on our behalf or by or on behalf of the <i>Seller</i> (whether made orally or in writing, including in the <i>Catalogue</i> or on <i>Bonhams' Website</i> , or by conduct, or otherwise), and whether made before or after this agreement or prior to or during the <i>Sale</i> . No such <i>Description</i> or <i>Estimate</i> is incorporated into this agreement between you and us. Any such <i>Description</i> or <i>Estimate</i> , if made by us or on our behalf, was (unless <i>Bonhams</i> itself sells the <i>Lot</i> as principal) made as agent on behalf of the <i>Seller</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.			
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.			
<b>APPENDIX 2 BUYER'S AGREEMENT WITH BONHAMS</b>			<b>2</b>	<b>PERFORMANCE OF THE CONTRACT FOR SALE</b>
<b>IMPORTANT:</b> These terms may be changed in advance of the <i>Sale</i> of the <i>Lot</i> to you, by the setting out of different terms in the <i>Catalogue</i> for the <i>Sale</i> and/or by placing an insert in the <i>Catalogue</i> and/or by notices at the <i>Sale</i> venue and/or by oral announcements before and during the <i>Sale</i> at the <i>Sale</i> venue. You should be alert to this possibility of changes and ask in advance of bidding if there have been any.			<b>3</b>	<b>PAYMENT AND BUYER WARRANTIES</b>
			3.1	Unless agreed in writing between you and us or as otherwise set out in the <i>Notice to Bidders</i> , you must pay to us by not later than 4.30pm on the second working day following the <i>Sale</i> :
			3.1.1	the <i>Purchase Price</i> for the <i>Lot</i> ;

3.1.2	a <i>Buyer's Premium</i> in accordance with the rates set out in the <i>Notice to Bidders</i> on each lot, and	3.10.3	funds used for your or your Principal's purchase are not connected with or derived from any criminal activity, including without limitation tax evasion, money laundering or terrorist financing;	4.7	You will be wholly responsible for packing, handling and transport of the <i>Lot</i> on collection and for complying with all import or export regulations in connection with the <i>Lot</i> .
3.1.3	if the <i>Lot</i> is marked [AR], an <i>Additional Premium</i> which is calculated and payable in accordance with the <i>Notice to Bidders</i> 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 <i>Sale</i> .	3.10.4	items purchased by you and your Principal through Bonhams are not being purchased or to be used in any way connected with or to facilitate breaches of applicable Tax, Anti-Money Laundering or Anti-Terrorism laws and regulations; and	4.8	You will be wholly responsible for any removal, storage, or other charges for any <i>Lot</i> not removed in accordance with paragraph 4.2, payable at our current rates, and any <i>Expenses</i> we incur (including any charges due under the <i>Storage Contract</i> ), all of which must be paid by you on demand and in any event before any collection of the <i>Lot</i> by you or on your behalf.
3.2	You must also pay us on demand any <i>Expenses</i> payable pursuant to this agreement.	3.10.5	that you consent to <i>Bonhams</i> relying upon your customer due diligence, undertaking to retain records of your due diligence for at least 5 years and to make such due diligence records available for inspection by an independent auditor in the event we request you to do so.	5	<b>STORING THE LOT</b>
3.3	All payments to us must be made in the currency in which the <i>Sale</i> was conducted, using, unless otherwise agreed by us in writing, one of the methods of payment set out in the <i>Notice to Bidders</i> . Our invoices will only be addressed to the registered <i>Bidder</i> unless the <i>Bidder</i> 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.	3.11	We reserve the rights to make enquiries about any person transacting with us and to identify the source of any funds received from you. In the event we have not completed our investigations in respect of anti-terrorism financing, anti-money laundering or other financial and identity checks concerning either you or the <i>Seller</i> , to our satisfaction at our discretion, we shall be entitled to retain <i>Lots</i> and/or proceeds of <i>Sale</i> , postpone or cancel any sale and to take any other actions required or permitted under applicable law, without liability to you.		We agree to store the <i>Lot</i> until the earlier of your removal of the <i>Lot</i> or until the time and date set out in the <i>Notice to Bidders</i> , 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 <i>Sale</i> ) and, subject to paragraphs 3, 6 and 10, to be responsible as <i>bailee</i> to you for damage to or the loss or destruction of the <i>Lot</i> (notwithstanding that it is not your property before payment of the <i>Purchase Price</i> ). If you do not collect the <i>Lot</i> before the time and date set out in the <i>Notice to Bidders</i> (or if no date is specified, by 4.30pm on the seventh day after the <i>Sale</i> ) we may remove the <i>Lot</i> to another location, the details of which will usually be set out in the relevant section of the <i>Catalogue</i> . If you have not paid for the <i>Lot</i> in accordance with paragraph 3, and the <i>Lot</i> is moved to any third party's premises, the <i>Lot</i> will be held by such third party strictly to <i>Bonhams'</i> order and we will retain our lien over the <i>Lot</i> until we have been paid in full in accordance with paragraph 3.
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.	4	<b>COLLECTION OF THE LOT</b>	6	<b>RESPONSIBILITY FOR THE LOT</b>
3.5	We may deduct and retain for our own benefit from the monies paid by you to us the <i>Buyer's Premium</i> , the <i>Commission</i> payable by the <i>Seller</i> in respect of the <i>Lot</i> , any <i>Expenses</i> and VAT and any interest earned and/or incurred until payment to the <i>Seller</i> .	4.1	Subject to any power of the <i>Seller</i> or us to refuse to release the <i>Lot</i> to you, once you have paid to us; in cleared funds, everything due to the <i>Seller</i> and to us, and once we have completed our investigations under paragraph 3.11, we will release the <i>Lot</i> to you or as you may direct us in writing. The <i>Lot</i> will only be released on production of a buyer collection document, obtained from our cashier's office.	6.1	Title (ownership) in the <i>Lot</i> passes to you (i) on payment of the <i>Purchase Price</i> to us in full in cleared funds and (ii) when investigations have been completed to our satisfaction under paragraph 3.11.
3.6	Time will be of the essence in relation to any payment payable to us. If you do not pay the <i>Purchase Price</i> , or any other sum due to us in accordance with this paragraph 3, we will have the rights set out in paragraph 7 below.	4.2	You must collect and remove the <i>Lot</i> at your own expense by the date and time specified in the <i>Notice to Bidders</i> , or if no date is specified, by 4.30pm on the seventh day after the <i>Sale</i> .	6.2	Please note however, that under the <i>Contract for Sale</i> , the <b>risk in the Lot passes to you after 7 days from the day upon which it is knocked down to you or upon collection of the Lot</b> if earlier, and you are advised to obtain insurance in respect of the <i>Lot</i> as soon as possible after the <i>Sale</i> .
3.7	Where a number of <i>Lots</i> have been knocked down to you, any monies we receive from you will be applied firstly pro-rata to pay the <i>Purchase Price</i> of each <i>Lot</i> and secondly pro-rata to pay all amounts due to <i>Bonhams</i> .	4.3	For the period referred to in paragraph 4.2, the <i>Lot</i> can be collected from the address referred to in the <i>Notice to Bidders</i> for collection on the days and times specified in the <i>Notice to Bidders</i> . Thereafter, the <i>Lot</i> 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 <i>Notice to Bidders</i> .	7	<b>FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS</b>
3.8	You warrant that neither you nor - if you are a company, your directors, officers or your owner or their directors or shareholders - are an individual or an entity that is, or is owned or controlled by individuals or entities that are:	4.4	If you have not collected the <i>Lot</i> by the date specified in the <i>Notice to Bidders</i> , you authorise us, acting in this instance as your agent and on your behalf, to enter into a contract (the " <i>Storage Contract</i> ") with the <i>Storage Contractor</i> for the storage of the <i>Lot</i> on the then current standard terms and conditions agreed between <i>Bonhams</i> and the <i>Storage Contractor</i> (copies of which are available on request). If the <i>Lot</i> is stored at our premises storage fees at our current daily rates (currently a minimum of £3 plus VAT per <i>Lot</i> per day) will be payable from the expiry of the period referred to in paragraph 4.2. These storage fees form part of our <i>Expenses</i> .	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 unless otherwise provided below), 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> ):
3.8.1	the subject of any sanctions administered or enforced by the U.S. Department of the Treasury's Office of Foreign Assets Control, the U.S. Department of State, the United Nations Security Council, the European Union, Her Majesty's Treasury, or other relevant sanctions authority ("Sanctions" and a "Sanctioned Party"); or	4.5	Until you have paid the <i>Purchase Price</i> and any <i>Expenses</i> in full the <i>Lot</i> will either be held by us as agent on behalf of the <i>Seller</i> or held by the <i>Storage Contractor</i> as agent on behalf of the <i>Seller</i> and ourselves on the terms contained in the <i>Storage Contract</i> .	7.1.1	to terminate this agreement immediately for your breach of contract;
3.8.2	located, organised or resident in a country or territory that is, or whose government is, the subject of Sanctions, including without limitation, Iran, North Korea, Sudan and Syria.	4.6	You undertake to comply with the terms of any <i>Storage Contract</i> and in particular to pay the charges (and all costs of moving the <i>Lot</i> into storage) due under any <i>Storage Contract</i> . You acknowledge and agree that you will not be able to collect the <i>Lot</i> from the <i>Storage Contractor's</i> premises until you have paid the <i>Purchase Price</i> , any <i>Expenses</i> and all	7.1.2	to retain possession of the <i>Lot</i> ;
3.9	You warrant that the funds being used for your purchase have no link with criminal activity including without limitation money laundering, tax evasion or terrorist financing, and that you not under investigation for neither have been charged nor convicted in connection with any criminal activity.			7.1.3	to remove, and/or store the <i>Lot</i> at your expense;
3.10	Where you are acting as agent for another party ("your Principal"), you undertake and warrant that:			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;
3.10.1	you have conducted suitable customer due diligence into your Principal under applicable Sanctions and Anti-Money Laundering laws and regulations;				
3.10.2	your Principal is not a Sanctioned Party and not owned, partially owned or controlled by a Sanctioned Party, and you have no reason to suspect that your Principal has been charged or convicted with, money laundering, terrorism or other crimes;				

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;	<b>8</b>	<b>CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT</b>	9.4	You authorise us to carry out such processes and tests on the <i>Lot</i> as we in our absolute discretion consider necessary to satisfy ourselves that the <i>Lot</i> is or is not a <i>Forgery</i> .
7.1.6	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	Whenever it becomes apparent to us that the <i>Lot</i> is the subject of a claim by someone other than you and other than the <i>Seller</i> (or that such a claim can reasonably be expected to be made), we may, at our absolute discretion, deal with the <i>Lot</i> in any manner which appears to us to recognise the legitimate interests of ourselves and the other parties involved and lawfully to protect our position and our legitimate interests. Without prejudice to the generality of the discretion and by way of example, we may:	9.5	If we are satisfied that a <i>Lot</i> is a <i>Forgery</i> we will (as principal) purchase the <i>Lot</i> from you and you will transfer the title to the <i>Lot</i> in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims, in accordance with the provisions of Sections 12(1) and 12(2) of the Sale of Goods Act 1979 and we will pay to you an amount equal to the sum of the <i>Purchase Price</i> , <i>Buyer's Premium</i> , <i>VAT</i> and <i>Expenses</i> paid by you in respect of the <i>Lot</i> .
7.1.7	to sell the <i>Lot Without Reserve</i> by auction, private treaty or any other means on giving you three months' written notice of our intention to do so;	8.1.1	retain the <i>Lot</i> to investigate any question raised or reasonably expected by us to be raised in relation to the <i>Lot</i> ; and/or	9.6	The benefit of paragraph 9 is personal to, and incapable of assignment by, you.
7.1.8	to retain possession of any of your other property in our possession for any purpose (including, without limitation, other goods sold to you or with us for <i>Sale</i> ) until all sums due to us have been paid in full;	8.1.2	deliver the <i>Lot</i> to a person other than you; and/or	9.7	If you sell or otherwise dispose of your interest in the <i>Lot</i> , all rights and benefits under this paragraph 9 will cease.
7.1.9	to apply any monies received from you for any purpose whether at the time of your default or at any time thereafter in payment or part payment of any sums due to us by you under this agreement;	8.1.3	commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or	9.8	Paragraph 9 does not apply to a <i>Lot</i> made up of or including a Chinese painting or Chinese paintings, a motor vehicle or motor vehicles, a <i>Stamp</i> or <i>Stamps</i> or a <i>Book</i> or <i>Books</i> .
7.1.10	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;	8.1.4	require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.	<b>10</b>	<b>OUR LIABILITY</b>
7.1.11	refuse to allow you to register for a future <i>Sale</i> or to reject a bid from you at any future <i>Sale</i> or to require you to pay a deposit before any bid is accepted by us at any future <i>Sale</i> in which case we will be entitled to apply such deposit in payment or part payment, as the case may be, of the <i>Purchase Price</i> of any <i>Lot</i> of which you are the <i>Buyer</i> .	8.2	The discretion referred to in paragraph 8.1:	10.1	We will not be liable whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967 or in any other way for lack of conformity with or any inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in respect of it, made by us or on our behalf or by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Bonhams' Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> .
7.1.12	having made reasonable efforts to inform you, to release your name and address to the <i>Seller</i> , so they might take appropriate steps to recover the amounts due and legal costs associated with such steps.	8.2.1	may be exercised at any time during which we have actual or constructive possession of the <i>Lot</i> , or at any time after such possession, where the cessation of such possession has occurred by reason of any decision, order or ruling of any court, mediator, arbitrator or government body; and	10.2	Our duty to you while the <i>Lot</i> is at your risk and/or your property and in our custody and/or control is to exercise reasonable care in relation to it, but we will not be responsible for damage to the <i>Lot</i> or to other persons or things caused by:
7.2	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.	8.2.2	will not be exercised unless we believe that there exists a serious prospect of a good arguable case in favour of the claim.	10.2.1	handling the <i>Lot</i> if it was affected at the time of <i>Sale</i> to you by woodworm and any damage is caused as a result of it being affected by woodworm; or
7.3	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.	<b>9</b>	<b>FORGERIES</b>	10.2.2	changes in atmospheric pressure; nor will we be liable for:
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.	9.1	We undertake a personal responsibility for any <i>Forgery</i> in accordance with the terms of this paragraph 9.	10.2.3	damage to tension stringed musical instruments; or
		9.2	Paragraph 9 applies only if:	10.2.4	damage to gilded picture frames, plaster picture frames or picture frame glass; and if the <i>Lot</i> 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.
		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	10.3.1	We will not be liable to you for any loss of <i>Business</i> , <i>Business</i> profits, revenue or income or for loss of <i>Business</i> reputation or for disruption to <i>Business</i> or wasted time on the part of the <i>Buyer's</i> management or staff or, if you are buying the <i>Lot</i> in the course of a <i>Business</i> , 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.
		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		
		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> .		
		9.3	Paragraph 9 will not apply in respect of a <i>Forgery</i> if:		
		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		
		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.		

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 BOOKS MISSING TEXT OR ILLUSTRATIONS

Where the *Lot* is made up wholly of a *Book* or *Books* and any *Book* does not contain text or illustrations (in either case referred to as a "non-conforming *Lot*"), we undertake a personal responsibility for such a non-conforming *Lot* in accordance with the terms of this paragraph, if:

the original invoice was made out by us to you in respect of the *Lot* and that invoice has been paid; and

you notify us in writing as soon as reasonably practicable after you have become aware that the *Lot* is or may be a non-conforming *Lot*, and in any event within 20 days after the *Sale* (or such longer period as we may agree in writing) that the *Lot* is a non-conforming *Lot*; and

within 20 days of the date of the relevant *Sale* (or such longer period as we may agree in writing) you return the *Lot* to us in the same condition as it was at the time of the *Sale*, accompanied by written evidence that the *Lot* is a non-conforming *Lot* and details of the *Sale* and *Lot* number sufficient to identify the *Lot*.

but not if:

the *Entry* in the *Catalogue* in respect of the *Lot* indicates that the rights given by this paragraph do not apply to it; or

the *Entry* in the *Catalogue* in respect of the *Lot* reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion; or

it can be established that the *Lot* is a non-conforming *Lot* only by means of a process not generally accepted for use until after the date on which the *Catalogue* was published or by means of a process which it was unreasonable in all the circumstances for us to have employed; or

the *Lot* comprises atlases, maps, autographs, manuscripts, extra illustrated books, music or periodical publications; or

the *Lot* was listed in the *Catalogue* under "collections" or "collections and various" or the *Lot* was stated in the *Catalogue* to comprise or contain collection, issue or *Books* which are undescribed or the missing text or illustrations are referred to or the relevant parts of the *Book* contain blanks, half titles or advertisements.

If we are reasonably satisfied that a *Lot* is a non-conforming *Lot*, we will (as principal) purchase the *Lot* from you and you will transfer the title to the *Lot* in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims and we will pay to you an amount equal to the sum of the *Purchase Price* and *Buyer's Premium* paid by you in respect of the *Lot*.

The benefit of paragraph 10 is personal to, and incapable of assignment by, you and if you sell or otherwise dispose of your interest in the *Lot*, all rights and benefits under this paragraph will cease.

## 12 MISCELLANEOUS

12.1 You may not assign either the benefit or burden of this agreement.

12.2 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.

12.3 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.

12.4 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.

12.5 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.

12.6 References in this agreement to *Bonhams* will, where appropriate, include reference to *Bonhams'* officers, employees and agents.

12.7 The headings used in this agreement are for convenience only and will not affect its interpretation.

12.8 In this agreement "including" means "including, without limitation".

12.9 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.

12.10 Reference to a numbered paragraph is to a paragraph of this agreement.

12.11 Save as expressly provided in paragraph 12.12 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.

12.12 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.

## 13 GOVERNING LAW

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

## DATA PROTECTION – USE OF YOUR INFORMATION

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

## APPENDIX 3

### DEFINITIONS AND GLOSSARY

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

### LIST OF DEFINITIONS

**"Account"** the bank account of *Bonhams* into which all sums received in respect of the *Purchase Price* of any *Lot* will be paid.

**"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"** Any person considering, attempting or making a Bid, including those who have 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.

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

**"Website"** *Bonhams Website* at [www.bonhams.com](http://www.bonhams.com)

**"Withdrawal Notice"** the *Seller's* written notice to *Bonhams* revoking *Bonhams'* instructions to sell a *Lot*.

**"Without Reserve"** where there is no minimum price at which a *Lot* may be sold (whether at auction or by private treaty).

## GLOSSARY

The following expressions have specific legal meanings with which you may not be familiar. The following glossary is intended to give you an understanding of those expressions but is not intended to limit their legal meanings:

**"artist's resale right"**: the right of the creator of a work of art to receive a payment on *Sales* of that work subsequent to the original *Sale* of that work by the creator of it as set out in the Artists Resale Right Regulations 2006.

**"bailee"**: a person to whom goods are entrusted.

**"indemnity"**: an obligation to put the person who has the benefit of the indemnity in the same position in which he would have been, had the circumstances giving rise to the indemnity not arisen and the expression "indemnify" is construed accordingly.

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

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

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

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

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

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

## SALE OF GOODS ACT 1979

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

"Section 12 Implied terms about title, etc

- (1) In a contract of sale, other than one to which subsection (3) below applies, there is an implied term on the part of the seller that in the case of a sale he has a right to sell the goods, and in the case of an agreement to sell he will have such a right at the time when the property is to pass.
- (2) In a contract of sale, other than one to which subsection (3) below applies, there is also an implied term that-
  - (a) the goods are free, and will remain free until the time when the property is to pass, from any charge or encumbrance not disclosed or known to the buyer before the contract is made, and
  - (b) the buyer will enjoy quiet possession of the goods except in so far as it may be disturbed by the owner or other person entitled to the benefit of any charge or encumbrance so disclosed or known.
- (3) This subsection applies to a contract of sale in the case of which there appears from the contract or is to be inferred from its circumstances an intention that the seller should transfer only such title as he or a third person may have.
- (4) In a contract to which subsection (3) above applies there is an implied term that all charges or encumbrances known to the seller and not known to the buyer have been disclosed to the buyer before the contract is made.
- (5) In a contract to which subsection (3) above applies there is also an implied term that none of the following will disturb the buyer's quiet possession of the goods, namely:
  - (a) the seller;
  - (b) in a case where the parties to the contract intend that the seller should transfer only such title as a third person may have, that person;
  - (c) anyone claiming through or under the seller or that third person otherwise than under a charge or encumbrance disclosed or known to the buyer before the contract is made.
- (5A) As regards England and Wales and Northern Ireland, the term implied by subsection (1) above is a condition and the terms implied by subsections (2), (4) and (5) above are warranties."

# 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. If you do not want to receive such information (except for information you specifically requested) please tick this box  Would you like to receive e-mailed information from us? if so please tick this box

### Notice to Bidders.

At least 24 hours before the Sale, clients must provide government or state issued photographic proof of ID and date of birth e.g. - passport, driving licence - and if not included in ID document, proof of address e.g - utility bill, bank or credit card statement etc. Corporate clients should also provide a copy of their articles of association / company registration documents, and the entities name and registered address, documentary proof of its beneficial owners and directors, 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 or completed. 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 AUTUMN STAFFORD SALE	Sale date: 19 & 20 October 2019
Sale no. 25384	Sale venue: Stafford

If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids.

### General Bid Increments:

£10 - 200 .....by 10s	£10,000 - 20,000 .....by 1,000s
£200 - 500 .....by 20 / 50 / 80s	£20,000 - 50,000 .....by 2,000 / 5,000 / 8,000s
£500 - 1,000 .....by 50s	£50,000 - 100,000 .....by 5,000s
£1,000 - 2,000 .....by 100s	£100,000 - 200,000 .....by 10,000s
£2,000 - 5,000 .....by 200 / 500 / 800s	above £200,000 .....at the auctioneer's discretion
£5,000 - 10,000 .....by 500s	

The auctioneer has discretion to split any bid at any time.

Customer Number	Title
First Name	Last Name
Company name (if applicable)	
Company Registration number (if applicable)	
Address	
	City
Post / Zip code	County / State
Telephone (mobile)	Country
Telephone (landline)	
E-mail (in capitals)	
<b>Please answer all questions below</b>	
1. ID supplied: Government issued ID <input type="checkbox"/> and (if the ID does not confirm your address) <input type="checkbox"/> current utility bill/ bank statement. If a corporate entity, please provide the Certificate of Incorporation or Partnership Deed and a letter authorising you to act.	
2. Are you representing the Bidder? <input type="checkbox"/> If yes, please complete question 3.	
3. Bidder's name, address and contact details (phone and email): Bidder's ID: Government issued ID <input type="checkbox"/> and (if the ID does not confirm their address) <input type="checkbox"/> current utility bill/bank statement	
Are you acting in a business capacity? Yes <input type="checkbox"/> No <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"/>

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)

<b>BY SIGNING THIS FORM YOU AGREE THAT YOU HAVE SEEN THE CATALOGUE AND HAVE READ AND UNDERSTOOD OUR CONDITIONS OF SALE INCLUDING BUYER'S WARRANTIES 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.</b>	
Bidder/Agent's (please delete one) 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/08/19

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# Bonhams Specialist Departments

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New York  
Madalina Lazen  
+1 212 644 9108

## 20th Century British Art

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+44 20 7468 8295

## 20th Century Fine Art

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Sonja Moro  
+1 415 694 9002

## Aboriginal Art

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+61 2 8412 2222

## African, Oceanic & Pre-Columbian Art

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+1 323 436 5416 •

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## Antique Arms & Armour

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+44 20 7393 3807

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+44 (0) 20 7468 8340  
New York  
Sherri Cohen  
+1 917 206 1671  
Los Angeles  
Leslie Wright  
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Joseph Francaviglia  
+1 323 436 5443  
Lydia Ganley  
+1 323 436 4496  
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+1 415 503 3207  
Celeste Smith  
+1 415 503 3214

## Australian Art

Australia  
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+61 2 8412 2222 Alex Clark  
+61 3 8640 4088

## Australian Colonial Furniture and Australiana

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## Books, Maps & Manuscripts

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Darren Sutherland  
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Los Angeles  
Catherine Williamson  
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San Francisco  
Adam Stackhouse  
+1 415 503 3266

## British & European Glass

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## British Ceramics

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## California & Western Paintings & Sculpture

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+1 323 436 5425  
Kathy Wong  
+1 323 436 5415  
San Francisco  
Aaron Bastian  
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## Carpets

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+44 20 8393 2615

## Chinese & Asian Art

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Rosangela Assennato  
+44 20 7393 3883  
Edinburgh  
Ian Glennie  
+44 131 240 2299  
New York  
Bruce MacLaren  
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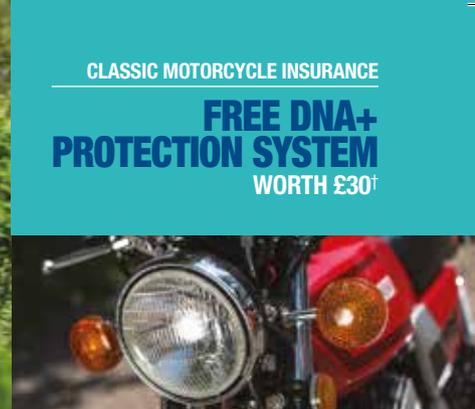
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# Index | Day 1 | The Bill Crosby Collection, as displayed at The London Motorcycle Museum

Lot no.	Year	Model	Lot no.	Year	Model
259	1956	AJS 497cc Model 18S	206	1930	Triumph 175cc Model X
289	1960	AJS 646cc Model 31 CSR	205	1934	Triumph 249cc Model 2/1
264	1965	Ariel 247cc Arrow Super Sports	204	c.1934	Triumph 646cc 6/1 Project
248	1981	BMW 797cc R80RT Paramedic Motorcycle	203	1938	Triumph 350cc Tiger 80
275	1948	Brockhouse 98cc Corgi MkII	208	1947	Triumph 500cc TRW Prototype Military Motorcycle
253	1907	Brown-Precision 298cc	210	1948	Triumph 498cc Tiger 100
249	1948	BSA 496cc M20 Military Motorcycle	285	c.1952	Triumph 498cc 'Tiger 100'
258	1949	BSA 123cc Bantam D1	215	1952	Triumph 650cc Thunderbird
269	1952	BSA 123cc Bantam D1	230	1957	Triumph 500cc TRW Springy Prototype
261	1957	BSA 650cc Road Rocket	211	1959	Triumph 490cc 5TA Speed Twin
263	1959	BSA 250cc C15 Trials	216	1959	Triumph 650cc Thunderbird Special Project
277	1959	BSA 70cc Dandy	209	1960	Triumph 650cc Thunderbird Police Motorcycle
244	c.1961	BSA 646cc A10R 'Big Valve' Super Rocket	218	1962	Triumph 100cc Tina Scooter
270	1967	BSA 247cc C15	214	1964	Triumph 500cc TRW Military Motorcycle
268	1968	BSA 172cc D14 Bantam Supreme	220	1965	Triumph 650cc 6T Saint Project
243	c.1969	BSA 650cc Spitfire Mark IV Production Motorcycle	213	1965	Triumph 650cc Thunderbird Police Motorcycle
280	c.1979	BSA 50cc Easy Rider Moped	219	1966	Triumph 349cc 3TA Military Motorcycle
255	1915	Calthorpe-JAP 269cc	223	1966	Triumph 650cc 6T Saint Project
288	1936	Douglas 245cc Aero	224	c.1966	Triumph 650cc T120 Bonneville 'TT Special' Project
265	1957	Douglas 350cc Dragonfly Project	217	1967	Triumph 200cc Tiger Cub Project
240		Egli-Triumph 750cc OHC Racing Motorcycle	282	1968	Triumph 650cc 6T Saint
281	1993	Enfield 499cc Bullet	221	1969	Triumph 649cc T120R Bonneville
266	1947	Excelsior 98cc Autobyk	283	c.1970	Triumph 490cc T100
267	c.1951	Excelsior 122cc U2 Universal	222	1970	Triumph 750cc T150 Trident
257	1953	Excelsior 243cc Talisman Twin	225	1971	Triumph 247cc Blazer
271	1960	Excelsior 197cc R10 Roadmaster	226	1971	Triumph 490cc T100C
272	1940	Francis-Barnett 98cc Powerbike	228	1971	Triumph 649cc T120R Bonneville
287	1966	Greeves 246cc 24TGS Anglian Trials	227	c.1971	Triumph 650cc TR6P Police Motorcycle
242	1971	Gus Kuhn Seeley-Commando Formula 750 Motorcycle	229	1973	Triumph 490cc T100P AA Patrol Motorcycle
252	c.1942	James 125cc Military Lightweight Motorcycle	231	1975	Triumph 740cc T160 Trident
274	1957	James 249cc L25 Commodore Project	234	1977	Triumph 744cc T140 Silver Jubilee Bonneville
247	1988	Kawasaki Z1000 'CHP'	239	1977	Triumph 750cc T140V 'Strongbow' Flat Tracker
250	1961	Matchless 348cc G3L	232	1977	Triumph 980cc T160 Trident 'Slippery Sam' Replica
286	c.1951	Norton 490cc 500T Trials	235	1979	Triumph T140E Bonneville
245	1985	Norton 588cc Rotary Racing Motorcycle Project	241	1981	Triumph TS8-1 Prototype
246	1991	Norton 588cc Commander	237	1982	Triumph 649cc TR65T Tiger Trail
278	1962	NSU 49cc	233	1982	Triumph T140 Bonneville
276	1967	NSU 49cc Quickly Moped	236	1983	Triumph 744cc TSX
256	1964	Panther 645cc Model 120 Motorcycle Combination	207	1946/52	Triumph 498cc Tiger 100
279	c.1967	Raleigh 49cc RM6 Runabout Moped	212	c.1959	Triumph 650cc T120 Bonneville Project
273	c.1939	Raynal 98cc Auto	262	1958	Velocette 499cc Venom
251	c.1939	Royal Enfield 125cc 'Flying Flea' Military Motorcycle	260	1969	Velocette 192cc LE
238	2011	Royal Enfield 500cc Fury			
254	1911	Rudge 499cc TT Model			
290		The Peril Speed Equipe			
284	1921	Triumph 225cc Junior			
202	1923	Triumph 550cc Model SD			
201	1928	Triumph 549cc Model NSD & Swallow Sidecar			



Lot no.	Year	Model	Lot no.	Year	Model
308	c.1929	AJS 349cc Model M12/M6 'Big Port' Special	310	1923	Harley-Davidson 584cc Model WF Sport Twin
428	1929	AJS 349cc Model M6 'Big Port'	309	1926	Harley-Davidson 1,000cc Model JD
349	1949	AJS 7R 350cc Racing Motorcycle	444	1957	Harley-Davidson 883cc XL Sportster
350	1949	AJS 7R 350cc Racing Motorcycle	446	1984	Harley-Davidson 1,340cc FXST Softail
426	1951	AJS 7R 350cc Racing Motorcycle	445	1991	Harley-Davidson 1,340cc FXDB Sturgis
441	1949	Ariel 998cc Square Four Mark I	447	1992	Harley-Davidson 1,340cc FXDB Daytona
439	1953	Ariel 998cc Square Four Mark II	448	c.2016	Harley-Davidson 1,570cc Custom Cycle 'White Unique'
314	1930	Ascot-Pullin 498cc	391	1953	Honda 145.5cc Dream 3E
404	c.1970	Beeline Yamaha 97cc Sprinter	390	1956	Honda Dream MF350
375	1970	Benelli 50cc Cross	418	1963	Honda 125cc CR93 Racing Motorcycle
449	1975	Benelli 231cc 2C	417	c.1963	Honda 50cc CR110 Racing Motorcycle
408	1990	Bimota 989cc Tuatara	392	1970	Honda CB750
409	1992	Bimota 1,002cc YB8EI Furano	367	1970	Honda CB750 'K0' Project
410	1994	Bimota 749cc SB7	416	1976	Honda CB400F Formula 3 Racing Motorcycle
433	1974	BMW 898cc R90S	401	1982	Honda 49cc MBX50S-D
437	1982	BMW R80RT 797cc and Steib TR500 single seat sidecar	402	1983	Honda 125cc Z50R 'Z's Dead'
358	1984	BMW 798cc R80ST	365	1983	Honda CB750C
438	1986	BMW R80G/S Paris Dakar	370	1984	Honda RC162 Replica Racing Motorcycle
357	2000	BMW 125cc C1	369	1988	Honda 600cc XBR500
316	1927	Brough Superior Overhead 680 Project	355	1995	Honda VFR750F
329	1954/52	BSA 497cc A7 Star Twin	361	c.2005	Honda 449cc CRF450R
330	1960	BSA 646cc BSA A10 Golden Flash	312	1928	Indian 750cc Scout 'Police Special'
332	c.1961	BSA 500cc 'Gold Star Replica'	311	1940	Indian 1,265cc Model 440 Four
335	1965	BSA 172cc D7 Bantam Super	306	c.1944	Indian 500cc Model 741
440	1965	BSA 650cc A65 Lightning Clubman	393	1972	Kawasaki 750cc H2 Mach IV
313	1939	Cotton-JAP 500cc Special	399	1974	Kawasaki 903cc Z1A
340	1929	Coventry Eagle 249cc	354	1976	Kawasaki Z1000
386	1975	Difazio Ducati 750	400	1976	Kawasaki Z900 'Eddie Lawson Tribute'
415	1961	Ducati 250cc F3 Production Racer	364	1985	Kawasaki GPZ600R
381	1967	Ducati 160cc Monza Junior	366	1989	Kawasaki GPX600R Ninja
387	1970	Ducati 450 R/T Desmo	384	1969	Laverda 750GT
414	1982	Ducati 864cc 900SS	378	1983	Laverda 497cc Project
434	1956	Dürkopp 194cc Diana	411	1999	Laverda 750 Formula
305	1926	Excelsior-JAP 300cc	301	1926	Matchless 250cc Model R
302	1926	Francis-Barnett 147cc Model 4	326	1938	Matchless 982cc Model X
339	1912	Frera 2½hp	427	1953	Matchless 498cc G45 Racing Motorcycle
372	1957	Gilera 175cc Racing Motorcycle	431	1954	Matchless 498cc G9
442	1961	Greeves 246cc 24MCS Moto Cross Special	432	1957	Matchless 348cc G3LS



Lot no.	Year	Model	Lot no.	Year	Model
359	1987	Matchless 494cc G80	397	1976	Suzuki GT250A
318	1902	Minerva 211cc Ladies' Model	398	1976	Suzuki GT750
373	1973	Mondial 125cc Cross Radial MkIII	394	1978	Suzuki GT750
412	c.2000	Mondial 999cc Piega	368	1979	Suzuki GS1000E
342	1926	Moto Guzzi 498cc C2V Racing Motorcycle	396	1979	Suzuki GT380
341	1957	Moto Guzzi 247cc Airone Sport	405	1986	Suzuki GSX-R750 Limited Edition
451	c.1957	Moto Guzzi Cardellino 65	407	1989	Suzuki GSX-R750RR Special Edition
382	1959	Moto Guzzi 73cc Cardellino Lusso	406	1994	Suzuki GSX-R250R SP
385	1973	Moto Guzzi V7 Sport	389		Triton 650cc Café Racer
380	1975	Moto Guzzi V1000/G5	307	c.1923	Triumph 550cc SD
450	c.1978	Moto Guzzi 125cc Co-Uno	333	1953	Triumph 498cc Tiger 100
383	1978	Moto Guzzi 950cc Le Mans	430	1963	Triumph 649cc TR6 SS Trophy
379	1979	Moto Guzzi 850-T3	338	1974	Triumph 490cc TR5T Trophy Trail
376	1967	Moto Morini 49cc Corsarino Racing Motorcycle	336	1977	Triumph 744cc T140 Silver Jubilee Bonneville
413	1976	MV Agusta 789cc 750S America	443	1979	Triumph 744cc T140E Bonneville
317	1928	Neander K500 SS	337	1982	Triumph 744cc TSS
323	1929	New Imperial 350cc	303	1936	Velocette 249cc MOV
331	1954/55	Nor-BSA 350cc Special	374	1978	Villa 350cc Moto-Cross
315	1907	Norton 6hp V-twin	343	1949	Vincent HRD 998cc Series-C Rapide
321	1925	Norton 490cc Model 16H & Swallow Sidecar	345	1950	Vincent 998cc Series-C Rapide
424	1927	Norton 490cc Model 18 Racing Motorcycle Project	346	1950	Vincent 998cc Rapide Trials Motorcycle Combination
423	1948	Norton 350cc Manx Racing Motorcycle	351	1951	Vincent 499cc Comet
425	1953	Norton 348cc Manx Model 40M Project	344	1951	Vincent 499cc Comet
436	1957	Norton Manx-JAP 1,150cc	348	1951	Vincent 998cc Rapide
429	1925	OK-Bradshaw 350cc Sports	347	c.1955	Vincent 998cc 'Black Prince' (see text)
371	1972	OSSA 244cc MAR Trials Motorcycle	435	c.1960	Viscount 1,000cc
377	c.1953	Piaggio Vespa 125cc	419	c.1970	Yamaha 347cc TR2
334	1961	Royal Enfield 248cc Crusader Sports	422	1977	Yamaha TZ250 'Rob North' Racing Motorcycle
388		Saxon-Ducati 350cc Mark III Desmo Racing Motorcycle	421	c.1979	Yamaha TZ750F Racing Motorcycle
319	1924	Scott 498cc Super Squirrel Project	403	1980	Yamaha XT500
328	1929	Scott 498cc Flying Squirrel Tourer	352	1981	Yamaha XT500H
327		Scott 596cc Flying Squirrel	356	1985	Yamaha RD350N
322	1918	Sunbeam 4hp French Military Motorcycle Combination	362	1986	Yamaha XT 350
324	1929	Sunbeam 3½hp Model 5 'Light Solo'	360	1989	Yamaha TDR250
320	1932	Sunbeam 492cc Model 6 Lion	353	c.1990	Yamaha FZR250R EXUP
325	1932	Sunbeam 493cc Model 9	363	1990	Yamaha RD350F2 YPVS
304	1950	Sunbeam 489cc S7	420	1987	Yoshimura Suzuki GSX-R400 Racing Motorcycle
395	1975	Suzuki GT550			





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