

A photograph of a museum gallery filled with vintage motorcycles. In the foreground, a blue and white Morbidelli racing bike is prominently displayed on a stand. Behind it, a white and red Yamaha bike with Michelin branding is visible. Further back, a green and white bike and a dark blue racing bike are also on display. The room has a tiled floor, glass display cases on the right containing trophies, and framed pictures on the left wall.

Bonhams

The Summer Sale | Live & Online

Including The Morbidelli Motorcycle Museum Collection
Collectors' Motorcycles, Spares and Memorabilia

Bicester Heritage | 14 - 16 August 2020



The Summer Sale | Live & Online

Including The Morbidelli Motorcycle Museum Collection
Collectors' Motorcycles, Spares and Memorabilia

Hangar 113, Bicester Heritage, OX26 5HA | Friday 14, Saturday 15 & Sunday 16 August 2020

VIEWING

In light of the current government guidelines and relaxed measures we are delighted to welcome viewing, strictly by appointment. All the lots will be on view at Bicester Heritage in our traditional Hangar 113. We will ensure social distancing measures are in place, with gloves and sanitiser available for clients wishing to view motorcycle history files. Please email: motorcycles@bonhams.com or call +44 (0) 20 8963 2817 to book an appointment.

VIEWING TIMES

Wednesday 12 August
1pm to 5pm

Thursday 13 August
9am to 5pm

Friday 14 August
9am to 5pm

Saturday 15 August
9am to 5pm
(Lots 501-704 only)

LIVE AND ONLINE AUCTION

Please note that whilst viewing is available by appointment, the auction itself will be conducted from a remote saleroom, behind closed doors without public access, in accordance with the current government guidelines.

SALE TIMES

Friday 14 August
Spares & Memorabilia
(Lot 1 - 212) 10am

Saturday 15 August
Motorcycles
(Lot 301 - 462) 10am

Sunday 16 August
Motorcycles (Morbidelli)
(Lot 501 - 704) 10am

SALE NUMBER

26111

CATALOGUE

£30.00 + p&p

BIDS ENQUIRIES INCLUDING VIEW AND SALE DAYS

+44 (0) 330 3310778
bids@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 6pm the day before the relevant auction section start time to register for this service.

Please note that absentee bids should be submitted no later than 6pm the day before the relevant auction section start time. Please email bids@bonhams.com or to bid via the internet please visit www.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 in addition to Online Bidding.

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

Bonhams will accept no more than £3,000 in cash from any purchaser.

MOTORCYCLE ENQUIRIES ON VIEW AND SALE DAYS

+44 (0) 330 3310779

ENQUIRIES

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Motorcycle Administrator

Kristi Lavis
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MOTORCYCLE CONDITION WALK AROUND VIDEOS

We will endeavor to publish a video of each motorcycle in the lead up to the auction. Links to available videos will be displayed under 'Saleroom notices' to each lot description. Visit bonhams.com/26111


CUSTOMER SERVICES

Monday to Friday 8:30am - 6pm
+44 (0) 20 7447 7447

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

Please see back of catalogue for important notice to bidders

IMPORTANT INFORMATION

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

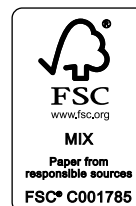
REGISTRATION IMPORTANT NOTICE

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

To bid live online and / or leave internet bids please go to www.bonhams.com/auctions/26111 and click on the Register to bid link at the top left of the page.

Bonhams 1793 Limited
Registered No. 4326560
Registered Office: Montpellier 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 1-212) 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 301-704) the Buyer's Premium will be 15% on the first £500,000 of the Hammer Price of each Lot, and 12% on the balance thereafter.

Buyers' attention is drawn to Condition 7 of the Notice to Bidders. VAT at the standard rate is payable on the Premium by all Buyers, unless otherwise stated.

Damage

Any viewer who damages a Lot will be held liable for all damage caused and shall reimburse Bonhams or its agents for all costs and expenses relating to rectification of such damage.

NOVA (Notification of Vehicle Arrivals)

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

EU Imports

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

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

Non-EU Imports

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

Methods of Payment

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

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

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

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

Bonhams preferred payment method is by bank transfer.

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

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

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

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

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

Payment by telephone may also be accepted up to £5,000, subject to appropriate verification procedures. If the amount payable by you for Lots exceeds that sum, the balance must be paid by other means.

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.

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

VMCC Statement of Search/Dating Certificates

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

Guide for Buyers

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 if attending the view period.

Should you be unable to attend the viewing period but still wish to bid, you can either leave an absentee, telephone bid, or bid online. The relevant 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 6pm the day before the relevant auction section start time to register for this service.

In order for the above forms to be accepted they have to be completed with buyer's details, lot number(s), signed, and emailed to us no later than 6pm the day before the relevant auction section start time

How fast will the auctioneer go?

The auctioneer will aim to sell +/- 40 lots of automobilia per hour and circa 25 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. If the amount payable by you for Lots exceeds that sum, the balance must be paid by other means. 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 1-215) 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 301-704) 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 16 August. Limited collection is available until 11am Monday 17 August, by appointment only. Purchasers must advise Bonhams Motorcycle Department via email no later than 7pm Sunday 16 August. Please email motorcycles@bonhams.com with your collection or transport instructions as soon as possible following your successful bid. Failure to instruct Bonhams by the given time will result in your vehicle being uplifted to store at your expense.

Can someone deliver the motorcycle for me?

Bonhams do not transport vehicles.

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

Are there any warranties offered with the motorcycles?

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

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

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

Can I view the files that accompany the vehicles?

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

Motorcycle Frame and Engine Numbers

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

Keys and Documents

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

Important V5/V5C Information

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

Vehicle Tax Disc

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

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

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

Your contacts for this sale

Motorcycle Specialists

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ben.walker@bonhams.com

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bill.to@bonhams.com

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Motorcycle Administrator

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subscriptions@bonhams.com

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press@bonhams.com

Motorcycle Transporters

Straight Eight Logistics
+44 (0) 20 3540 4929
transport@straighteightlogistics.com
www.straighteightlogistics.com

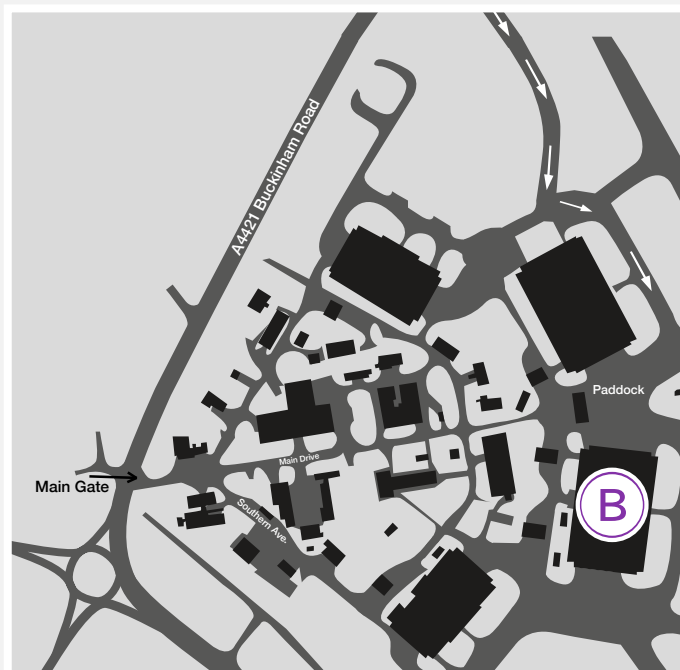
Moving Motorcycles
+44 (0) 1933 448 555
transport@movingmotorcycles.co.uk
www.movingmotorcycles.co.uk

Chas Mortimer Ltd
+44 (0) 1233 633623
enquiries@chasmortimer.co.uk

Memorabilia and Spares Shipping

Alban Shipping
+44 (0) 1582 493 099
enquiries@albanshipping.co.uk
www.albanshipping.co.uk

Where to find us at Bicester Heritage



Directions to Bicester Heritage

By road

We are circa 4 miles from either junction 9 or 10 of the M40, 15 miles south west of Silverstone and around 60 miles from Central London. Head for post code OX26 5HA.

By rail

We are less than one mile from Bicester North Station, and two from Bicester Village Station (previously known as Bicester Town). Approximate journey times are 45 – 60 minutes from London Marylebone, 15 minutes from Oxford.

Please follow the Bonhams signs to enter Bicester Heritage via the Main Gate off Buckingham Road (A4421).

Access to the auction is via the Main Gate entrance

Hangar 113
Bicester Heritage
Buckingham Road, Bicester
Oxfordshire OX26 5HA

Collections

Motorcycle Spares and Memorabilia

All purchased lots must be cleared from the sale venue by midday Monday 17 August 2020.

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

Bonhams Motorcycles

The Guard House
Bicester Heritage
Oxfordshire, OX26 5HA

To arrange collection please contact the Motorcycle Department +44 (0) 20 8963 2817 or motorcycles@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 memorabilia & spares shipping enquiries please contact Alban Shipping quoting your client, sale & lot number to discuss your shipping requirements Tel: +44 (0) 1582 493099
email: enquiries@albanshipping.co.uk

Please note Bonhams do not provide shipping, nor 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 midday Monday 17 August 2020. Purchasers must advise Bonhams Motorcycle Department via email no later than 7pm Sunday 16 August with their instructions.

Please email motorcycles@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

Eling Warf
Southampton
Hampshire
SO40 4TE
+44 (0) 20 3540 4929
transport@straighteightlogistics.com
www.straighteightlogistics.com

Purchases can only be released to buyers or any third party transporter (other than Straight Eight Logistics) once full settlement (inclusive of all charges) of all invoices issued to the buyer is received in cleared funds.

Purchasers must email motorcycles@bonhams.com no later than 7pm Sunday 16 August 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).

SPARES AND MEMORABILIA - DAY 1

Friday 14 August 2020 at 10,00

Lots 1 - 212 | Lot Numbers 1 - 149 are offered from

The **morbidelli** Motorcycle Museum Collection

Further images of each lot can be found at
www.bonhams.com/26111



IMP. G. ELLEAUME - 10, Rue de Buci - PARIS

“CYCLES”

“MOTOS”

COURBEVOIE
Seine

“TRICARS.”

“G”



THOR

RIFFON"



18

1 ♦♦

AN INCOMPLETE RUN OF MOTOCICLISMO FROM 1922 - 2014

some bound volumes, all in varying conditions, close inspection advised.

(Qty)

£600 - 800

€690 - 920

2 ♦♦

A LARGE QUANTITY OF BOOKS

including volumes 1-8 of La Becane, volumes of In Moto 1987 - 1994, volumes of Due Ruote numbered I - VIII, volumes of enciclopedia della Moto numbered 1-11, four volumes of Moto Legende 1991-1994 and three volumes of Moto & Moto, all in varying condition, close inspection advised.

(Qty)

£250 - 350

€290 - 400

3 ♦♦

A LARGE QUANTITY OF BOOKS

some inscribed personally to Giancarlo Morbidelli, mixed Italian and English texts, all in varying conditions, close inspection advised.

(Qty)

£300 - 400

€340 - 460

4 ♦♦

A LARGE QUANTITY OF BOOKS

some inscribed personally to Giancarlo Morbidelli, mixed Italian and English texts, all in varying conditions, close inspection advised.

(Qty)

£300 - 400

€340 - 460

5 ♦♦

A LARGE QUANTITY OF LEGEND BIKE MAGAZINES

together with bound volumes of Moto Technica from 1988 - 1995, all in varying conditions, close inspection advised.

(Qty)

£250 - 350

€290 - 400

6 ♦♦

A LARGE QUANTITY OF TECHNICAL INFORMATION

relating to Benelli 250/350 4 cylinder replica racing motorcycles, including extensive technical drawings some original some copies, photographs, slides, invoices, technical and engineering specifications, close inspection advised.

(Qty)

£800 - 1,200

€920 - 1,400

7 ♦♦

A LARGE QUANTITY OF MOTORCYCLE RELATED BOOKS

mixed Italian and English texts, all in varying conditions, close inspection advised.

(Qty)

£250 - 350

€290 - 400

8 ♦♦

A LARGE QUANTITY OF MOTORCYCLE RELATED BOOKS

including bound copies of Mille Ruote, mixed Italian and English texts, all in varying conditions, close inspection advised.

(Qty)

£250 - 350

€290 - 400

9 ♦♦

A LARGE QUANTITY OF VERY INTERESTING AND HISTORIC MORBIDELLI LITERATURE

including many technical drawings, specifications and correspondence relating to many aspects of production and racing operations, close inspection advised.

(Qty)

£400 - 600

€460 - 690

10 ♦♦

A QUANTITY OF ASSORTED LITERATURE

including photocopy magazine articles, petrol tank transfers, various copy prints for Moto Guzzi, Aermacchi, Ducati, Gilera and assorted marques, close inspection advised.

(Qty)

£250 - 350

€290 - 400

11 ♦♦

A QUANTITY OF BOOKS

Ferrari 40, Piloti, che gente Enzo Ferrari, Le Automobili Classiche 1916 - 1939, Gilera Quattro, F40 Da Corsa, Un Anno Di Sport 1991-1992 and many others, close inspection advised.

(Qty)

£250 - 350

€290 - 400

12

A MOTO PARILLA OHC ENGINE AND GEARBOX CUTAWAY

sectioned throughout, mounted on a rotating base, close inspection advised.

£400 - 600

€460 - 690

13

A PIAGGIO CUTAWAY ENGINE

sectioned throughout, mounted on an elevated stand, close inspection advised.

£300 - 500

€340 - 570

14

A FB MINARELLI CUTAWAY ENGINE

sectioned throughout, engine number 3P*11789, mounted on elevated rotating base, close inspection advised.

£250 - 350

€290 - 400

15

A BELIEVED MINERALLI CUTAWAY ENGINE

sectioned throughout, clamped to a display section of frame, mounted on elevated and rotating base, close inspection advised.

£250 - 350

€290 - 400

16

A DISPLAY CRANKSHAFT ASSEMBLY

with conrods and pistons attached, mounted on base, believed to be for an unidentified V6 engine, stamped B.S.A 83, close inspection advised.

£250 - 350

€290 - 400

17

A COLLECTION OF MOTORCYCLE MODELS

including a Moto Guzzi V8 with fairing (detached), Yamaha TZ500, Ducati 750SS and others, close inspection advised.

(Qty)

£250 - 350

€290 - 400



19

18 ♦

A COLLECTION OF FERGUS ANDERSON TROPHIES AND MEMORABILIA

including the 1949 Barcelona, Milan Grand Prix, 1953 Hockenheim 350cc winner, 1952 Lightweight TT 1st place trophy; 1953 Netherlands TT 2nd place 250cc; 1952 Portugal Grand Prix 250cc; 1954 Assen TT Grand Prix winners trophy 350cc together with others; BMW helmet and gloves, a variety of MFG photographs with hand written index, all in varying conditions, close inspection advised.

(Qty)

£2,000 - 4,000

€2,300 - 4,600

19 ♦

A BRONZE AND MARBLE TROPHY ENTITLED 'TROFEO MUCCIARELLI'

awarded for the Roman Championship Final 1953, depicting a helmeted figure atop a stylist motorcycle, measuring 35cm x 36cm x 17cm.

£400 - 600

€460 - 690

20 ♦

A BRONZE AND MARBLE TROPHY ENTITLED 'TROFEO DELLA REGLARITA FMI'

depicting a centaur figure holding a winged head and motorcycle figures around base; measuring 65cm x 25cm x 31cm, some damage to marble with split base, engraved with various dates between 1950 - 1959, close inspection advised.

£800 - 1,200

€920 - 1,400



20



21

21 ♦

A LARGE COLLECTION OF TROPHIES, MEMORABILIA AND PHOTOGRAPHS PERTAINING TO SERAFINI

together with a Herbert Johnson helmet, including X Grand Prix of penrhin Barcelona, Gran Premio Di Siracusa, Coppa Raimond lanza Di Trabia for first place Giro Delle Calabrie 1949, Targio Floria 1949, 1st place Grande Criterium 1948, Coppa Della Toscana 1950 together with other trophies and commemorative items and a collection of photographs, close inspection advised.

(Qty)
£3,000 - 4,000
€3,400 - 4,600

22

A LARGE QUANTITY OF PADDOCK PASSES AND PENNANTS

close inspection advised.

(Qty)
£250 - 350
€290 - 400

23

TWO AGIP FABRIC BANNERS

in seemingly good condition, close inspection advised.

(2)
£300 - 400
€340 - 460

24

A LARGE QUANTITY OF ASSORTED PHOTOGRAPHS

various sizes and conditions, MFG, together with two mounted and framed technical prints and other reproduction advertisement signs, close inspection advised.

(Qty)
£250 - 350
€290 - 400

25

A COLLECTION OF ORIGINAL BENELLI FACTORY PHOTOGRAPHS

close inspection advised.

(Qty)
£400 - 600
€460 - 690

26

A QUANTITY OF TECHINCAL DRAWINGS

relating to Benelli 250 four, Ducati Cucciolo, Laverda Bialbero, Morbidelli Grand Prix machines and others, all in varying condition, close inspection advised.

(Qty)
£500 - 700
€570 - 800

27

A BELIEVED ORIGINAL BENELLI FACTORY DRAWING

for a 4.T 500cc Motocarro unificato-portata Q.LI.10, MFG, 84cm x 202cm, some foxing throughout with tear damage to upper left quarter, close inspection advised.

£500 - 700
€570 - 800

28 ♦♦

A MOUNTED AND FRAMED ADVERTISING POSTER

for Columbia Chainless bicycles, Pope MFG Co Hartford Conn, 226cm x 104cm, showing folds and light signs of aging, close inspection advised.

£3,000 - 5,000
€3,400 - 5,700

29 ♦♦

A LARGE PREMIER CYCLES ADVERTISING POSTER

measuring 100cm x 140cm, mounted and framed, displaying folds and small areas of damage, close inspection advised.

£1,000 - 1,500
€1,100 - 1,700

30 ♦♦

AN ADVERTISING POSTER FOR GRIFFON CYCLES, MOTORS AND TRICARS

framed and mounted, 121cm x 82cm, displaying previous folds, signs of aging and discoloration, close inspection advised.

£300 - 400
€340 - 460

31 ♦♦

A LARGE CLEMENT ADVERTISING POSTER

measuring 94cm x 130cm, mounted and framed, displaying folds and small areas of damage and signs of aging, close inspection advised.

£800 - 1,200
€920 - 1,400

32

FOUR MOTO STORICHE IN GRAND PRIX ADVERTISING POSTERS

MFG, in varying sizes, close inspection advised.

(4)
£250 - 350
€290 - 400

33

TWO MOTO STORICHE IN GRAND PRIX ADVERTISING POSTERS

together with two other motorcycle related posters, MFG, varying sizes, close inspection advised.

(4)
£250 - 350
€290 - 400

34

FIVE ASSORTED MOTORCYCLE RELATED POSTERS

in varying condition and sizes, close inspection advised.

(5)
£250 - 350
€290 - 400



28

35
**FIVE ASSORTED MOTORCYCLE
RELATED POSTERS**

in varying condition and sizes, close inspection
advised.

(5)
£250 - 350
€290 - 400

36
**FOUR ASSORTED MOTORCYCLE
RELATED POSTERS**

in varying condition and sizes, close inspection
advised.

(4)
£250 - 350
€290 - 400

37
FOUR DUCATI POSTERS

in varying condition and sizes, close inspection
advised.

(4)
£250 - 350
€290 - 400



29

38 ♦
**A LODGE SPARK PLUG
ADVERTISING POSTER**

depicting John Surtess on the MV Agusta
500cc 1956, MF 81cm x 38cm, together with
a Laverda advertising poster MFG 70cm x
99cm with foxing throughout the corners and a
Pistone Borgo advertising poster, MFG, 101cm x
71cm, displaying signs of age throughout, close
inspection advised.

(3)
£300 - 400
€340 - 460

39
**A QUANTITY OF REPRODUCTION
ADVERTISING IMAGES**

various sizes and condition, close inspection
advised.

(Qty)
£250 - 350
€290 - 400

40 ♦
**AN OIL ON CANVAS DEPICTING
TAZIO NUVOLARI BY BALDELLI**

measuring 70cm x 89cm, together with various
other framed and glazed images, various
conditions, close inspection advised.

(Qty)
£250 - 350
€290 - 400

41 ♦♦
**A LARGE OIL ON CANVAS PAINTING
BY BALDELLI**

believed to depict Kel Carruthers on a Benelli
in c.1969, 251cm x 110cm, together with a
Benelli glazed poster with damage and a Benelli
factory advertisement mounted on board, close
inspection advised.

(3)
£400 - 600
€460 - 690



30



31

42
**A PHOTOGRAPHIC PORTRAIT
OF MASETTI UMBERTO**

inscribed front and back, framed, showing some
damage, together with two MFG photographs
and five associated trophies, one of which
relates to the 500cc Grand Prix of Pal 1951, all
in varying condition, close inspection advised.
(Qty)

£300 - 500
€340 - 570

43
A PIT BOARD SIGN

believed to have been used by the Morbidelli
racing team with numbers, together with a
signal board, close inspection advised.

(2)
£250 - 350
€290 - 400

44
**A LARGE QUANTITY OF
ASSORTED POSTERS**

various sizes and condition, close inspection
advised.

(Qty)
£250 - 350
€290 - 400



46

45 ♦♦

A QUANTITY OF FRAMED PRINTS AND PHOTOGRAPHS

MFG, in various sizes, together with Petrolino oil can and a reproduction Ariel spares set tin, close inspection advised.

(Qty)

£250 - 350
€290 - 400

46

A LAMBRETTA DOUBLE SIDED ENAMELLED SIGN

measuring 90cm x 72cm, slight loss too enamel, close inspection advised.

£300 - 400
€340 - 460

47

A QUANTITY OF PROPRIETARY ADVERTISING SIGNS

varies sizes, most reproduction, close inspection advised.

(Qty)

£250 - 350
€290 - 400

48

A SET OF FIELDSHEER RACING MOTORCYCLE LEATHERS

With 'Luthi', Lucky Strike, Honda, Fieldsheer and Arai logos stitched throughout, close inspection advised.

£600 - 1,000
€690 - 1,100

49

A SET OF VALLESE RACING MOTORCYCLE LEATHERS

size unknown, with Coronas, Honda, Vallese, Elf, Dunlop, United Colours of Benetton logos stitched throughout, close inspection advised.

£500 - 700
€570 - 800

50

A SET OF RACING MOTORCYCLE LEATHERS

with Morbidelli, Coimal, Champion and Gaman logos stitched throughout, close inspection advised.

£400 - 600
€460 - 690

51

A SET OF DAINESE RACING MOTORCYCLE LEATHERS

with Michelin, Alpine Stars, Spidi, Pileri Corse, Zaccaria, Dainese, AGV, Azeta Lubricating Systems, Casoli logos stitched throughout, close inspection advised.

£400 - 600
€460 - 690

52

A QUANTITY OF CARBURETTORS

and associated parts, including Dellorto Phm41D, condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350
€290 - 400

53

A BELIEVED DELLORTO CARBURETTOR

with float chamber, mounted on base, close inspection advised.

£250 - 350
€290 - 400

54

A QUANTITY OF CARBURETTORS AND RELATED PARTS

including slides, bodies, float chambers, air cleaners; condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350
€290 - 400

55

A QUANTITY OF CARBURETTORS AND RELATED PARTS

condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350
€290 - 400

56

A QUANTITY OF CARBURETTORS, PISTONS AND RELATED PARTS

condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350
€290 - 400

57

FOUR USED ELECTRON CARBURETTORS

together with a quantity of motorcycle themed crockery and a large number model cars and other items, close inspection advised.

(Qty)

£250 - 350
€290 - 400

58

A BELIEVED MOSER ENGINE

engine number 21 871, mounted on base, condition and completeness unknown, close inspection advised.

£250 - 350
€290 - 400

59

A BELIEVED DKW TWO-STROKE ENGINE WITH TRANSMISSION

engine number 317053 59, mounted on base, condition and completeness unknown, close inspection advised.

£250 - 350
€290 - 400

60

A VILLIERS MK VIIIA TWO-STROKE ENGINE

engine number X2013, with flywheel mounted on base; together with an unidentified two-stroke engine, engine number 63908, condition and completeness, close inspection advised.

(2)

£250 - 350
€290 - 400

61

A NSU TWO-STROKE ENGINE AND NSU GEARBOX

engine number 152790, some damage to front engine crankcase mounting, together with a NSU gearbox numbered 19930, fitted with a carburettor and clutch, mounted on base, condition and completeness unknown, close inspection advised.

(2)

£250 - 350
€290 - 400

- 62
A MOLARONI TWO-STROKE ENGINE
engine number C-180, together with carburettor, Magneti Marelli magneto and flywheel attached, mounted on a wooden plinth, condition and completeness unknown, close inspection advised.
£250 - 350
€290 - 400
- 63
A LAVERDA ENGINE/GEARBOX UNIT
engine number *552842* S, with DellOrto carburettor attached, condition and completeness unknown, close inspection advised.
£250 - 350
€290 - 400
- 64
A LAVERDA ENGINE/GEARBOX UNIT
engine number *543455* S, with DellOrto carburettor attached, condition and completeness unknown, close inspection advised.
£250 - 350
€290 - 400
- 65
A MOTO PARILLA 175CC ENGINE AND GEARBOX UNIT
engine number 405281, fitted with carburettor and mounted on base, condition and completeness unknown, close inspection advised.
£400 - 600
€460 - 690
- 66
A MOTO MORINI P/4 ENGINE AND GEARBOX UNIT
fitted with a carburettor, mounted on base, condition and completeness unknown, close inspection advised.
£250 - 350
€290 - 400
- 67
A BENELLI TWO-STROKE ENGINE
engine number N00106, mounted on base, inscribed 'Sesto Motore Costruito 1920', close inspection advised.
£300 - 400
€340 - 460
- 68 ♦
A BENELLI FOUR-STROKE OHC ENGINE
engine number 25-6510 and N4612, fitted with magneto and carburettor, mounted on base, condition and completeness unknown, close inspection advised.
£800 - 1,200
€920 - 1,400
- 69 ♦
A BENELLI OHC ENGINE
engine number *L2266N*, mounted on base, condition and completeness unknown, close inspection advised.
£300 - 400
€340 - 460
- 70 ♦
A BENELLI DOHC ENGINE AND GEARBOX
unnumbered, fitted with primary chaincase, carburettor and magneto, mounted on base, together with a quantity of assorted parts believed to possibly relate to engine and gearbox unit, condition and completeness, close inspection advised.
(Qty)
£2,000 - 3,000
€2,300 - 3,400
- 71 ♦
A MONDIAL ENGINE
engine number *L11421* together with a Ducati engine, numbered 7137, condition and completeness unknown, close inspection advised.
(2)
£250 - 350
€290 - 400
- 72 ♦♦
A ROTAX V-TWIN WATER COOLED ENGINE BELIEVED GRAND PRIX TYPE
engine number 9016, fitted with carburettors, condition and completeness unknown, close inspection advised.
£1,000 - 2,000
€1,100 - 2,300
- 73 ♦
AN UNIDENTIFIED FOUR-STROKE ENGINE
engine number LW565, fitted with a ML Magneto, mounted on base, condition and completeness, close inspection advised.
£250 - 350
€290 - 400
- 74
AN UNIDENTIFIED MOTORCYCLE ENGINE/GEARBOX UNIT
engine number *01820*, with dellorto carburettor attached, condition and completeness unknown, close inspection advised.
£250 - 350
€290 - 400
- 75 ♦
AN UNIDENTIFIED TWO-STROKE ENGINE
engine number *21381S*, mounted on base, condition and completeness unknown, close inspection advised.
£250 - 350
€290 - 400
- 76 ♦
AN UNIDENTIFIED FOUR-STROKE OHC ENGINE
engine number B279, with carburettor and flywheel attached, mounted on base, condition and completeness unknown, close inspection advised.
£400 - 600
€460 - 690
- 77
THREE CLIP ON MOTORCYCLE ENGINES
including Alpino numbered 6632, Ducati Cucciolo numbered 3477 and Alpino unnumbered together with two water cooled cylinder barrels, a trophy and other sundry parts, close inspection advised.
(Qty)
£250 - 350
€290 - 400
- 78
A MOTOMIC CLIP-ON MOTORCYCLE ENGINE
fitted with a carburettor and exhaust system, engine number 12D*70512*, mounted on base, condition and completeness unknown, close inspection advised.
£250 - 350
€290 - 400
- 79
A LOHMANN TWO-STROKE CLIP-ON BICYCLE ENGINE
engine number 033859, with display sections of bicycle attached, together with petrol and tank and sundry items, together with a TPS2 stroke engine/gearbox unit, numbered 1332, fitted with clutch and twin carburettors, mounted on base, condition and completeness unknown, close inspection advised.
£250 - 350
€290 - 400
- 80
A MOTOMIC CLIP-ON MOTORCYCLE ENGINE
fitted with a carburettor and exhaust system, engine number 12-2 1486, mounted on base, condition and completeness unknown, close inspection advised.
£250 - 350
€290 - 400
- 81
A MOTOMIC CLIP-ON MOTORCYCLE ENGINE
fitted with a carburettor and exhaust system, engine number L*263565*, mounted on base, condition and completeness unknown, close inspection advised.
£250 - 350
€290 - 400
- 82
A MOTOMIC CLIP-ON MOTORCYCLE ENGINE
fitted with a carburettor and exhaust system, engine number 6S*5893*, mounted on base, condition and completeness unknown, close inspection advised.
£250 - 350
€290 - 400
- 83
A DUCATI CUCCILO CLIP-ON ENGINE
engine number 301165, mounted on base, fitted with a carburettor and exhaust, condition and completeness unknown, close inspection advised.
£300 - 400
€340 - 460

84
A DUCATI CUCCIOLO CLIP-ON ENGINE
 engine number 28598, mounted on base, fitted with a carburettor and exhaust, condition and completeness unknown, close inspection advised.
£300 - 400
€340 - 460

85
A MOTO GARRELLI MOSQUITO CLIP-ON ENGINE
 engine number 38/B, mounted on base, fitted with a carburettor and exhaust, condition and completeness unknown, close inspection advised.
£250 - 350
€290 - 400

86
A DUCATI CUCCIOLO CLIP-ON ENGINE
 engine number 301165, mounted on base, fitted with a carburettor and exhaust, condition and completeness unknown, close inspection advised.
£300 - 400
€340 - 460

87
A QUANTITY OF ENGINE COMPONENTS
 including Rotax, believed Motobi and others, condition and completeness unknown, close inspection advised.
 (Qty)
£250 - 350
€290 - 400

88
AN UNIDENTIFIED CYLINDER HEAD AND BARREL
 featuring overhead rotary valve inlet and exhaust, condition and completeness unknown, close inspection advised.
£250 - 350
€290 - 400

89
ASSORTED MOTORCYCLE COMPONENTS
 including a believed Vintage/Veteran two speed gearbox with associated parts, together with a pair of new timing covers and sundry parts.
 (Qty)
£250 - 350
€290 - 400

90
AN UNIDENTIFIED SELECTION OF ENGINE COMPONENTS
 including a crankshaft, bevel drive gears, conrod and sundry parts, close inspection advised.
 (Qty)
£250 - 350
€290 - 400

91
AN UNIDENTIFIED SELECTION OF ENGINE COMPONENTS
 including a crankshaft, five camshafts, part gear cluster, conrod and sundry parts, close inspection advised.
 (Qty)
£250 - 350
€290 - 400

92 ♦♦
A QUANTITY OF WOODEN CASTING PATTERNS
 believed for a Benelli DOHC racing motorcycle engine, close inspection advised.
 (Qty)
£300 - 400
€340 - 460

93 ♦
A MORBIDELLI FOUR-CYLINDER CRANKCASE ASSEMBLY
 engine number 955M, together with a quantity of believed related parts, condition and completeness unknown, close inspection advised.
 QTY
£400 - 600
€460 - 690

94 ♦
A QUANTITY OF UNFINISHED CASTINGS
 some believed relating to Benelli, close inspection advised.
 (Qty)
£250 - 350
€290 - 400

95
A TRIUMPH CRANKCASE ASSEMBLY
 engine number 100213 IGH, together with an NSU gearbox numbered 19593, condition and completeness unknown, close inspection advised.
 (2)
£250 - 350
€290 - 400

96
A LARGE QUANTITY OF PISTONS
 some believed new, together with a quantity of unused gearbox components and brake pads, close inspection advised.
 (Qty)
£300 - 400
€340 - 460

97 ♦
AN AUTOJUMBLERS LOT
 of mainly engine components, including pistons, spark plugs, castings, Motobi twin castings, Laverda engine and gearbox unit numbered *5795*S* and other sundry items, close inspection advised.
 (Qty)
£300 - 400
€340 - 460

98
A BELIEVED MONDIAL 125 BIALBERO CORSE GEAR CLUSTER
 and shafts, together with an oil tank and sundry parts.
 (Qty)
£250 - 350
€290 - 400

99
AN ASSORTMENT OF GEARS AND SHAFTS
 within a wooden chest adorned with a sticker 'Morbideilli Racing', condition and completeness unknown, close inspection advised.
 (Qty)
£250 - 350
€290 - 400

100
A LUCAS COMPETITION MAGNETO
 numbered NC1 569 42438A, condition and completeness unknown, close inspection advised.
£250 - 350
€290 - 400

101
A BTH TT MAGNETO
 numbered KD1 SS6 OE78431, condition and completeness unknown, close inspection advised.
£250 - 350
€290 - 400

102
TWO KIEKHAEFER MODEL 4D MAGNETOS
 numbered 0263 together with a twin cylinder head, condition and completeness unknown, close inspection advised.
 (3)
£250 - 350
€290 - 400

103
A QUANTITY OF IGNITION COMPONENTS
 including a BTH magneto, a Magneti Marelli magneto, a Bosch magneto and two Devil magnetos together with sundry other parts, close inspection advised.
 (Qty)
£250 - 350
€290 - 400

104
A QUANTITY OF SIKO BELIEVED DISTANCE METERS
 German made, condition and completeness unknown, close inspection advised.
 (7)
£250 - 350
€290 - 400

105
AN ASSORTMENT OF VEHICLE INSTRUMENTS
 including a Smiths 140kph numbered S433/5/L, Veglia 240kph, Smiths RSM3003/13A speedometer, a believed Smiths tachometer numbered 80RC2652/N and a Smiths 0-1,200 tachometer, condition and completeness unknown, close inspection advised.

(7)
£250 - 350
£290 - 400

106
AN ASSORTMENT OF VEHICLE INSTRUMENTS
 including a Kawasaki tachometer, two GFR tachometers and two 200kph speedometers, condition and completeness unknown, close inspection advised.

(Qty)
£250 - 350
£290 - 400

107
A QUANTITY OF VEHICLE INSTRUMENTS
 including a pair of CEV 0-10,000 tachometers with 0-240kph speedometer, a CEV 0-10,000 tachometer and a CEV 0-200mph speedometer, a Lamborghini instrument and others, condition and completeness unknown, close inspection advised.

(Qty)
£250 - 350
£290 - 400

108
TWO SPRUNG SINGLE SADDLES
 together with a racing seat unit, close inspection advised.

(3)
£250 - 350
£290 - 400

109
A QUANTITY OF SADDLES AND VINTAGE ERA TOOLBOXES AND ASSOCIATED PARTS
 condition and completeness unknown, close inspection advised.

(Qty)
£250 - 350
£290 - 400

110
A QUANTITY OF SINGLE SADDLES
 including rider and pillion types, together with saddle frames and associated parts, condition and completeness unknown, close inspection advised.

(Qty)
£250 - 350
£290 - 400

111 ♦
A LARGE QUANTITY OF DUAL SEATS
 together with seat frames, all in varying condition and sizes, condition and completeness unknown, close inspection advised.

(Qty)
£300 - 400
£340 - 460

112 ♦
A LARGE QUANTITY OF DUAL SEATS
 together with seat frames, all in varying condition and sizes, condition and completeness unknown, close inspection advised.

(Qty)
£250 - 350
£290 - 400

113
A LARGE QUANTITY OF MOTORCYCLE HANDBLEBARS AND LEVERS
 in steel and alloy, in varying condition, close inspection advised.

(Qty)
£250 - 350
£290 - 400

114 ♦
A QUANTITY OF ASSORTED SHOCK ABSORBER UNITS
 condition and completeness unknown, close inspection advised.

(Qty)
£250 - 350
£290 - 400

115 ♦
AN AUTOJUMBLERS LOT
 including assorted lighting equipment, one klaxon-type horn and assorted bicycle parts, close inspection advised.

(Qty)
£250 - 350
£290 - 400

116
A BENELLI ALUMINIUM RACING PETROL TANK
 with cap, condition and completeness unknown, close inspection advised.

£250 - 350
£290 - 400

117
A BENELLI FIBREGLASS RACING PETROL TANK
 condition and completeness unknown, close inspection advised.

£250 - 350
£290 - 400

118
AN ALUMINIUM ALLOY RACING PETROL TANK
 together with an aluminium alloy seat, close inspection advised.

(2)
£300 - 400
£340 - 460

119
AN ALUMINIUM ALLOY PETROL TANK
 close inspection advised.

£250 - 350
£290 - 400

120
A MOTO GUZZI PETROL TANK
 condition and completeness unknown, close inspection advised.

£250 - 350
£290 - 400

121
AN MV AGUSTA PETROL TANK
 condition and completeness unknown, close inspection advised.

£250 - 350
£290 - 400

122 ♦
A QUANTITY OF PETROL TANKS
 including MV Agusta, Benelli, Motobi, Ducati and an unidentified racing alloy tank, all in varying condition, close inspection advised.

(9)
£250 - 350
£290 - 400

123 ♦
A QUANTITY OF PETROL TANKS
 including Benelli, Rumi, Motobi and Gilera, all in varying conditions, close inspection advised.

(8)
£250 - 350
£290 - 400

124
A QUANTITY OF MUDGUARDS
 in varying condition, close inspection advised.

(Qty)
£250 - 350
£290 - 400

125 ♦♦
A LARGE QUANTITY OF MORBIDELLI GRAND PRIX FAIRINGS, BODYWORK AND PETROL TANKS
 together with screens and assorted parts, condition and completeness unknown, close inspection advised.

(Qty)
£400 - 600
£460 - 690

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.

126
AN ASSORTMENT OF FILLER CAPS
in varying condition, close inspection advised.
(Qty)
£250 - 350
€290 - 400

127 ^o
FOUR CAMPAGNOLO WHEELS
together with another wheel, condition and completeness unknown, close inspection advised.
(5)
£250 - 350
€290 - 400

128 ^o
TWO GRIMECA WHEELS
together with a quantity of alloy rims, various sizes and makes, including Borrani, Radaelli and others, condition and completeness unknown, close inspection advised.
(Qty)
£250 - 350
€290 - 400

129
A BELIEVED OLDANI RACING MOTORCYCLE FOUR LEADING FRONT HUB
condition and completeness unknown, close inspection advised.
£500 - 700
€570 - 800

130
A BELIEVED RACING MOTORCYCLE FRONT HUB
with brake plate and spindle, condition and completeness unknown, close inspection advised.
£250 - 350
€290 - 400

131
A BELIEVED RACING MOTORCYCLE FRONT HUB
with brake plate, possibly reproduction, condition and completeness unknown, close inspection advised.
£350 - 450
€400 - 520

132
AN UNIDENTIFIED BELIEVED RACING MOTORCYCLE FRONT HUB
with brake plate and spindle, condition and completeness unknown, close inspection advised.
£250 - 350
€290 - 400

133
AN UNIDENTIFIED BELIEVED RACING MOTORCYCLE FRONT HUB
with brake plate, condition and completeness unknown, close inspection advised.
£250 - 350
€290 - 400

134
AN UNIDENTIFIED BELIEVED RACING MOTORCYCLE FRONT HUB
with brake plate, condition and completeness unknown, close inspection advised.
£250 - 350
€290 - 400

135
AN UNIDENTIFIED BELIEVED RACING MOTORCYCLE FRONT HUB
with brake plate, condition and completeness unknown, close inspection advised.
£250 - 350
€290 - 400

136
AN UNIDENTIFIED BELIEVED RACING MOTORCYCLE FRONT HUB
with twin leading shoe brake plate, brake shoes and spindle, condition and completeness unknown, close inspection advised.
£350 - 450
€400 - 520

137
AN UNIDENTIFIED BELIEVED RACING MOTORCYCLE REAR HUB
condition and completeness unknown, close inspection advised.
£250 - 350
€290 - 400

138
A BELIEVED MV AGUSTA MOTORCYCLE FRONT HUB
with brake plate, inscribed 'MV125 monoalbera corsa', condition and completeness unknown, close inspection advised.
£350 - 450
€400 - 520

139
TWO UNIDENTIFIED MOTORCYCLE FRONT HUBS
one double sided, complete with brake plates and spindles, condition and completeness unknown, close inspection advised.
(2)
£250 - 350
€290 - 400

140
AN UNIDENTIFIED BELIEVED RACING MOTORCYCLE FOUR LEADING SHOE FRONT HUB
possibly reproduction with brake plates and spindle, condition and completeness unknown, close inspection advised.
£700 - 900
€800 - 1,000

141
AN UNIDENTIFIED BELIEVED RACING MOTORCYCLE FOUR LEADING SHOE FRONT HUB
complete with brake plate, possibly reproduction, condition and completeness unknown, close inspection advised.
£400 - 600
€460 - 690

142
AN UNIDENTIFIED BELIEVED RACING MOTORCYCLE TWIN LEADING SHOE REAR HUB
complete with brake plate, possibly reproduction, condition and completeness unknown, close inspection advised.
£300 - 400
€340 - 460

143
AN UNIDENTIFIED BELIEVED RACING MOTORCYCLE TWIN LEADING SHOE REAR HUB
with brake plate and sprocket, possibly reproduction, condition and completeness unknown, close inspection advised.
£300 - 400
€340 - 460

144
A BELIEVED MV AGUSTA MOTORCYCLE REAR HUB
with brake plate, inscribed 'MV125 Spagna Carriga', condition and completeness unknown, close inspection advised.
£350 - 450

146⁰⁰

THREE BELIEVED RACING BRAKE PLATES

together with an MV Agusta casing, close inspection advised.

(4)

£250 - 350

€280 - 390

147⁰⁰

AN UNIDENTIFIED BICYCLE

frame number C361, with dynamo set and front light, close inspection advised.

£250 - 350

€280 - 390

148⁰⁰

AN UNIDENTIFIED LADIES BICYCLE

fitted with front lamp and skirt guard to rear, close inspection advised.

£250 - 350

€280 - 390

149⁰⁰

AN ALAN ALUMINIUM FRAMED BICYCLE

with Campagnolo 12 speed derailleur gear, close inspection advised.

£300 - 500

€330 - 550

FURTHER PROPERTIES

150

THREE LEWIS LEATHER JACKETS

including a Twin Track Bronx No. 44.0 size 42 in red; a Super Monza No. 445 size 42 in black; and another without tags in black, close inspection advised.

(3)

£300 - 500

€330 - 550

151

THREE SCHOTT LEATHER JACKETS

including a size XXL in brown; a Cycle Rider size 36 in black; and a Perfecto size 42 in black, close inspection advised.

(3)

£300 - 500

€330 - 550

152

TWO SETS OF TWO-PIECE LEATHERS

including Highwayman in black (size unknown); Aero Action Fit Sportswear size 44 jacket and size 34 trousers in black, close inspection advised.

(4)

£250 - 350

€280 - 390



153

THREE LEATHER JACKETS

including a Grand Prix Leathers in black, size unknown; an Echt Leder size 48 in black; and a Field Sheer size 44 in black, close inspection advised.

(3)

£150 - 250

€170 - 280

154

SEVEN PAIRS OF MOSTLY BLACK LEATHER RIDERS TROUSERS

including Lewis Leathers size unknown; Hein Gericke Size 54 (five pairs) and one set of size 52 in brown, close inspection advised.

(7)

£100 - 200

€110 - 220

155

TEN PAIRS OF BLACK LEATHER TROUSERS

including Richa size 36 Large; J&S size 36; Dynamic Leathers size 36; Halvarssons Sweden size 54/XL; Stein size 32; and 5 x unknown including size 52 and others, close inspection advised.

(10)

£100 - 200

€110 - 220

156

THREE SETS OF TWO-PIECE LEATHERS

including Furygan size XXL jacket and size 46 trousers; Swift Leathers in grey size unknown; and Richa size 44 jacket and size 36 trousers, close inspection advised.

(6)

£100 - 200

€110 - 220



153



154



155



157

TWO SETS OF ONE-PIECE WOLF LEATHERS

both size 44, close inspection advised.

(2)

£80 - 120

€90 - 130



156

158

THREE SETS OF ONE-PIECE LEATHERS

including Heine Gericke Pro-Sports size 54; RS Performance Protection size 44; Fieldsheer size XL; together with a pair of Gaerne red boots size 47, close inspection advised.

(4)

£100 - 200

€110 - 220



157

159

PREVIOUSLY THE PROPERTY OF JIM REDMAN MBE, A 1963 GENERAL GERMAN AUTOMOBILE ASSOCIATION TROPHY,

inscribed '26 Jnt Adac Eifelrennen 1963 Auf Dem Nurburgring Allianz Versicherungs AG Munchen', 19cm high; together with an X-Speed helmet, signed by various riders, including Jim Redman, Tommy Rob, Ralph Bryans, Luigi Taveri and others, close inspection advised.

(2)

£250 - 350

€280 - 390



159



158



160

160
**STANLEY WOOD'S 1938 SENIOR TT
SILVER REPLICA TROPHY**

depicting the Mercury figure, complete with caduceus, mounted on a black wooden base applied with plaque inscribed '1938 TT Senior Race 2nd Stanley Woods 88.99.mph' awarded to Woods for 2nd place on the Velocette, 27cm high.

£700 - 1,000
€770 - 1,100

161
**AN MV AGUSTA 'MOTO AGENZIA' ENAMEL
SIGN**

single-sided, with rolled edge, riveted mounting holes, 47 x 47cm.

£800 - 1,200
€880 - 1,300

162
A GILERA ENAMEL SIGN

single-sided, with rounded edge, 72 x 48cm.

£400 - 600
€440 - 660



161



162

163
**A HONDA CR110 CRANKSHAFT FOR
DISPLAY**

comprising crankshaft, con rods (one piston attached), remnants of a spectacularly shattered piston and sleeve; valves and spark plug, an ideal piece for display mounting, close inspection advised.

(Qty)
£300 - 400
€330 - 440

164
**A 1926 BROUGH SUPERIOR RANGE
BROCHURE**

together with a 1927 range brochure, both in worn condition and older repairs to the spines, close inspection advised.

(2)
£400 - 600
€440 - 660

165

**A 1938 BROUGH SUPERIOR RANGE
BROCHURE**

in worn condition with 'Alex Thom' dealer sticker to front, gold tooling to black cover; together with a 1939 Brough Superior range brochure and a 1933 instruction booklet, both in worn condition with light foxing throughout, close inspection advised.

(3)
£300 - 400
€330 - 440

166

**A 1939 BROUGH SUPERIOR RANGE
BROCHURE**

in good original condition with light foxing to the front cover, gold tooling to black cover; together with a 1938 road test of the SS100.

(2)
£250 - 350
€280 - 390

167

**A GOOD SELECTION OF SALES
BROCHURES**

comprising BSA, Ariel, Norton, Francis Barnett, Levis, Matchless, Rudge, Triumph, Vincent and others, in varying condition, we're advised by the vendor (a leading Levis collector) that these brochures were used by the Levis factory employees having been collected at various shows, close inspection advised.

(Qty)
£500 - 700
€550 - 770

168

**A SELECTION OF BROUGH SUPERIOR
PERIOD PHOTOGRAPHS AND
CORRESPONDENCE,**

including a signed photo of George Brough (1928) aboard a racing SS100 and associated letter from George Brough to A. Schafer re the image; together with a signed photo of Eric Fernihough (1936) aboard an SS100 at Brooklands and associated letter from Fernihough to Schafer re image, close inspection advised.

(Qty)
£250 - 350
€280 - 390

169

**A BROUGH SUPERIOR 11-50 PETROL
TANK**

numbered 2889, condition and completeness unknown, close inspection advised.

£800 - 1,200
€880 - 1,300

170

**A BELIEVED BROUGH SUPERIOR SS100
TYPE PETROL TANK PROJECT**

dismantled and incomplete, no tank number present, close inspection advised.

£250 - 350
€280 - 390

<p>171 A STEIB 501/502 MUDGUARD believed NOS; of fibreglass construction, close inspection advised £250 - 350 €280 - 390</p>	<p>177 A VINCENT PETROL TANK condition and completeness unknown, close inspection advised. £400 - 600 €440 - 660</p>	<p>185[◊] A QUANTITY OF BELIEVED VINCENT ENGINE COMPONENTS including cams, timing gears and other assorted items, condition and completeness unknown, close inspection advised. (Qty) £400 - 600 €440 - 660</p>
<p>172 A P&H ACETYLENE HEADLAMP together with three rear lamps, a Lucas generator and a Miller generator, condition and completeness unknown, close inspection advised. (Qty) £250 - 350 €280 - 390 To be sold without reserve</p>	<p>178 A SET OF VINCENT COMET CRANKCASES numbered F5AB/2A/2890, close inspection advised. £800 - 1,200 €880 - 1,300</p>	<p>186[◊] AN ASSORTMENT OF BELIEVED VINCENT TRANSMISSION COMPONENTS close inspection advised. (Qty) £250 - 350 €280 - 390</p>
<p>173 A LUCAS KING OF THE ROAD TYPE SS30 HEADLAMP fitted with ammeter, close inspection advised. £250 - 350 €280 - 390</p>	<p>179 A VINCENT CRANKCASE HALF crankcase mating number F78F, together with a timing cover and other assorted components, close inspection advised. (Qty) £500 - 700 €550 - 770</p>	<p>187 A PAIR OF GIRDRAULIC FORK LEGS condition and completeness unknown, close inspection advised. (2) £300 - 500 €330 - 550</p>
<p>173A A VINCENT RAPIDE SERIES-B UPPER FRAME MEMBER numbered R2911; together with an oil tank; tank cap; a set of Vincent Brampton forks (lacking spring) and a tax disc dated 1960, close inspection advised. (5) £2,000 - 3,000 €2,200 - 3,300</p>	<p>180 A VINCENT-HRD DRIVE SIDE CRANKCASE HALF numbered F10AB/1/1792, crankcase mating number R77, close inspection advised. £400 - 800 €440 - 880</p>	<p>188 A PAIR OF GIRDRAULIC FORK LEGS together with an additional right hand leg, condition and completeness unknown, close inspection advised. (3) £300 - 500 €330 - 550</p>
<p>174 A BELIEVED VINCENT UPPER FRAME MEMBER no visible frame number, close inspection advised. £500 - 700 €550 - 770</p>	<p>181 A BELIEVED VINCENT CYLINDER HEAD condition and completeness unknown, close inspection advised. £300 - 400 €330 - 440</p>	<p>189[◊] A QUANTITY OF BELIEVED VINCENT REAR SUSPENSION UNITS condition and completeness unknown, close inspection advised. (Qty) £300 - 400 €330 - 440</p>
<p>175[◊] A VINCENT REAR FRAME MEMBER numbered RC8490, fitted with a rear stand, rear mudguard and suspension units, together with a rear wheel and hub, condition and completeness unknown, close inspection advised. (Qty) £800 - 1,200 €880 - 1,300</p>	<p>182[◊] FOUR BELIEVED VINCENT CYLINDER BARRELS condition and completeness unknown, close inspection advised. (4) £400 - 600 €440 - 660</p>	<p>190[◊] A QUANTITY OF BELIEVED VINCENT HUB AND BRAKE COMPONENTS including brake plates, spoke flanges and other assorted spares, condition and completeness unknown, close inspection advised. (Qty) £350 - 450 €390 - 500</p>
<p>176 A VINCENT REAR FRAME MEMBER numbered RC/1/7377, together with a rear stand, close inspection advised. (2) £600 - 1,000 €660 - 1,100</p>	<p>183[◊] FOUR BELIEVED VINCENT CYLINDER BARRELS together with two cylinder barrel liners, condition and completeness unknown, close inspection advised. (6) £400 - 600 €440 - 660</p>	<p>191[◊] A QUANTITY OF BELIEVED VINCENT COMPONENTS including brake plates; brake drum, clutch components and other assorted spares; condition and completeness unknown, close inspection advised. (Qty) £350 - 450 €390 - 500</p>
	<p>184 TWO BELIEVED VINCENT CYLINDER BARRELS condition and completeness unknown, close inspection advised. (2) £400 - 800 €440 - 880</p>	



195

192⁰
A LARGE ASSORTMENT OF BELIEVED VINCENT SPARES

including rear shock absorbers, two chainguards, footrests and other assorted spares, close inspection advised.

(Qty)

£350 - 450

€390 - 500

193⁰
AN ASSORTMENT OF BELIEVED VINCENT SPARES

close inspection advised.

(Qty)

£300 - 400

€330 - 440

194⁰⁰
A QUANTITY OF VELOCETTE COMPONENTS

including a post-war sprung frame complete with swinging arm and rear wheel; an incomplete and dismantled MAC engine (number 15451); gearbox, oil tank, seat, front brake, Amal carburettor, and assorted other parts, condition and completeness unknown, close inspection advised.

(Qty)

£900 - 1,600

€990 - 1,800



203

195⁰
A VELOCETTE KSS MK2 ENGINE

complete with magneto, engine no. 8364, close inspection advised.

£1,000 - 1,500

€1,100 - 1,700

196⁰
A VELOCETTE KSS MK2 ENGINE
dismantled, engine no. 15451, condition and completeness unknown, close inspection advised.

£500 - 1,000

€550 - 1,100

197⁰
TWO BOXES OF ASSORTED BELIEVED MAINLY VELOCETTE SPARES

including four dynamos and a magneto, condition and completeness unknown, close inspection advised.

(Qty)

£250 - 500

€280 - 550

198⁰
TWO BOXES OF ASSORTED BELIEVED MAINLY VELOCETTE SPARES

including a headlamp shell, primary chaincases, dynamo drive cases, clutches, and a quantity of gearbox components, condition and completeness unknown, close inspection advised.

(Qty)

£250 - 500

€280 - 550

199⁰
A BOX OF ASSORTED MOTORCYCLE SPARES

including alloy mudguards, mudguard stays, gearbox mounting plates, clip-ons c/w control levers, handlebars, etc. Condition and completeness unknown, close inspection advised.

(Qty)

£250 - 500

€280 - 550

200⁰
A COLLECTION OF MOTORCYCLE COMPONENTS

comprising a believed pre-war Velocette KTT oil tank; large-capacity aluminium fuel tank (believed for Velocette); 'Brooklands Can' silencer, swept-back exhaust pipe; and a 'Goldie'-type silencer, condition and completeness unknown, close inspection advised.

(Qty)

£800 - 1,200

€880 - 1,300

201⁰
A VINCENT AMANDA ENGINE

numbered T20AUM/22F/5817, condition and completeness unknown, close inspection advised.

£100 - 200

€110 - 220



204

202[◇]

A PARTIALLY COMPLETE AND DISMANTLED BRITISH ANZANI ENGINE
numbered MC8 441, crankcase mating numbers 410; together with two cylinder barrels and pistons; two conrods; manifold and other small sundry parts; together with Summit crankcases (numbered CCW1483) and four pistons, condition and completeness unknown, close inspection advised.
(Qty)
£600 - 800
€660 - 880

203^{◇◇}

HONDA CR72 ENGINE COMPONENTS
including crankcases numbered CR72 866 with some weld repairs, cylinder head, cylinder barrel, cylinder liners, pistons, gears, oil pump, crankshaft with conrods, sump, clutch parts, and sundry items, it should be noted that the engine number does not appear to be a factory stamping, condition and completeness unknown, close inspection advised.
(Qty)
£4,000 - 6,000
€4,400 - 6,600

204^{◇◇}

HONDA CR77 ENGINE COMPONENTS
including crankcases numbered CR77E-310030 with some weld repairs, cylinder head, cylinder barrel, pistons, gears, 2 oil pumps, crankshaft, conrods, sump, clutch parts, and sundry items, condition and completeness unknown, close inspection advised.
(Qty)
£4,000 - 6,000
€4,400 - 6,600

205[◇]

A NORTON CJ1 (350CC) ENGINE
numbered '1730': bottom-end assembled (cylinder barrel and head included but not fitted); together with a Triumph Sprung Hub Mk2 built into a wheel, condition and completeness unknown, close inspection advised.
£1,000 - 1,500
€1,100 - 1,700

206[◇]

A SELECTION OF EXCELSIOR MANXMAN PARTS
comprising a 350cc engine, number 'CXC117', believed complete but minus cam box and timing gears (cylinder head and barrel are included but not fitted); an Excelsior Albion gearbox case; Manxman oil tank; primary chain case outer cover; primary chain case inner cover (damaged but believed repairable), condition and completeness unknown, close inspection advised.
(Qty)
£1,500 - 2,000
€1,700 - 2,200

207

A PAIR OF AMAL GP1 CARBURETTORS
handed; condition and completeness unknown, close inspection advised.
(2)
£400 - 600
€440 - 660

208

A TRIUMPH FOUR-STUD GEARBOX
numbered 162072; together with a clutch, condition and completeness unknown, close inspection advised.
£250 - 350
€280 - 390

209

A TRIUMPH 4 STUD GEARBOX
numbered 136745, together with a part clutch, condition and completeness unknown, close inspection advised.
£250 - 350
€280 - 390

210

A 1950 LIGHTWEIGHT BURMAN GEARBOX
numbered G79G50 together with a Lucas magneto (numbered 42272A) believed suitable for an AJS/Matchless; two shock absorbers; unknown manufacturer, condition and completeness unknown, close inspection.
(4)
£250 - 350
€280 - 390

210A

A RARE BELIEVED VINTAGE 30S 'BETA' HEADLAMP
6" glass with reflector, condition and completeness unknown, close inspection advised.
£300 - 500
€330 - 550

211[◇]

A QUANTITY OF BELIEVED DOUGLAS COMPONENTS
comprising two cylinder barrels with pistons; a 2 speed gearbox (numbered 5561); and other sundry items, condition and completeness unknown, close inspection advised.
(Qty)
£300 - 400
€330 - 440

212^{◇◇}

AN AUTOJUMBLERS LOT
including four Suzuki fuel tanks and one other, a racing seat unit, a rebuilt wheel with alloy rim, a brake plate, two headlamp units, carburettor and sundry spares, close inspection advised.
(Qty)
£250 - 350
€280 - 390

213 - 300

NO LOTS

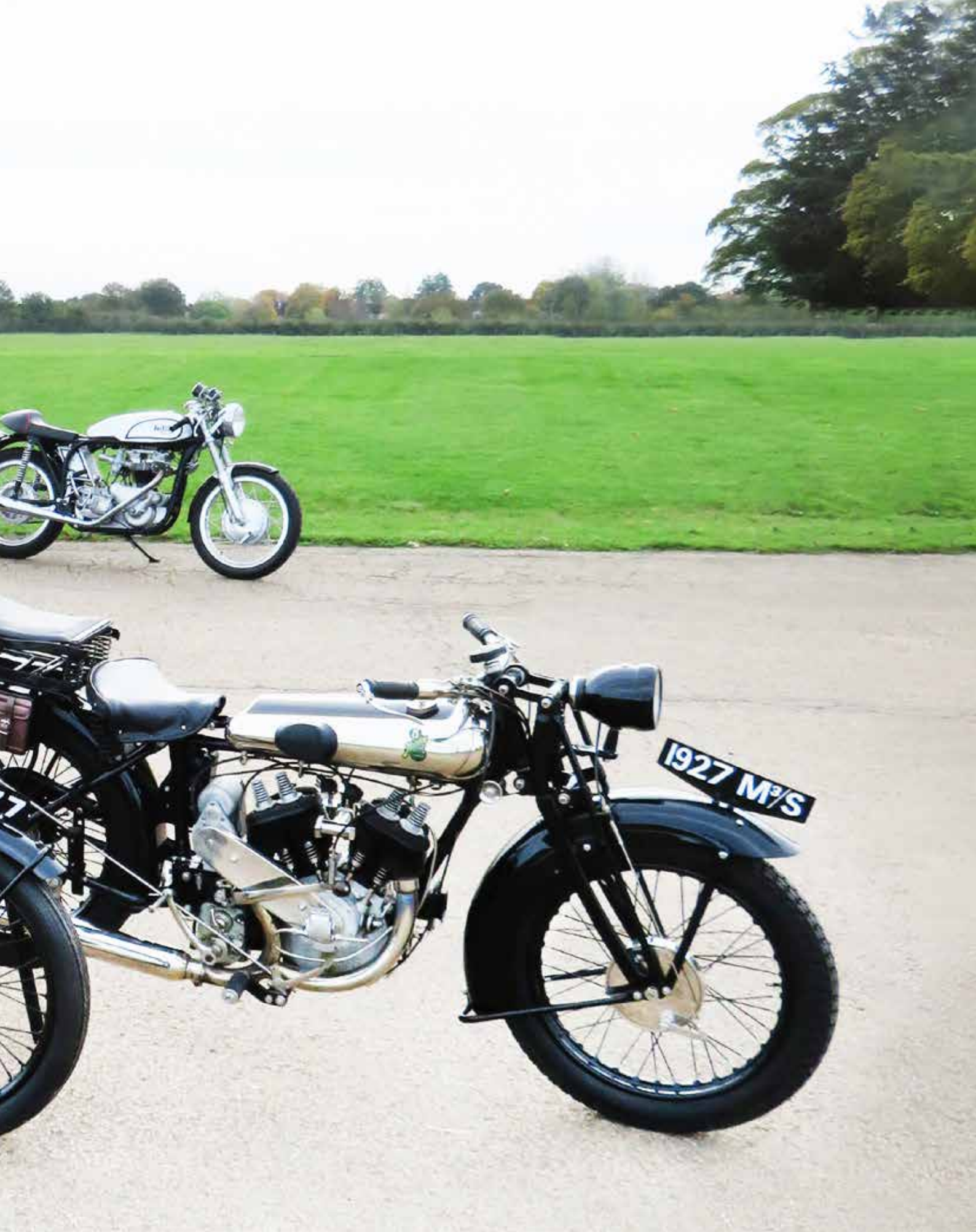
MOTORCYCLES - DAY 2

Collectors' Motorcycles

Saturday 15 August 2020 at 10.00
Lots 301 - 462

Further images of each lot can be found at
www.bonhams.com/26111







301



303



302



304

301

1962 ARIEL 247CC ARROW SUPER SPORTS

Registration no. HVS 179 Frame no. T29141/G Engine no. T29141-G
Ariel's Arrow Super Sports, often referred to as the Golden Arrow, first hit the road in August 1961 and remained in production until May 1965. Mike O'Rourke had ridden a Herman Meier tuned Arrow to an amazing 7th place in the 1960 Lightweight TT against many much more exotic racing machines, maintaining an average speed of 80 mph, so it certainly had potential. Many have speculated that it could and should have been further developed, and not long afterwards the Japanese proved that there was a very real market for 250cc two stroke twins. This matching numbers example was bought by the lady vendor's late brother in law in November 1994. Virtually nothing is known of its history or mechanical state. It is accompanied by a V5C. Prospective bidders should satisfy themselves as to the motorcycle's completeness and mechanical condition.

£1,500 - 2,000

€1,700 - 2,200

No Reserve

302

1964 ARIEL 199CC ARROW "200"

Registration no. JHR 466B Frame no. T34589/H Engine no. T34589-H
Ariel's smaller 200cc Arrow was introduced in order to qualify for lower road tax and cheaper insurance. It is by some distance the rarest of Leader/Arrow family: only 844 being built between April 1964 and August 1965. Compared to its more powerful sister, it had a smaller bore and lower gearing. This matching numbers example was first registered on 2nd August 1964 and bought by the lady vendor's late brother in law exactly thirty years later on 2nd August 1994. It bears a tax disc which expired at the end of April 2002, and displays a recorded mileage of 21,302, but virtually nothing is known of its history or mechanical state, other than the fact that the engine is seized. It is accompanied by a V5C. Prospective bidders should satisfy themselves as to the motorcycle's completeness and mechanical condition.

£1,500 - 2,000

€1,700 - 2,200

No Reserve

303

1964 ARIEL 247CC LEADER

Registration no. AEE 513B Frame no. T34286/B Engine no. T33668-B
Ariel's brave new venture with the Leader's ground breaking design ultimately went the way of many other radical concepts offered to a very conservative market. The first Ariel Leader rolled off the production line in August 1958, and seven years later, after 18,347 had been produced, the last one left the factory in June 1965. This Leader, first registered 29.8.64, was bought by the lady vendor's late brother in law in October 1992. An expired MoT certificate issued in July 1992 shows a mileage of 14,576. Today 14,689 miles are displayed on the odometer, so only 113 miles have been covered in almost 28 years. Virtually nothing is known of its history or mechanical state. It is fitted with a very desirable Smiths 8 day clock, and is accompanied by a V5C. Prospective bidders should satisfy themselves as to the motorcycle's completeness and mechanical condition.

£1,500 - 2,000

€1,700 - 2,200

No Reserve

304

1964 ARIEL 247CC LEADER

Registration no. JHR 213B Frame no. T33619/B Engine no. T33619-B
With its enclosed bodywork, leg shields, windscreen, and neatly integrated optional panniers, the Val Page designed Ariel Leader attempted, and largely succeeded in combining the handling benefits of a motorcycle with the protection and convenience of a scooter. It was the first British motorcycle to be fitted with flashing indicators. Ahead of its time in many respects, it surely deserved further development before BSA ceased production in 1965. A matching numbers example, this Leader previously belonged to the lady vendor's late brother in law. It was first registered on its present registration number in October 1988. The odometer displays 20,699 miles and is flanked on one side by a sought after Smiths eight day clock. Virtually nothing is known of its history or mechanical state. It is accompanied by a V5C. Prospective bidders should satisfy themselves as to the motorcycle's completeness and mechanical condition.

£1,500 - 2,000

€1,700 - 2,200

No Reserve



305



306

305

1965 NSU QUICKLY 49CC 23

Registration no. DOU 29D Frame no. 1042598 Engine no. 1693351 (see text)
The NSU Quickly was one of the most successful of all mopeds. It was manufactured from 1953 – 1965 with a total production of over one million units. This example is from 1965, the last year of production. It was bought brand new by the lady vendor's late brother in law on January 19th 1966. Although it has been re-registered in her name, it has not been used since the change of ownership, and is therefore effectively a one owner machine. Only 2035 miles are recorded on the odometer. It should be noted that the "33" in the middle of the engine number on top of the crankcase appears to be an over-stamp. Virtually nothing is known of its history or mechanical state. It is accompanied by a V5C. Prospective bidders should satisfy themselves as to the motorcycle's completeness and mechanical condition.

£400 - 500

€440 - 550

No Reserve

306

Property of a deceased's estate

1960 VELOCETTE 192CC LE MARK III

Registration no. OCL 995 Frame no. 3017/34 Engine no. 3017/3
The first 150cc LE was hand-start and hand-change. The Mark II was enlarged to 192cc for 1951, and the 1958 Mark III changed to kick starter and a foot-change 4 speed gearbox. The model continued for over 20 years. This lovely little two-tone LE was purchased by the deceased owner in 1995. Sold by Kings of Norwich, the first owner was a clergyman, Pastor Paul Cummings, who kept it until 1972. In the present ownership it was used most years for Summer use until 2017. Documentation comprises a current V5C, an old-type V5C, old-type V5, the original RF60 buff log book, a quantity of old MoTs, and sundry papers. Presently on SORN, the bike will need light re-commissioning and basic safety checks prior to use on the road by a new owner.

£800 - 1,200

€880 - 1,300

No Reserve



307



308

307

1960 BSA 247CC C15

Registration no. TSJ 636 Frame no. C15 23399 Engine no. C15 21846
In September 1958 BSA introduced a new '250' that would provide the basis for an entire range of singles in capacities up to 500cc. This newcomer, the C15, featured a compact overhead-valve engine and unitary four-speed gearbox. Alternator electrics and coil ignition were features, early models being distinguished by a distributor-type points housing. The engine/gearbox unit was housed in a conventional cradle frame with bolt-on rear sub-frame. Trials and scrambles versions were offered as the range expanded during the 1960s. This C15 was purchased by the current vendor in February 2016. The machine benefits from considerable refurbishment, having been repainted and fitted with new wheel rims and spokes; a new exhaust system; new handlebars and control levers; and a new seat. Last run in the summer of 2019, it will require re-commissioning before further use. Offered with an HPI printout and V5C document. The vendor is slimming down his collection of motorcycles, hence the sale.

£1,500 - 2,500

€1,700 - 2,800

No Reserve

308

1932 MOTOBÉCANE 250CC MODEL B33A

Registration no. not UK registered Frame no. 235863 Engine no. 98599
A wide range of machines was manufactured between the wars, at the top of which were sensational 500cc and 750cc air-cooled four-cylinder models. The bedrock of production however, was 'bread and butter' two-strokes and uncomplicated sidevalves such as the Model B33A offered here. Previously registered in France, this Motobécane was purchased by the current vendor from VOF Dutch Lion Motorcycles of Grubbenvorst, Holland in November 2016 (receipt on file). Kept as part of the owner's collection since acquisition, the machine last ran one year ago and will require re-commissioning before returning to the road. We are advised that the wheel spokes are new but that the tyres/tubes need replacing. Accompanying documentation consist of a French Carte Grise. The vendor is slimming down his collection of motorcycles, hence the sale.

£2,000 - 3,000

€2,200 - 3,300



309

1958 TRITON 650CC CAFÉ RACER

Registration no. 379 YUG

Frame no. N14 76524

Engine no. T110 56298

A happy marriage of Triumph power and Norton roadholding, 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. A very nice example, the triton offered here consists in the main of a 1958 Norton Dominator Model 99 rolling chassis; a 1954 Triumph Tiger 110 engine; and a Triumph 'slick shift' gearbox. Other noteworthy features include Amal Concentric carburettors; belt primary drive; central oil tank; Akront alloy wheel rims; swept-back exhaust pipes; megaphone silencers; clip-on 'bars; rear-set footrests; racing seat; John Tickle alloy top yoke; and matching Smiths instruments. In short: this machine incorporates all the classic Triton 'must haves'. First registered in June 2012 and purchased at a local auction, it currently displays a total of 28 miles on the odometer, which may well be the distance covered since its construction. The machine is offered with an expired MoT (2013), a dating letter, and a V5C document.

£4,500 - 6,500

€5,000 - 7,200



310

1968 TRIUMPH 649CC T120R BONNEVILLE

Registration no. EUG 157F

Frame no. T120R DU72818

Engine no. T120R DU72818

"The famous Triumph Bonneville Road Sports twin carburettor motorcycle is the acknowledged choice of American riders who demand the finest all-round performance and handling. For 1966 the Bonneville features a new sporting look, with small slim gas tank, modern compact tail light assembly and polished stainless-steel fenders. Performance has been further increased, yet it still retains the reliability required by road riders under all conditions." - Triumph Motorcycle Company. The USA had long been Triumph's most important export market, and to cater for local tastes T120R and T120C versions of the Bonneville were offered there, the former having a more raised handlebar when compared to its European counterpart while the latter catered for the American rider's passion for off-road motorcycling. Almost certainly imported from the USA, this 1968 T120R Bonneville was first registered in the UK on 1st January 1992. Purchased from a local auction house, it has covered a (believed) 1 mile since restoration and would respond well to detailing. It should be noted that the machine has not been used for the last 18 months and will require re-commissioning before returning to the road. Offered with an HPI check and a V5C Registration Certificate.

£5,000 - 7,000

€5,500 - 7,700



311

1963 BSA 646CC ROCKET GOLD STAR

Registration no. 718 XUP

Frame no. GA10 1720

Engine no. DA10R 10334

Widely recognised as one of the most desirable of all factory-built 'café racers', the Rocket Gold Star arrived in 1962 along with the first of BSA's new unitary construction range. A combination of - mainly - Gold Star cycle parts and the A10 Super Rocket twin-cylinder engine, the newcomer represented the last of the old pre-unit line rather than a new departure, and thus was destined for a relatively short life. The model was offered in a number of different forms and with a host of options relating to controls and equipment. Motor Cycle tested a Rocket Gold Star in November 1962, summing up the new BSA as a "scintillating high-performance road burner: good brakes, excellent rider comfort and docile traffic manners". A top speed of 105mph was achieved. Around 1,800 Rocket Gold Stars were made over a two-year period and today genuine examples are highly sought after. This RGS comes with a Gold Star & Rocket Gold Star Owners Club letter confirming that its Despatch Book entry shows that it was despatched to Hap Alzina - BSA's USA West Coast Distributor in California - on 15th July 1963. Purchased from a local auction house, the machine has not been used for several years and will require re-commissioning before returning to the road. It should be noted that there is another machine, which fraudulently and briefly claimed the identity of this example. This machine has been fully verified by the BSA Gold Star & Rocket Gold Star Owners Club, as being a correct factory stamped matching-numbers example, offered with V5C Registration Certificate and HPI check.

£9,000 - 12,000

€9,900 - 13,000



312

1957 BSA 500CC GOLD STAR

Registration no. HSV 652

Frame no. CB32 6561

Engine no. DBD34GS 2871

"Potent in appearance, with a massive square-finned alloy barrel and head, the first of the 1954 production BSA Gold Star Clubman's TT models, prototypes of which recently swept the board at Daytona, have started to come off the assembly line at Small Heath." - Motor Cycling. While its trials and scrambles derivatives demonstrated the design's versatility by chalking up an equally impressive record in off-road competition, the 500cc DBD34 in Clubman's trim is for the majority of enthusiasts the epitome of the 'Goldie'. The DBD, the ultimate road going 500 Gold Star, appeared in 1956 when the famous RRT2 close-ratio gearbox and 190mm front brake became standard equipment. From then on BSA's perennially popular sporting single changed little until its much-lamented demise in 1963. According to BSA's Despatch Book entries (copies supplied by the Gold Star & Rocket Gold Star Owners Club), this example consists of a frame that formed part of a CB32 (350cc) Clubman sent to W Collins in Truro, and the engine from a DBD34 Clubman sent to Bob Foster in Parkstone, both machines leaving the factory in June 1957. Purchased from a local auction house, the Goldie has not been run for 18 months and will require re-commissioning before returning to the road. Offered with a V5C document and the aforementioned dating letter.

£9,000 - 12,000

€9,900 - 13,000





313

1972 NORTON 745CC COMMANDO ROADSTER

Registration no. MVA 576L

Frame no. 230663

Engine no. 20M3S 230663

The Commando's vibration-beating Isolastic frame enabled Norton Villiers successfully to prolong the life of their ageing parallel twin. Launched in 1967, with production commencing in 1968, the Commando used the preceding Featherbed-framed Atlas model's 750cc engine and AMC gearbox, and was an instant hit with the motorcycling public, being voted Motor Cycle News 'Machine of the Year' for five consecutive years. It might have been a little down in top speed compared to rivals such as BSA-Triumph's 750cc triples and Honda's CB750 four, but the Commando more than made up for this minor deficiency with superior mid-range torque and steadier handling. New variations on the basic theme soon appeared, commencing in 1969 with the addition of the more sporting, though conventionally styled, 'S' version, complete with high-level exhausts. This was followed in 1970 by the Roadster, which was basically the 'S' with a low-level exhaust system. This Norton Commando 750 Roadster was purchased from a local auction house. Currently displaying a total of 20,593 miles on the odometer, and believed original and un-restored, it requires re-commissioning and would respond well to detailing (the engine turns over). The machine is offered with a V5C Registration Certificate.

£4,000 - 6,000

€4,400 - 6,600



314

1957 ARIEL 649CC FH HUNTMASTER

Registration no. YWJ 272

Frame no. AP6705

Engine no. CNLF5470

Following Ariel's acquisition by the BSA Group in 1951, an exercise in 'badge engineering' a few years later saw the launch of a new model - the Huntmaster - which deployed the 650cc twin-cylinder engine of the BSA A10 in Ariel's new swinging-arm frame. In Ariel guise the power unit differed only in detail, its origins being disguised beneath a reshaped timing cover, while on the primary drive side Ariel's traditional dry clutch was retained. "High performance combined with remarkable tractability and notable fuel economy: first-class steering and braking" was how Motor Cycle magazine summarised the Huntmaster's virtues in December 1955. The factory claimed a top speed of 90-95mph with fuel consumption of 65-70mpg when cruising at 45mph. Announced in October 1953 as a new-for-1954 model, the Huntmaster disappeared along with the rest of Ariel's four-stroke models in 1959. Purchased from a local auction house and last taxed for the road until 30th June 2015, this Huntmaster will require re-commissioning before further use and would respond well to detailing (the engine turns over). Offered with a V5C registration Certificate.

£3,000 - 4,000

€3,300 - 4,400



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.

315

1961 ROYAL ENFIELD 495CC METEOR MINOR

Registration no. 134 RPK

Frame no. 6005

Engine no. CC 30085

Launched in 1948, Royal Enfield's 500cc parallel twin followed orthodox lines, though the use of separate cylinder barrels and heads, and the incorporation of the oil tank within the crankcase - a feature inherited from the Redditch firm's singles - was unusual. The new engine was installed in what was basically the Bullet frame, the latter an advanced design featuring swinging-arm rear suspension. The Enfield twin was progressively up-dated, gaining a double-sided front brake for 1955 and a crankshaft-mounted alternator and the new Bullet-type frame for 1957, before undergoing a more radical revision in 1958. Dubbed the Meteor Minor, the new twin featured short-stroke engine dimensions, replaceable big-end shells, 17" wheels, and bigger brakes, and was built in standard and De Luxe forms, the latter being equipped with - among other refinements - a dual seat, pillion footrests, and an enclosed rear chain. There was also a Sport variant equipped with a different inlet camshaft that boosted peak power to 33bhp at 6,500rpm, a 3bhp/250rpm improvement over the standard/De-luxe models. This apparently restored Meteor Minor has not been used for 18 months and will require re-commissioning before returning to the road. It should be noted that although the engine turns over there is no compression. The machine comes with a V5C document and is sold strictly as viewed.

£2,000 - 3,000

€2,200 - 3,300



316

1968 DMW 247CC DEEMSTER EX-POLICE

Registration no. MDF 48F

Frame no. not visible

Engine no. SE957

DMW, which stands for Dawson Motor Works, was established by Leslie Dawson just before the war, and soon after it began production of motorcycles, initially with competition machines, before turning to manufacturing road bikes utilising Villiers two-stroke engines of varying sizes. Capacities ranged from 98 to 324cc and included off-road competition and road racing variants. In 1961 the Deemster model appeared with a Villiers 250cc twin engine, the Deluxe version of which had 12-volt electrics and an electric starter. Both models had enclosing bodywork around the rear, and also the front mudguard. The model continued in the range until, when Villiers engines were no longer obtainable, in 1966 the company started to source two-stroke flat twin engines from the Velocette company which had been used in the Viceroy scooter. A small number of these machines were sold to several constabularies, presumably to be considered as replacements for the long-established Velocette LE. This rare survivor, featuring the flat twin engine with 12-volt electric start, was one of two owned by the Gloucestershire Constabulary, as confirmed by a letter from them in the document file. 'MDF 48F' was acquired by the present owner in the recent past but, not having been used by him, is now surplus to requirements, as space is required for other machines. It has been started at regular intervals by the vendor, but not used on the road, and should only need basic safety checks and light re-commissioning before returning to the road. Documentation comprises a current V5C, two old MoT certificates, and the aforementioned letter from Gloucestershire Constabulary.

£2,200 - 3,200

€2,400 - 3,500



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

317

Property of a deceased's estate

1960 BSA 500CC DBD34 GOLD STAR

Registration no. 488 BLR (see text)

Frame no. CB32.10317

Engine no. DBD.34.GS.5882

- *Iconic British sports roadster*
- *Matching numbers*
- *Despatched from the factory in November 1960*



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

The Gold Star did not return to BSA's post-WW2 range until 1949. First displayed at the Earls Court Show in 1948, the B32 Goldie boasted the telescopic front fork first introduced on BSAs larger models for 1946 and came equipped with a new alloy cylinder barrel and 'head. For 1950 a 500cc version – the B34 – was added to the range and this larger Goldie was the first to switch to the new die-cast top-end, with separate rocker box, in 1951. The 350 followed suit in 1952 and the pair continued as the 'BB' Gold Stars after the new swinging arm frame was introduced in 1953, changing to 'CB' designation for 1954. This change marked the introduction of the classic 'big fin' engine top-end but the designation lasted only until the arrival of the 'DB' series in the autumn of 1955.

The 'DB' incorporated a much-improved lubrication system and, in the case of the 350 only, a stronger cylinder assembly; as such it represented the 'Junior' Goldie in its final form, there being no 350 equivalent of the final 'DBD' version.

For the majority of enthusiasts, the 500cc DBD34 in Clubman's trim is the epitome of the 'Goldie'. The DBD, the ultimate road going 500 Gold Star, appeared in 1956 when the famous RRT2 close-ratio gearbox and 190mm front brake became standard equipment. From then on BSA's perennially popular sporting single changed little until its much-lamented demise in 1963. Today, the Gold Star remains one of the most highly sought after of post-war British motorcycles and is supported by a most enthusiastic owners' club.

This matching-numbers BSA Gold Star DBD34 was despatched from the factory in November 1960. The RRT2 gearbox, 190mm front brake, Dunlop alloy wheel rims, and matching Smiths instruments are noteworthy features. There is no registration document with this Lot. It should be noted the HPI database records engine number DBD34GS8882. Prospective bidders must satisfy themselves as to the validity of the Vehicle Registration Number prior to bidding.

£8,000 - 14,000

€8,800 - 15,000

318

Property of a deceased's estate

C.1955 BSA 500CC GOLD STAR

Registration no. MNT 882 (see text)

Frame no. CB32.290.9

Engine no. DB.34.GS.316

The Gold Star did not return to BSA's post-WW2 range until 1949. First displayed at the Earls Court Show in 1948, the B32 Goldie boasted the telescopic front fork first introduced for 1946 and came equipped with a new alloy cylinder barrel and 'head. For 1950 a 500cc version – the B34 – was added to the range and this larger Goldie was the first to switch to the new die-cast top-end, with separate rocker box, in 1951. The 350 followed suit in 1952 and the pair continued as the 'BB' Gold Stars after the new swinging arm frame was introduced in 1953, changing to 'CB' designation for 1954. This change marked the introduction of the classic 'big fin' engine but the designation lasted only until the arrival of the 'DB' series in the autumn of 1955. The 'DB' incorporated a much-improved lubrication system and, in the case of the 350 only, a stronger cylinder assembly; as such it represented the 'Junior' Goldie in its final form, there being no 350 equivalent of the final 'DBD' version. This Gold Star started life as a DB32 (350) but now has a DB34 (500) engine installed, while the later front brake and gearbox are not correct for this model. Last taxed for the road in 1996, the machine is offered for re-commissioning/restoration and sold strictly as viewed. There is no registration document with this Lot. Prospective bidders must satisfy themselves as to the validity of the Vehicle Registration Number prior to bidding.

£6,000 - 10,000

€6,600 - 11,000



319

Property of a deceased's estate

C.1956 BSA 350CC GOLD STAR

Registration no. 388 DYW (see text)

Frame no. CB32.6611

Engine no. DB.32.GS.1749 (see text)

The Gold Star did not return to BSA's post-WW2 range until 1949. First displayed at the Earls Court Show in 1948, the B32 Goldie boasted the telescopic front fork first introduced for 1946 and came equipped with a new alloy cylinder barrel and 'head. For 1950 a 500cc version – the B34 – was added to the range and this larger Goldie was the first to switch to the new die-cast top-end, with separate rocker box, in 1951. The 350 followed suit in 1952 and the pair continued as the 'BB' Gold Stars after the new swinging arm frame was introduced in 1953, changing to 'CB' designation for 1954. This change marked the introduction of the classic 'big fin' engine but the designation lasted only until the arrival of the 'DB' series in the autumn of 1955. The 'DB' incorporated a much-improved lubrication system and, in the case of the 350 only, a stronger cylinder assembly; as such it represented the 'Junior' Goldie in its final form. This Gold Star started life as a DB34 (500) but now has a DB32 (350) engine installed, though we are advised that the engine has been renumbered. It should also be noted that the cylinder barrel is badly cracked. Last taxed for the road in 1996, the machine is offered for re-commissioning/restoration and sold strictly as viewed. There is no registration document with this Lot. Prospective bidders must satisfy themselves as to the validity of the Vehicle Registration Number prior to bidding.

£5,000 - 8,000

€5,500 - 8,800





320

Property of a deceased's estate

C.1954 BSA 500CC B31/B33 'GOLD STAR' REPLICA (SEE TEXT)

Registration no. RXO 653 (see text)

Frame no. CB31 189

Engine no. DBD34GS 1614 (re-stamped)

On Wednesday 30th June 1937, a specially prepared Empire Star 500 ridden by the great Wal Handley achieved a 100mph lap of Brooklands on its way to a debut race victory and award of the 'Gold Star' that would give BSA's new sports model its evocative name. Possibly the most successful production racing motorcycle ever, the post-war Gold Star formed the mainstay of Clubman's racing in the 1950s. For the majority of enthusiasts, the 500cc DBD34 in Clubman's trim is the epitome of the 'Goldie'. The DBD, the ultimate road going 500 Gold Star, appeared in 1956 when the famous RRT2 close-ratio gearbox and 190mm front brake became standard equipment. From then on BSA's perennially popular sporting single changed little until its much-lamented demise in 1963. Today, the Gold Star remains one of the most highly sought after of post-war British motorcycles and is supported by a most enthusiastic owners' club. The Gold Star replica offered here consists of a B31/B33 frame dating from 1954 and a (believed) DBD34 engine that has been re-stamped with too low a number. Last taxed until 30th April 2005, the machine is offered for restoration and sold strictly as viewed. There is no registration document with this Lot. Prospective bidders must satisfy themselves as to the validity of the Vehicle Registration Number prior to bidding.

£4,000 - 6,000

€4,400 - 6,600



321

Property of a deceased's estate

C.1960 BSA 646CC ROCKET GOLD STAR REPLICA

Registration no. 289 ANG (see text)

Frame no. GA7 10920

Engine no. DA10R 5552

Widely recognised as one of the most desirable of all factory built 'café racers', the Rocket Gold Star arrived in 1962 along with the first of BSA's new unitary construction range. A combination of - mainly - Gold Star cycle parts and the A10 Super Rocket twin-cylinder engine, the newcomer represented the last of the old pre-unit line rather than a new departure, and thus was destined for a relatively short life. The model was offered in a number of different forms and with a host of options relating to controls and equipment. Around 1,800 were made over a two-year period. Today genuine examples are highly sought after, their relative scarcity leading to the construction of numerous replicas such as that offered here. Last taxed for the road in 2001, this motorcycle has correct BSA frame/engine number stampings, albeit not those of a genuine Rocket Gold Star. Noteworthy features include Borrani alloy wheel rims and matching Smiths Chronometric speedometer and rev counter. There is no registration document with this Lot, which is offered for restoration/re-commissioning and sold strictly as viewed. Prospective bidders must satisfy themselves as to the validity of the Vehicle Registration Number prior to bidding.

£4,000 - 6,000

€4,400 - 6,600



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322

Property of a deceased's estate

C.1955 BSA 650CC 'ROAD ROCKET SPECIAL' (SEE TEXT)

Registration no. FSV 196 (see text)

Frame no. CA7 13835

Engine no. DA10R 2911

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. Today the short-lived Road Rocket is one of the rarer BSA twins. Finished in the model's characteristic red/black livery, this machine has been built as a Road Rocket lookalike using an earlier frame and later engine, though the cycle parts and hubs are correct for a Road Rocket. Prospective purchasers must satisfy themselves with regard to the origin of this machine's components, its construction, and subsequent model designation prior to bidding. There is no registration document with this Lot, which is offered for restoration and sold strictly as viewed. It should be noted the HPI database records a 'G' frame prefix opposed to 'C' and a final '5' digit to engine number that does not appear on the machine. Prospective bidders must satisfy themselves as to the validity of the Vehicle Registration Number prior to bidding.

£2,000 - 4,000

€2,200 - 4,400



323

Property of a deceased's estate

TRITON 650CC CAFÉ RACER

Registration no. YER 476 (see text)

Frame no. D10657

Engine no. 6T 79388

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. This delightfully understated 'old school' Triton is powered by a Triumph Thunderbird engine dating from 1956. Other noteworthy features include a Triumph gearbox; alloy cylinder head; twin carburettors; alloy wheel rims; and a twin-leading-shoe front brake. Last taxed in February 1994, the machine is offered for re-commissioning/restoration and is sold strictly as viewed. There is no registration document with this Lot, and it should be noted that the frame appears to have been re-stamped with a Triumph number. Prospective bidders must satisfy themselves as to the validity of the Vehicle Registration Number prior to bidding.

£2,000 - 4,000

€2,200 - 4,400





324

Property of a deceased's estate

1954 TRIUMPH 649CC TIGER 110

Frame no. 48277

Engine no. T110 48277

Every Triumph enthusiasts knows that the Bonneville owes its name to record-breaking successes on the eponymous Utah salt flats, but how many are aware that the machine which set a new 650cc production class record of over 147mph in 1958 was a Tiger 110 equipped with twin carburettors? A development of the Thunderbird tourer, the T110 prototype performed brilliantly in the 1953 ISDT, thus providing the production version - launched later that year - with invaluable publicity. The first Triumph with swinging-arm rear suspension, the T110 came with a revised engine incorporating a stronger crankshaft, high-compression pistons, larger inlet valves and 'hotter' cams. Triumph's top sports roadster until the Bonneville's arrival in 1959, the T110 remained in production into 1961, one of the most important developments along the way being the introduction on this model for 1956 of the aluminium-alloy 'Delta' high-compression cylinder head, which increased power and pushed the T110's top speed towards 120mph. Dating from the first year of production, this restored 1954 Triumph T110 comes with a selection of pre- and post-restoration photographs; an original Triumph Workshop Instruction Manual; and a Haynes Owners Workshop Manual. There is no registration document with this Lot and it should be noted that the HPI record for the VRN displayed does not relate to this particular machine nor the physical frame and engine numbers.

£4,000 - 6,000

€4,400 - 6,600



325

Property of a deceased's estate

1966 TRIUMPH 649CC T120 BONNEVILLE

Registration no. NYA 63E (see text)

Frame no. T120 DU43310

Engine no. T120 DU43310

Graced by one of the most evocative model designations in the history of motorcycling, the Triumph Bonneville owes its existence to record-breaking successes achieved on the eponymous Utah salt flats in 1958, when a Tiger 110 set a new 650cc production machine record of over 147mph. Launched at the Motor Cycle Show in September 1958, the production Bonneville remained recognisably similar to the first Speed Twin of 1938 for the next few years, as did Triumph's other large-capacity twins. 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 racers' favourite since its introduction, 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. This collectible T120 Bonneville dates from 1966, by which time the handling problems associated with earlier versions had been sorted. Last taxed for the road in 2000, the Bonnie displays a total of 10 miles on the odometer, which may well be the distance travelled since its restoration. The machine is offered with pre-restoration photographs; Triumph Replacement Parts Catalogue; parts catalogue (missing covers); Triumph owner's workshop manual; and copy Real Classic magazine article. There is no registration document with this Lot. Prospective bidders must satisfy themselves as to the validity of the Vehicle Registration Number prior to bidding.

£4,000 - 6,000

€4,400 - 6,600



326



327

326

Property of a deceased's estate

1957 ARIEL 500CC VH RED HUNTER

Registration no. 849 JTW (see text) Frame no. APR5227

Engine no. AMB1019

In 1946 the Hunters became the first models to feature Ariel's new telescopic front fork, and the following year could be ordered with optional Anstey Link plunger rear suspension. A new duplex loop frame with swinging-arm rear suspension was adopted for 1954, the 500cc VH gaining an alloy 'head' at the same time. Full-width alloy hubs were adopted across the range in 1956, and the Red Hunters continued in this form until production ceased in 1959. Last taxed in December 2000, this Ariel Red Hunter is offered for restoration. There is no registration document with this Lot, which is sold strictly as viewed. Prospective bidders must satisfy themselves as to the validity of the Vehicle Registration Number prior to bidding.

£800 - 1,200

€880 - 1,300

No Reserve

327

Property of a deceased's estate

C.1962 TRIUMPH 200CC TIGER CUB

Registration no. 448 PK (see text) Frame no. T82770

Engine no. T20 82770

With the introduction of the 149cc Terrier in 1952, Triumph re-entered the market for lightweight commuter machines. A simple, compact, unitary construction four-stroke with four-speed gearbox, the Terrier was joined in 1954 by an enlarged version - the 200cc Tiger Cub - that offered 60mph-plus performance and 100mpg frugality. This matching-numbers Tiger Cub displays a total of circa 32,000 miles on the odometer and is presented in believed original condition. The machine was last taxed for the road in 2006 and is offered for restoration. There is no registration document with this Lot, which is sold strictly as viewed. It should be noted the HPI database records frame and engine numbers 720182770. Prospective bidders must satisfy themselves as to the validity of the Vehicle Registration Number prior to bidding.

£1,000 - 1,500

€1,100 - 1,700

No Reserve

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



328



329

328

Property of a deceased's estate

1970 BSA 172CC D175 BANTAM

Registration no. EPK 759J (see text) Frame no. obscured

Engine no. ND06635 B175

The Bantam became a top seller for BSA, in excess of half a million leaving the Birmingham factory before production ceased. Swinging-arm rear suspension and a sturdier telescopic front fork were introduced on the D3 Bantam Major in the mid-1950s and a four-speed gearbox on the D10 in 1966. Introduced for 1968, the D14 boasted a more powerful (12.6bhp) engine, up from the D10's 10bhp. The Bantam's final incarnation - the D175 with much revised engine - appeared in 1969 and lasted in the range with only minor changes until March 1971. There is no registration document with this late BSA Bantam, which is offered for restoration and sold strictly as viewed. Prospective bidders must satisfy themselves as to the validity of the Vehicle Registration Number prior to bidding.

£400 - 600

€440 - 660

No Reserve

329

Property of a deceased's estate

C.1937 TERROT 499CC TYPE RD

Registration no. EDD 936 (see text) Frame no. 232120

Engine no. 141188

Like many of his cycle industry contemporaries, Charles Terrot turned to powered transport towards the end of the 19th Century, and by the early 1900s his Dijon factory was making not only bicycles but also motorcycles, quadricycles, and voiturettes. Previously a user of proprietary engines, Terrot began producing its own power units in the mid-1920s. This late-1930s Terrot is powered by a single-cylinder sidevalve engine of unitary construction. Last taxed in December 2014, the machine is offered for restoration and sold strictly as viewed. There is no registration document with this Lot. It should be noted the HPI database records engine number 171188. Prospective bidders must satisfy themselves as to the validity of the Vehicle Registration Number prior to bidding.

£800 - 1,200

€880 - 1,300

No Reserve



330

1930 SUNBEAM 493CC MODEL 9

Registration no. GF 3938

Frame no. D7927

Engine no. LL4501

Having originally manufactured bicycles in the late nineteenth century, Sunbeam, in common with many bicycle makers of the period, metamorphosed into motorcycle manufacturing under the guidance of John Marston. Motor cycle manufacture commenced around 1912 with the quality of finish which had become the hallmark of their bicycle creations. Their entry into the market was innovative, featuring a two-speed countershaft gearbox, a lever operated clutch, and enclosed primary and final drives via chains. The early machines acquitted themselves with honour in competition, albeit without exceptional distinction prior to the Great War. Between the wars, however, in the skilled hands of exponents such as Alec Bennett Charles Dodson and the legendary rider and tuner George Dance, Sunbeam advanced their reputation in leaps and bounds, both in trials and road racing. With victories in the Senior TT in 1920, 1922, and 1929, racing success created greater demand for their products and by the early thirties Sunbeam were lauded as producers of one of the 'quality' sporting machines of the day. GF 3938 was purchased by the deceased owner from Brian Verrall in 1993 (copy invoice on file). It was MoT'd by him and may have been used for the first few years of ownership, but has been dry garage-stored and not used since approximately 1997. It will, therefore, need careful re-commissioning and safety checks prior to use on the road by a new owner. Documentation comprises a current V5C, an old V5C, an original RF60 continuation buff log book dated 1951, a quantity of old MoT certificates, the aforementioned copy invoice, and sundry papers. The machine is presently on SORN.

£8,000 - 10,000

£8,800 - 11,000



331

C.1939 RUDGE WHITWORTH 499CC 'ULSTER'

Registration no. AMJ 473

Frame no. not visible

Engine no. 6293 (see text)

Rudge were early adopters of technology, and were one of the first to provide a four-speed gearbox, four-valve cylinder heads, and interconnected brakes, not to mention the lever-operated centre stand. The sports model was the 499cc Ulster, so named following the firm's win in the Ulster Grand prix in 1928. From 1934 the Rudge Ulster was equipped with an aluminium bronze four valve cylinder head. 'AMJ 473' was purchased by the deceased owner in 1987. He was not impressed by the quality of assembly, and therefore decided to give the bike to a professional restorer to correct the inadequacies of the previous owner. Accordingly, it was placed with Robin James of Leominster. There followed a period of work and, after exchanges of invoices and letters detailing progress, the work ended in 1988. We are not aware of whether the Rudge was ever used on the road after this time, and it has been dry garage-stored and not used since approximately 1988. The engine number on the documentation does not match that on the engine, indicating that the engine, or crankcases, have been changed. A crankcase half, numbered U1504, accompanies the machine. Requiring thorough safety checks and re-commissioning, the Rudge is sold strictly as viewed. Prospective bidders should satisfy themselves as to the vintage, suitability, and compatibility of its components prior to bidding. Documentation comprises a current V5C, an old V5C, the aforementioned correspondence/invoices, Rudge Enthusiasts Journals, plus sundry papers. The machine is presently on SORN.

£7,000 - 9,000

£7,700 - 9,900



332

1937 VELOCETTE 499CC MSS

Registration no. MMV 162

Frame no. C MS3616

Engine no. MSS1157

Velocette did not produce a conventional overhead valve engine until the introduction of the first of the M-series models, the MOV, in 1933. The second of the M-series, all of which featured the high camshaft layout, was the MAC, which arrived later in 1933. In 1935, in an attempt to capitalise on economic recovery, the 500 MSS was announced, hoping to catch the tide of optimism with increased power and performance. Success of the MSS was demonstrated by its long production run, which saw it through to the end of production in 1971. 'MMV 162' was purchased by the deceased owner from Brian Verrall in 1993 (copy invoice on file). A 1989 dating letter from Ivan Rhodes accompanied the machine and detailed an extract of the factory records which showed that the bike no longer had the original engine (MSS2457) fitted. MSS2380 appears to have been installed at that time, but when the last owner obtained it, the present engine (MSS1157) had replaced it. The same letter chronicled that it had originally been exported to Melbourne, Australia, returning in 1946 to be registered as 'MMV 162'. When acquired, the bike was MoT'd, and may have been used for a short period, but has been dry garage-stored and not used since approximately 1994. It will, therefore, need careful re-commissioning and safety checks prior to use on the road by a new owner. Documentation comprises a current V5C, an old V5C, an original RF60 continuation buff log book dated 1953, an old MoT certificate, the aforementioned copy invoice and dating letter, plus sundry papers. The machine is presently on SORN.

£6,000 - 9,000

€6,600 - 9,900



333

1935 BSA 595CC MODEL M35-10

Registration no. XSV 231

Frame no. E10.176

Engine no. E10.122

Although there were bicycle-related creations dating back several years before, BSA are considered to have started motorcycle production in 1910, for the 1911 model year. Destined never to have the racing pedigree of contemporaries such as Norton, Triumph, Matchless, Indian, Velocette, Rudge and others prior to World War II, they nevertheless garnered a well-deserved reputation as a solid, dependable means of transport for many enthusiasts, and offered an extensive model range (of as many as 18 different ones) which served many of the populace for much of their daily transport and weekend sporting needs. By 1935 the range extended from a dinky little overhead-valve four stroke 150cc machine, through 250, 350, 500, and 600 singles to the big V-twin machines in both side and overhead valve configurations. The M35-10 model could be used as either a solo or sidecar mount, fulfilling both roles with aplomb. 'XSV 231' was purchased by the deceased owner from Pollards Motorcycles in 1991 (invoice on file). When acquired, the bike was MoT'd, and may have been used for a short period, but has been dry garage-stored and not used since approximately 1993. It will, therefore, need careful re-commissioning and safety checks prior to use on the road by a new owner. Documentation comprises a current V5C, an old V5C, two old MoT certificates, the aforementioned copy invoice, plus sundry papers. The machine is presently on SORN.

£4,000 - 6,000

€4,400 - 6,600



334

1952 VINCENT 998CC SERIES-C RAPIDE WATSONIAN COMBINATION

Registration no. MXH 127
Upper Frame no. RC10113/E
Rear Frame no. RC10113/E
Engine no. F10AB/1/8213
Crankcase nos. XX 77 / XX 77

- *Present ownership since 1993*
- *Matching numbers example*



Phil Vincent and fellow engineer Phil Irving designed their own engine for 1934, with their (now traditional) high-camshaft layout. Initial models with this engine were the Meteor and Comet, later variations being the Comet Special and the TT model.

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

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 with a reputed top speed of 125 mph. The Series B Rapide and Shadow were supplanted by the Series C version after only around one year.

'MXH 127' was originally supplied to dealers Humphries in London in December 1951. It was purchased by the deceased owner in 1993 from Brian Verrall (invoice on file). When acquired by the late owner, the bike was in solo form, but he commissioned Charnwood Classic Restorations to fit the present Watsonian Albion single seater sidecar (invoice on file). The Albion was a current sidecar in 1952, so forms a perfect match for the big twin. It is fitted with the Smiths five-inch 150 mph speedometer, as fitted to the Black Shadow.

Old MoTs on file suggest that the sidecar was fitted within two months of purchase, and that the bike covered only approximately 536 miles in the present ownership, 520 miles of that with the newly fitted sidecar. However, the buff log book in the document file indicates that a sidecar had been previously fitted at one time. The Rapide was in use only until 1995 before being laid up, and has been dry garage-stored since that time. It will, therefore, need careful re-commissioning and safety checks prior to use on the road by a new owner. Documentation comprises a current V5C, an old V5C, a copy old V5, an original RF60 continuation buff log book dated 1957, some old MoT certificates, the aforementioned invoices, and sundry papers. The machine is presently on SORN.

£22,000 - 28,000

€24,000 - 31,000

335

1950 VINCENT 499CC COMET

Registration no. PFC 782
Upper Frame no. RC/1/6020
Rear Frame no. RC/1/6020
Engine no. F5AB/2A/4120
Crankcase nos. 32 I / 32 I

- *Present ownership since 1984*
- *Matching numbers example*



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. With a reputed top speed of 125mph the Series B Black Shadow was supplanted by the Series C version after only around one year.

There is an apocryphal tale of the Series A twins being conceived as a result of two single-cylinder drawings being overlapped; in the same way, 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 the single and the twin. On the singles the rear cylinder was replaced with a cast alloy beam, and the gearbox employed was the familiar Burman item.

Announced in late 1948, a few single cylinder Meteors were produced before being joined soon after by the Comet in Series C form with Girdraulic forks, as opposed to the Brampton girders on the Meteor. The Comet was a little more expensive than the Meteor, and equipped with a higher compression ratio, front propstands, and Girdraulic forks.

'PFC 782' was originally supplied to Kings of Oxford in June 1950. It was purchased by the deceased owner in 1984 (receipt on file). The Comet had the cylinder head reconditioned in 1992 by Bob Dunn, who fitted unleaded valve seats, new valves and guides. When acquired, the bike was used by the owner for some years, but has been dry garage-stored and not used since approximately 1990. It will, therefore, need careful re-commissioning and safety checks prior to use on the road by a new owner. Documentation comprises a current V5C, an old V5C, an old V5, an original VE60 continuation green log book dated 1974, a quantity of old MoT certificates, the aforementioned receipt, two handbooks and sundry papers. The machine is presently on SORN.

£14,000 - 18,000

€15,000 - 20,000



336
1958 VELOCETTE 349CC MAC
 Registration no. HEP 725
 Frame no. RS10138
 Engine no. MAC25076

After the First World War, Velocette were firmly committed to two-stroke machines, only turning to four strokes in the mid nineteen twenties with production of the Model K, their first overhead camshaft machine, which appeared in 1925. They continued with other overhead cam models, but did not produce a conventional overhead valve engine until the introduction of the first of the M-series models, the MOV, in 1933. The second of the M-series, all of which featured the high camshaft layout, was the MAC, which arrived later in 1933. It provided a little more power, whilst still catering to the public need for belt-tightening in the austerity of the early 1930s. Its success was demonstrated by its long production run, which saw it through to 1960. Indeed, in one year (1953) it was the only single cylinder model in the Velocette range, appearing with the LE. In 1954 it acquired the swinging arm frame. 'HEP 725' was purchased by the deceased owner in 1991 (receipt on file). It was MoT'd at that time, and may have been used for a short period, but has been dry garage-stored and not used since approximately 1993. It will, therefore, need careful re-commissioning and safety checks prior to use on the road by a new owner. Documentation comprises a current V5C, an old V5C, the original RF60 buff log book from 1958, two old MoT certificates, the aforementioned purchase receipt, and sundry papers. The machine is presently on SORN.

£3,000 - 4,000
€3,300 - 4,400



337
2009 TRIUMPH 865CC BONNEVILLE SE
 Registration no. PK59 WYC
 Frame no. *SNT900K13AT410628*
 Engine no. 408783

When production of Triumphs finally stopped in 1983, after the Meriden Cooperative went into receivership, the rights to the Triumph name were sold to John Bloor. To enable him fully to prepare for production of new models, time was needed for design and planning, and he therefore licensed the rights to manufacture Triumphs to Les Harris until, in 1990, Bloor was ready to begin production. Triumphs began to roll off the production line once again in 1991. Initial models were three- and four-cylinder machines in a modular design. Later models started to use 'retro' styling to capitalise on the name and history of the marque. One such retro model was the 865 Bonneville SE offered here, with a twin cylinder power unit looking similar to older models, but with modern engineering solutions. 'PK59 WYC' was purchased new by the late owner from Youles of Blackburn (purchase invoice on file) and he used it regularly each year, in good weather conditions, until 2019. The total mileage covered at the time of consignment was 26,183. It has a continuous run of MoTs from 2012, and the present one expires in October 2020. Standing since the time of the last MoT in October 2019, the Triumph should only need modest recommissioning and basic checks by a new owner before taking to the road once again. Documentation comprises a current V5C, two old V5Cs, the aforementioned sales invoice and run of MoT certificates, a Haynes manual, owner's handbook, original sales brochure, invoices, and sundry papers. The machine is presently on SORN.

£2,500 - 3,000
€2,800 - 3,300



338

1960 MOTO MORINI 175CC TRESETTE SPRINT

Registration no. FAS 861

Frame no. 43044

Engine no. TS41939

Introduced for the 1954 model year, the 175cc Moto Morini Settebello (Seven of Diamonds) was a high-performance sports roadster that commenced a run of models named after card games. Although intended for production-class racing, the Settebello was sold with full road equipment and could be distinguished from Morini's other 175s by its larger cylinder head containing hairpin valve springs (all the rest used coils). Following the budget-priced Biscola (trumps) the last of the card game-themed 175s was the Tresette (Three Sevens) which was newly introduced for 1958 together with the sporting Tresette Sprint. There was also an out-and-out racer, the twin-overhead-camshaft Rebello, which was one of the most advanced designs available when introduced in 1955. This restored Moto Morini Tresette Sprint was first registered in the UK in May 2002 and has belonged to the current vendor since November 2013. We are advised that the compression has been lowered for road use, and that the machine has been upgraded with a Powerdynamo 12-volt ignition and MMB electronic rev counter. Last run in December 2019, the machine is described by the private vendor as in excellent condition throughout and would make a superb acquisition for any collection and an ideal mount for the Moto Giro d'Italia. Accompanying documentation consists of restoration notes and bills; some expired MoTs; a V5C Registration Certificate; and photocopy instruction manual and parts book.

£5,000 - 7,000

€5,500 - 7,700



339

1966 AERMACCHI 246CC ALA VERDE

Registration no. FEY 384D

Frame no. 222886

Engine no. 22286

A household name among motorcyclists thanks to its heroic achievement of producing the most highly developed and successful overhead-valve racing single ever, Aermacchi was a relative latecomer to motorcycle manufacture, building its first machine, the curious scooter-like Convertible, in the late 1940s. Aermacchi's first 'proper' motorcycle, the two-stroke Monson, appeared in 1950, but it was not until 1956 that the firm's trademark horizontally mounted four-stroke single made its debut in the Chimera. Featuring enclosed bodywork reminiscent of Ariel's Arrow, but bags more stylish, the Chimera would remain in production until 1960. Before then it had been joined by a quartet of more conventionally styled machines in 175cc and 250cc capacities, the sporting version of the latter being the 80mph Ala Verde. One of the last built before Aermacchi was acquired by AMF (owners of Harley-Davidson) this five-speed Ala Verde has been upgraded with a Powerdynamo 12-volt ignition. Imported into the UK in 1992 as a restoration project but sat in a garage until November 2015 when it changed hands and was totally rebuilt. Registered in August 2017, the Ala Verde has covered fewer than 100 kilometres since completion and is presented in commensurately excellent condition, having last run in December 2019. The machine is offered with a V5C Registration Certificate; copy instruction manual and parts book; and a substantial file of restoration invoices.

£4,000 - 6,000

€4,400 - 6,600





340

1975 DUCATI 250CC MKIII

Registration no. KGK 517N

Frame no. DM250GT 104590

Engine no. DM250 112707

Designed by the legendary Fabio Taglioni, Ducati's first overhead-camshaft single appeared in 1955. Desmodromic valve operation was a feature of the racing versions and would later be applied to the sportier roadsters. The first major revision to the original design occurred in 1967 when the 'wide case' engine was introduced, which featured an aft engine mount wider than before and numerous other improvements, the most significant being a stronger big-end assembly. Mid-way through 1968, the MkIII was introduced in both valve-spring and Desmo versions, differences between the two being confined almost entirely to the cylinder head. Noteworthy subsequent developments included further increases in big-end size, the adoption of a Grimeca double-sided front brake, and the introduction of electronic ignition the final MkIIIs in 1973. The latter came in blue/gold (valve-spring) and yellow (Desmo) colour schemes. A Brembo front disc brake was an option on the Desmos. The engine of this MkIII 'wide case' model was rebuilt with a new forged piston and new clutch in 2011 (the year the machine was acquired by the current owner) since when it has covered only some 1,100 miles. Last run in December 2019, the Ducati is described by the vendor as in good condition throughout. Accompanying documentation consists of sundry bills; a V5C Registration Certificate; and a quantity of old MoTs (most recent expired in August 2018).

£5,000 - 7,000

€5,500 - 7,700



341

1954 MV AGUSTA 175CC CSTL

Registration no. LAS 169

Frame no. 405200/36

Engine no. 404500T

Having commenced motorcycle production late in 1945 with a 98cc two-stroke, Meccanica Verghera (MV) introduced its first production four-strokes, the single-cylinder 175CST and CSTL tourers, at the Milan Show in 1952, the newcomers' advanced overhead-cam, unitary construction engine setting them apart from most of the opposition. Their cycle parts too were state-of-the-art, consisting of a duplex loop frame incorporating the engine as a stressed member, oil-damped telescopic front fork, swinging-arm rear suspension, and full-width alloy hubs. Differences between the two were mainly confined to the seating, the CST having a single saddle while the deluxe CSTL came with a dual seat. The engine of this CSTL was totally rebuilt in August 2009 by Motori di Marino of West Chillington, West Sussex, since when it has covered fewer than 350 kilometres. The MV was first registered in the UK in November 2002 and has belonged to the present owner since February 2010. Bills on file show that the machine has benefited from considerable expenditure since then. Last run in December 2019 and described by the private vendor as in good condition throughout, this charming little MV is offered with sundry bills; old/current V5/V5C Registration Certificates; and a quantity of old MoTs (most recent expired 2013).

£4,500 - 6,500

€5,000 - 7,200



342

1961 MV AGUSTA 150CC GT

Registration no. JSL 569

Frame no. GT647085

Engine no. 870389

"The Italian Highway Code, introduced in 1959, brought the 150 back into fashion, as it forbade access to the motorway system to vehicles with cylinder capacities of less than 150 cm³. The MV 150... had an effective capacity of 150.1 cm³ and was therefore allowed to travel on the motorways..." – Colombo & Patrignani, MV Agusta. After the launch of its first production four-stroke - a 175cc, overhead-camshaft, unitary construction single - MV followed up in 1954 with the similar, although overhead-valve, Gran Turismo 125. Similar models in other capacities followed, the first 150cc offerings appearing in 1959. Gran Turismo (GT), Rapido Sport (RS) and Rapido Sport America (RSA) versions were produced. Like their larger siblings, the small MVs were very expensive - at around £200 the Turismo Rapido cost as much as a British 500 - which explains why so few of these exquisitely engineered little bikes were sold in the UK. This restored MV Agusta 150 GT has belonged to the vendor since October 2010 and has covered only 250 miles since then. Last run in December 2019 and described by the owner as in good condition throughout, having been maintained regularly, the machine is offered with sundry bills; a V5C document; photocopy instruction manual and parts book; and a quantity of old MoTs (most recent expired December 2017).

£3,000 - 4,000

€3,300 - 4,400



343

1957 MV AGUSTA 250CC RAID EXTRA

Registration no. LAS 167

Frame no. 250343 (see text)

Engine no. 250339

Having neglected the 250 class for the best part of a decade, MV launched the Raid (long-distance) touring model in late 1956. Obviously from the same mould as MV's successful 125cc and 175cc roadsters, the Raid was powered by a single-cylinder overhead-valve engine producing 14bhp, which was good enough for a top speed of 72mph. Clearly, the Raid was not aimed at the sporting motorcyclist, but according to the late Mick Walker, writing in his book, MV Agusta: "there was a level of comfort, flexibility and reliability which was almost unsurpassed at the time. Not only that, but the standards of roadholding and braking were equally good". Cycle parts largely followed the pattern of MV's 175cc models, while the Extra version came with a higher standard of finish. This 250 Raid Extra was imported into the UK in 2002 and restored by Motori di Marino of West Chillington, West Sussex. Owned by the current vendor since October 210, the machine benefits from an engine top-end rebuild in 2015 and is described as in good condition throughout, having last run in December 2019. Accompanying documentation consists of sundry bills; some expired MoTs; a V5C Registration Certificate; and a photocopy handbook. The original gear lever and speedometer are included in the sale. It should be noted, the frame number is stamped to an applied plaque.

£4,000 - 6,000

€4,400 - 6,600



344

1979 DUCATI 864CC MIKE HAILWOOD REPLICA

Registration no. KTM 33V

Frame no. 900013

Engine no. 089441

- *Landmark Ducati model*
- *Restored in the late 1990s*
- *Unused since restoration*
- *Dry of all fluids*



A landmark model that kept Ducati afloat during the 1980s, the Hailwood Replica owes its existence to Mike's legendary Isle of Man TT comeback victory in the 1978 Production Race riding an ex-works NCR bike entered and prepared by Manchester-based Ducati dealer, Sports Motor Cycles. Out of top-flight bike racing for seven years and away from the Island for eleven, Mike took on and beat the might of the Honda works team to win the Formula 1 TT at record speed. Ducati lost little time in capitalising on this outstanding success, launching a road-going replica the following year.

Like the race-bike, the MHR was based on the production 900SS, but - inevitably - had much more in common with the latter than the former. Most obvious difference was the full fairing finished in red, green and white, complemented by a glassfibre tank and racing seat. In fact, on the very earliest examples the 'tank' hid a steel fuel reservoir, glassfibre being illegal in the UK for tanks. Mechanical changes were confined to lighter wheels, usually by Campagnolo, and improved Brembo brakes, while the MHR's performance was pretty much the same as that of the 900SS: around 135mph flat-out.

Destined mainly for the UK market, the first 200 MHRs came with two separate seats: one solo, the other a dual seat, whereas later versions had a single 'convertible' solo/dual seat. The lack of any side covers is another distinctive feature of very early MHRs such as this one, which also has the one-piece fairing used at that time.

Built in late 1979 and first registered on 1st February 1980, the machine offered here is identified by its frame number - '900013' - as the 13th Mike Hailwood Replica made (production commenced with '900001'). Invoices on file indicate that the Ducati was restored in the late 1990s while owned by previous keeper Mr Geoffrey Palmer; the works carried out including an engine rebuild by marque specialist the late Mick Walker. Unused since restoration and dry of all fluids, the Ducati has been owned by the current vendor since May 2003 and is described by him as in excellent condition. Offered with a V5 document and the aforementioned bills, it represents an exciting opportunity for Ducati enthusiasts to acquire one of these rare and iconic machines, ready for re-commissioning or display.

£20,000 - 30,000

€22,000 - 33,000

345

One owner, 124 miles from new

1999 MV AGUSTA 750CC F4 'SERIE ORO'

Registration no. not registered

Frame no. 000168

Engine no. F4AX000213

- Landmark modern MV
- First-series limited edition model
- Ridden only twice (on trade plates)
- Original paperwork on file



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

Designed by Massimo Tamburini, creator of the iconic Ducati 916, and introduced to the public at the 1998 Milan Show, the F4 has already become part of MV legend. In a publicity masterstroke, the factory announced that, most unusually, production would commence with a limited edition run of just 300 very special F4s - the 'Serie Oro' (Gold Series). Production, at the leisurely rate of just three machines per day, commenced late in 1999 at MV's new factory at Cassinetta di Biondronno, Varese.

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

This example, number '168', was purchased from MV main dealer Three Cross Motorcycles of Wimborne, Dorset and has been in the vendor's possession from new. It has been ridden only twice (on trade plates) to two dealership openings in Brighton and has covered only 124 miles. Last run earlier this year, it represents a rare opportunity to own one of these exotic hand-built superbikes, which can only become increasingly collectible. The machine comes with the original purchase invoice, factory correspondence, owner's handbook, bike cover, and accessories.

£28,000 - 35,000

£31,000 - 39,000

346

1956 BSA 499CC DBD34 GOLD STAR

Registration no. 311 UXO

Frame no. CB32 6024

Engine no. DBD34GS 2526

- *Delivered new to the USA*
- *Restored in the UK in the late 1990s/early 2000s*
- *Only 39 miles since completion*
- *Present ownership since 2006*



On Wednesday 30th June 1937, a specially prepared Empire Star 500 ridden by the great Wal Handley achieved a 100mph lap of the Brooklands circuit on its way to a debut race victory and award of the Gold Star that would give BSA's new sports model its evocative name.

The Gold Star did not return to BSA's post-WW2 range until 1949. First displayed at the Earls Court Show in 1948, the B32 Goldie boasted the telescopic front fork first introduced on BSA's larger models for 1946 and came equipped with a new alloy cylinder barrel and 'head'. For 1950 a 500cc version – the B34 – was added to the range and this larger Goldie was the first to switch to the new die-cast top-end, with separate rocker box, in 1951. The 350 followed suit in 1952 and the pair continued as the 'BB' Gold Stars after the new swinging-arm frame was introduced in 1953, changing to 'CB' designation for 1954. This change marked the introduction of the classic 'big fin' engine but the designation lasted only until the arrival of the 'DB' series in the autumn of 1955. The 'DB' incorporated a much-improved lubrication system and, in the case of the 350 only, a stronger cylinder assembly; as such it represented the 'Junior' Goldie in its final form, there being no 350 equivalent of the final 'DBD' version.

For the majority of enthusiasts, the 500cc DBD34 in Clubman's trim is the epitome of the 'Goldie'. The DBD, the ultimate road going 500 Gold Star, appeared in 1956 when the famous RRT2 close-ratio gearbox and 190mm front brake became standard equipment. From then on BSA's perennially popular sporting single changed little until its much-lamented demise in 1963. Today, the Gold Star remains one of the most highly sought after of post-war British motorcycles and is supported by a most enthusiastic owners' club.

This DBD34 comes with a BSA Gold Star OC dating letter revealing that it was despatched to the USA in October 1956. First registered in the UK on 8th August 2005, having already been totally restored, it has belonged to the current owner since March 2006. Noteworthy features include 12-volt electrics and electronic ignition. Last run in 2017, the machine has covered only 39 miles since restoration and is described by the private vendor as in excellent condition. Accompanying documentation consists of numerous restoration invoices and photographs; SORN paperwork; and old/current V5C documents.

£18,000 - 22,000

€20,000 - 24,000

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

347

1950 MATCHLESS 348CC G3L

Registration no. LGC 376

Frame no. 53252

Engine no. 50/SG3L 13701

Weighing as much as the 500cc model from which most of them were derived, but considerably less powerful, the typical British 350 of the 1950s was not likely to be anyone's first choice as a fast sports bike. Rather, these honest, workaday mounts were chosen for other reasons, chiefly their inherent strength, dependability and economy. AMC's offerings in this important market sector were the Matchless G3L and AJS Model 16, models identical in all essential respects, tank badge and magneto position excepted. Testing one of these stalwarts in 1961, Motor Cycling recorded a modest mean top speed of 76mph but found that when toured at a relaxed pace across country an excellent 86 miles per gallon was achievable. 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". First registered on 5th March 1950, this Matchless G3L is an example of the rare 'Candlestick' model, so called because of the shape of its shock absorbers, which use a fixing different from that of the successor 'Jampot' units. 'LGC 376' was purchased by the private vendor in March 2017 and is described by him as in good condition, having last been run in 2019. Accompanying documentation consists of a V5C Registration Certificate.

£3,000 - 4,000

€3,300 - 4,400



348

1993 DUCATI 888 SPO SUPERBIKE

Registration no. K724 OJK

Frame no. ZDM1HB7R1PB000623

Engine no. not known (see text)

Ducati kicked off the inaugural World Superbike Championship with victory in the opening round at Donington Park in April 1988. Works rider Marco Lucchinelli took the honours aboard an over-bored and race-kitted version of the Ducati 851 sports roadster, and the following year the factory announced what would be the first of many limited-edition models: the Lucchinelli Replica. In 1990 Ducati replaced the Lucchinelli Replica with the competition-only Corsa, the first in a series of such machines based on the preceding year's works racers. Like the Replica, the Corsa used the 888cc engine, which also featured in the limited edition, higher-specification SP series of Ducati roadsters. Too good to reserve purely for limited production, the 888cc engine eventually went into the 851's replacement – the 888 Superbike – in 1993. Strada (road), SP (Sport Production) and SPO (Sport Production Omologato) versions were offered. First registered in the UK in April 1995, this Ducati 888 SPO has belonged to the current vendor since June 2007. Last run earlier this year, the machine displays a total of 12,651 miles on the odometer and is described by the private vendor as in good condition throughout. Offered with instruction manuals; a quantity of expired MoTs; sundry bills; and a V5C document, this 888 SPO represents a rare opportunity to acquire an iconic modern Ducati that can only become increasingly collectible. It should be noted, there is no engine number visible and is simply listed as 'NOT KNOWN' to the V5C.

£5,000 - 7,000

€5,500 - 7,700





349

1997 SUZUKI GSX-R750V

Registration no. P484 XGC

Frame no. JS1GR7DA00504703

Engine no. R726-110965

Suzuki rewrote the 750-class rulebook when it launched the GSX-R750 back in 1985. The 'Gixxer's development had been strongly influenced by lessons learned from the works TT F1 and Endurance racers; lighter than a 600 and as powerful as a 1000, it made all other super-sports 750s seem flabby and slow. One of the modern era's few instant classics and the sole surviving Japanese 750cc sports bike until its recent deletion, the GSX-R750 has been a huge commercial success for Suzuki and enjoys cult status today. Offered here is an example of the totally redesigned SRAD version, which was first introduced in 1996. 'SRAD' stood for Suzuki Ram Air Direct, a reference to the pressurised induction system, but arguably the most striking feature of the new Gixxer was its aluminium beam frame, which was based on that of the RGV500 Grand Prix bike. Finished in the livery of the Suzuki works team's one-time sponsor Lucky Strike, this example has been signed by Suzuki's 1993 MotoGP World Champion Kevin Schwantz, who first came to prominence racing a Yoshimura GSX-R750 (photographs on file). The current vendor, its third owner, acquired the machine in 2002. Last run earlier this year, it is described by him as in good condition and offered with old V5/V5C documents and two expired MoTs.

£3,000 - 4,000

€3,300 - 4,400



350

2000 HONDA CB900RR FIREBLADE

Registration no. W424 NYJ

Frame no. JH2SC44AXYM008628

Engine no. SC44E2015869

Every so often a model comes along that rewrites the rulebook for sports motorcycles, one of the most influential of modern times being Honda's Fireblade. Launched in 1992, the Fireblade blew away the opposition – principally Yamaha's FZR1000 and Suzuki's GSX-R1100 – with its combination of litre-bike performance and a 600-sized package. Superbly styled and evocatively titled, it was recognised as a future classic almost immediately, and early and unmolested examples command high prices today. Progressively developed, the Blade has occasionally fallen behind the opposition, but today's version is back at the top of the tree and already proving a threat to the more established opposition in the World Superbike Championship. Offered here is an example of the 'Blade in its third (SC44) iteration, which featured a completely new 929cc short-stroke engine equipped with fuel injection for the first time. The machine is finished in the livery of the Spanish oil company Repsol, long-time sponsors of Honda's MotoGP works team. Wonderfully presented, it last ran earlier this year and is described by the private vendor as good condition throughout, currently displaying a total of 17,509 miles on the odometer. Accompanying documentation consists of a V5C Registration Certificate and MoT to 9th July 2020, and it should be noted that the original silencer is included in the sale.

£3,000 - 4,000

€3,300 - 4,400



351

**1992/2012 'DUCATI' SPORTS MOTORCYCLE
900CC TT944 (SEE TEXT)**

Registration no. J269 RNB
Frame no. ZDM906SC2-003884
Engine no. ZDM904A2C*003834*

- *Hand-built with the blessing of Steve Wynne*
- *Certificate of Authenticity confirming it as no. 1*
- *Road legal*



Whilst Grands Prix were being taken over by Japanese two-strokes, Ducati had discovered their niche in larger capacity Formula and endurance races. Famously, with Mike Hailwood on board, Steve Wynne's Sports Motorcycles team took the 1978 Formula 1 Championship. Under Steve Wynne, Sports Motorcycles had graduated from dealers in modern motorcycles, particularly Italian ones, to become sponsors and race preparation specialists during the 1970s. In later years, Steve had utilised the skills of Glyn Robinson, a talented engineer from Yorkshire to solve some of the many problems inherent in motorcycle racing. Among his many skills was that of making race-type frames to house Ducati's wonderful engines. In 2012, Glyn decided to make a complete bike to showcase all the TT1/TT2 products that he, with the blessing and assistance of Steve Wynne, was producing under the Sports Motorcycles banner for use in classic racing.

He made the frame from 4130 chrome-moly tubing, the total weight of frame and swinging arm being 11kg. A 900SS engine was obtained, and construction was started. Period Marzocchi magnesium forks were used; the petrol tank was made in alloy; brakes are AP Lockheed billet calipers, with adjustable master cylinder; wheels are 17-inch Dymags. The engine was later completely rebuilt by Paul Klatkiewicz of Ducati Technical Services in Wakefield.

The rear cylinder head was reversed, new 41mm Dell'Orto carburettors were fitted, as was a new Spider clutch. A big-bore, free-flow stainless steel exhaust system was tailor-made for the bike. The machine was commissioned by the present owner, who has kept it since completion. A certificate of authenticity, signed by Steve Wynne and Glyn, accompanies the machine, verifying it as number 1. However, soon afterwards, Glyn decided to move his operation to New Zealand to join his mentor Steve Wynne, and whilst the Sports Motorcycles components are still manufactured, no more complete machines have been made.

Since delivery, the TT has covered only approximately 58 test miles, and was last started in 2017. The owner now has decided to pass the machine to another enthusiast, as he wishes to pursue other projects. A new owner should only need to fit a battery, carry out light re-commissioning, basic safety checks, and obtain a new MoT before taking to the road. Documentation comprises a current V5C, two old MoT certificates, the aforementioned Certificate of Authenticity, a bill for the engine rebuild, a scan of a Classic Bike article, and a copy of Practical Sportsbikes magazine featuring this bike. Prospective purchasers should note that the year of the machine listed on the V5C is 1992, this being the year of the donor bike.

**£9,500 - 14,000
€10,000 - 15,000**



352

C.1920 RUDGE 499CC MULTI TT MODEL

Registration no. SV 5242

Frame no. 780466

Engine no. 21683

The Rudge Company was merged with the Whitworth Cycle Company to form Rudge Whitworth in Coventry around 1895. In 1910 they designed their first motorcycle, and from this point onward, they were always at the forefront of innovations in motorcycle development. From the first, they adopted state-of-the-art ideas such as the inlet-over-exhaust design for cylinder heads. They followed with the Rudge-Multi variable gear, and, only three years after making their first motorcycle, won the Senior Isle of Man TT in 1914. They were early adopters of technology, and later were one of the first to provide a four-speed gearbox, four-valve cylinder heads, and interconnected brakes, not to mention the lever-operated centre stand. After the First World War in 1919, when production was returning to normal, the TT model was equipped with the 'low' frame as seen on this example. 'SV 5242' was acquired by the vendor in 2014 in the present condition, forming part of a small collection. The machine has not been used on the road in the present ownership, although the vendor has stripped, cleaned, and reassembled the clutch. The bike has been dry-stored and the engine run occasionally (the last time being June 2019). Documentation comprises a current V5C, an old-type V5, a photocopy 'Repairs & Spares' publication, together with a photocopy 'Rudge Wrinkles'. Presently on SORN, the bike will need basic safety checks prior to use on the road by a new owner.

£9,000 - 12,000

€9,900 - 13,000



353

1923 NER-A-CAR 221CC MODEL A

Registration no. NN 4411

Frame no. 2269

Engine no. 909

Despite the demonstrable advantages of hub-centre steering, and the fact that the system has appeared at regular intervals since motorcycling's earliest days, there had only ever been one machine (before the advent of Yamaha's GTS) that made it into volume production: the Ner-a-Car. Invented by American Carl A Neracher in 1919, the machine was built under licence in the UK by Sheffield Simplex, using part of what had been the Sopwith Aviation works in Kingston-on-Thames. Believed to have been on the road for only six months in 1923 before being laid up, this Sheffield Simplex-built Ner-a-Car was restored from 'barn find' condition by its previous owner, Terry Smith, and is featured in Ken Philp's book, Ner-a-Car. A copy of Ken's book is on file together with an album of photographs documenting the rebuild and the machine's subsequent outings. The latter include its display at the 25th Stafford Show in 2005 when it gained a 3rd place award in the Vintage Class. The current vendor purchased the restored Ner-a-Car in 2009. Noteworthy features of this technologically fascinating machine include the original 4-volt bulb in the rear light, which is combined with an acetylene jet, and twin headlights: one electrical, the other acetylene. Last run in 2019, the machine is described by the private vendor as in excellent condition. It comes with a comprehensive history file containing lots of useful marque-related literature in addition to that mentioned above (inspection recommended).

£7,000 - 10,000

€7,700 - 11,000



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

354

1931 GILLET-HERSTAL 350CC SUPERSPORT

Registration no. YSL 939

Frame no. 71307

Engine no. 71307

Alongside FN and Saroléa, Gillet was one of Belgium's three main motorcycle manufacturers, all of which were situated near the town of Herstal. FN and Saroléa had been around for 20-or-so years before Desire Gillet and his son Leon founded Société Anonyme des Ateliers Gillet in 1919, adding 'Herstal' to the company name to differentiate it from the French René Gillet concern. The fledgling firm soon established a reputation for original design and sound engineering, which was further enhanced when Robert Sexé rode a two-stroke Gillet-Herstal around the world. Gillet-Herstal's four-stroke models likewise were of very high quality, the firm being amongst the pioneers of unitary construction of the engine/gearbox, as on this stunning example. Gillet-Herstal's overhead-valve unitary construction sports, supersports and competition models were at the peak of high-performance motorcycle design in their day. This matching-numbers example was treated to a 'last nut and bolt' restoration by the present owner in 2001. The cycle parts were blast-cleaned, and powder coated; the wheels rebuilt with new bearings and stainless spokes; the steering head bearings replaced; all brightwork re-plated; the magneto rewound; and new tyres and chains fitted. In addition, the engine and gearbox were overhauled, the cylinder head being rebuilt by The Cylinder Head Shop. Last run in 2019, the machine is described by the private vendor as in excellent condition. Accompanying documentation and much useful literature may be found in the comprehensive history file (inspection recommended).

£5,500 - 7,500

€6,100 - 8,300



355

1929 AUTOMOTO 350CC AL9 GRAND TOURIST LUXE

Registration no. BS 9299

Frame no. 20246 (see text)

Engine no. 20246

According to Tragatsch, the French Automoto of pre-1939 days was "a typical 'farmers machine' of great durability". Founded in 1902 in Saint-Étienne, the firm specialised in the manufacture of robust, high quality motorcycles using proprietary engines as well as those of its own manufacture. During the 1930s, the Automoto range included two-stroke-powered models ranging from 100cc to 250cc in capacity, and four-strokes from 175cc to 500cc. Offerings in the latter category included models powered by sidevalve, overhead-valve, and overhead-camshaft engines, the 'cammy' model having a unitary construction Chaise engine. This Automoto had already been restored when it was purchased by the current vendor in 2004. The handlebar and control levers were then nickel-plated and the engine bottom end rebuilt by Alpha Bearings. The only other work required has been to replace the cylinder head gasket with a solid copper one. Since acquisition, the machine has been ridden regularly, proving surprisingly nippy for a sidevalve. Last run in 2018, it is described by the vendor as in excellent condition (although the electrical generator needs attention). The only notified deviation from factory specification concerns the Pilgrim oil pump, which has been modified to provide manual adjustment independent of engine speed and is now reliable. The machine is offered with a good history file containing marque-related literature, V5C documents, etc. It should be noted that the frame number is incorrectly recorded in the V5C.

£5,500 - 7,500

€6,100 - 8,300



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356

1935 BROUGH SUPERIOR 982CC SS80

Registration no. UFF 129

Frame no. M8/1535

Engine no. BS/X4 4208

- *Matching numbers (frame, engine, gearbox, tank)*
- *Restored by Dave Clark in the late 1990s*
- *Present enthusiast ownership since November 2000*
- *Excellent condition*



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

Brough entered the 1930s with an entirely JAP-powered range, and then, after a brief absence, the SS80 re-appeared in 1935 as the SS80 Special, this time with an engine built by Associated Motor Cycles. Similar to that of the Matchless Model X, the 982cc sidevalve v-twin incorporated Brough's preferred 'knife-and-fork' big-end bearing arrangement instead of the side-by-side connecting rods of the Matchless. The SS80 continued to use the AMC engine until production ceased in 1939.

This example is one of 460 Matchless-engined SS80's built, of which some 300-or-so survive. A long-time member of the VMCC and retired university professor, the owner first saw this SS80 when it was advertised in Old Bike Mart. The machine had previously undergone a 'last nut and bolt' restoration in the late 1990s by Brough Club technical historian Dave Clark, following an earlier refurbishment of the cycle parts by John Fisher. A copy of the machine's Works Record Card was obtained from the club, confirming that it is an all-matching example (frame, engine, gearbox, tank) albeit one that has been reregistered (previously 'ANG 197').

Having been rebuilt by the best in the business, the Brough needed no work, though its owner decided to fit a Lycett pillion saddle and a plastic flyscreen. In this form the Brough featured in a five-page article in The Classic MotorCycle (September 2006 edition, copy available). Kept in a vacuum bag and last run in 2019, the Brough is described by the private vendor as in excellent condition. The machine is offered with a history file containing correspondence; photographs; expired MoTs; bills; an old-style logbook (issued 1963); and old/current V5/V5C documents. It should be noted that the frame and engine numbers are transposed to the V5C.

£65,000 - 80,000

£72,000 - 88,000

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.

357

1914 WALL AUTO-WHEEL & PREMIER TRICYCLE

Registration no. DS 8287

Frame no. 3534

Engine no. 4755

Motorised attachments for bicycles were first popularised on the Continent but even before The Great War there were one or two British examples, perhaps the best known being the Wall Auto-Wheel. The latter was the work of A W Wall of Guildford, who offered a proper motorcycle of his own design during 1903/1904, which was later marketed under the 'Roc' name and produced in Birmingham. Wall's prototype Auto-Wheel appeared around 1909 and the first production version in 1912. Powered by a 118cc four-stroke engine, the Wall Auto-Wheel was mounted in its own tubular frame, compete with fuel tank, and fitted alongside the bicycle's rear wheel, endowing the machine with a top speed of around 15mph on the flat ('light pedal assistance' was required to cope with ascents). Output totalled some 1,750 units in 1913 and 10,000 in 1914, 5,000 of which were produced by BSA, with production continuing into the mid-1920s. Wall's advertisements listed HRH Prince George of Battenberg and HRH Prince Henry of Russia as satisfied customers. Registered to the current vendor in 2007, this example was restored by him and is attached to a Premier tricycle. Beautifully presented and a delight to look at, this superb Auto-Wheel-powered tricycle is offered with a Pioneer Certificate (issued December 2014); a V5C registration document; and some marque-related literature.

£4,000 - 6,000

€4,400 - 6,600



358

1914 J.E.S. 116CC GENTLEMAN'S MODEL

Registration no. EL 1714

Frame no. 172556

Engine no. 1136

Founded in Gloucester in 1910, J.E.S. was building 116cc and 189cc overhead-valve engined machines prior to WWI. By 1914 the J.E.S. range consisted of the Model A with 116cc vertical engine, which remained its sole offering until superseded in 1919 by the 143cc Model B, the latter featuring an inclined motor. In 1921 the 170cc Model C, the firm's first two-stroke, was added to the range. For 1924, the final year of production, there were four models offered: three versions of the 250cc two-stroke and a 350cc four-stroke although, inexplicably, some had reverted to chain-cum-belt transmission. This J.E.S. was treated to a complete 'last nut and bolt' restoration by the current vendor in 2008. The frame and cycle parts were blast-cleaned and powder coated; all brightwork nickel plated; the fuel tank professionally painted to correct specification; the engine and carburettor overhauled; the magneto rewound by Malthouse Magnetos; new handlebar grips fitted; the tyres and drive belt renewed; and the machine equipped with (re-nickelled) acetylene lamps. Beaded-edge tyres being unavailable, the wheel rims were changed to the modern type, while a Sturmey Archer three-speed hub gear has been fitted for convenience. Believed to be a past Pioneer Run participant, the machine last ran in 2019 and is described by the private vendor as in excellent condition. The history file contains a Pioneer Certificate (issued 1981); a V5C document; and a quantity of marque-related literature.

£5,000 - 7,000

€5,500 - 7,700



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1919 CLYNO 2½HP LIGHTWEIGHT

Registration no. SV 4910 Frame no. 1435 Engine no. L1090/19
Not for nothing did Clyno's 1913 advertising promote its product as 'The Side-Car Motor Cycle', for the Wolverhampton firm was one of the first to give serious thought to engineering an effective motorcycle combination. Cousins Ailwyn and Frank Smith had formed The Clyno Engineering Co in 1909 for the purpose of marketing an adjustable belt pulley for motorcycle transmissions, soon turning to the assembly of complete machines using Chater Lea frame fittings and Stevens engines. A 2½hp lightweight model, powered by a 269cc two-stroke engine, was manufactured alongside Clyno's v-twin sidecar tugs from 1913 and continued in developed form after WWI. This rare Clyno lightweight was purchased from Andy Tiernan Classics and last ran in the summer of 2019. Offered for re-commissioning, the machine comes with an HPI printout and V5C Registration Certificates. The vendor is slimming down his collection of motorcycles, hence the sale.
£3,200 - 4,200
£3,500 - 4,600

360

1930 AJS 349CC MODEL R6

Registration no. BS 9550 Frame no. R107583 Engine no. R6/107583
AJS were famous for their manufacture of quality sporting motorcycles, especially during the 1920s and 30s. This Banbury-eligible twin-port OHV R6 was acquired by the deceased owner in approximately 2003, after it had been re-imported from Germany. The vendor advises us that the late owner stripped the machine and rebuilt it, including the engine and gearbox. Indicators and a solid-state regulator were fitted. Thereafter he used the machine occasionally between 2005 and 2015/16. Approximately two years ago, we are advised that the magneto and dynamo were rebuilt. This is the last time that the machine was run, and it will therefore require some re-commissioning, tidying of the wiring, and checking over prior to further use by a new owner. Whilst not fitted, a headlamp and battery accompany the machine. Documentation comprises a current V5C, purchase receipt, photocopy handbook and parts book, photographs, and sundry other papers.
£2,500 - 3,500
£2,800 - 3,900

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361

1928 AJS 248CC MODEL K12 PROJECT

Registration no. TY 4877 Frame no. K122835 Engine no. K122835
AJS were relative latecomers to motorcycle manufacturing in 1909, yet they went on to achieve great fame in racing circles with their overhead valve and overhead camshaft models of the 1920s. This Banbury-eligible Model K12 was acquired by the deceased owner in approximately 2013 in a dismantled state. The vendor advises us that the late owner stripped, checked, and rebuilt the engine and gearbox, replacing parts as necessary. Reassembly was started and the engine, gearbox and assorted other parts refitted to the frame, but the work was never completed, and leaves a rewarding project for a new owner to finish. It is believed to be substantially complete, but prospective purchasers should satisfy themselves as to the completeness, or otherwise, of this project. Documentation comprises a current V5C, a continuation RF60 buff log book dating from 1941, and a purchase receipt.
£2,000 - 3,000
£2,200 - 3,300

362

1937 SCOTT 596CC FLYING SQUIRREL

Registration no. JSJ 832 Frame no. 4421M Engine no. DPY4387
The Scott motorcycle has always had a unique cult following. From the very first Scott in 1908 it was always fundamentally different to anything else on the road. "Motor Cycle" magazine concluded its roadtest of a 1936 Flying Squirrel with: "It is easy to understand the appeal that this machine has for the enthusiast. It only needs sampling once to fascinate the rider for a lifetime." Very little is known of the history of this very handsome 1937 "Flyer". It is believed to have been purchased by the lady vendor's late husband in 1998 when it was issued with its non transferable registration number. Following a period of inactivity re-commissioning will be required before taking to the road. It is accompanied by a V5C. Prospective bidders should satisfy themselves as to the motorcycle's completeness and mechanical condition.
£6,000 - 9,000
£6,600 - 9,900



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1936 EXCELSIOR 350CC MANXMAN F12

Registration no. VG 8738 Frame no. MF153 Engine no. CX362

The Excelsior Manxman was offered as a road bike with 250, 350 and 500cc engines, and also as a production racer in the two smaller capacities. No doubt the presence in the range of the racing machines helped sales of the road bikes. These were all exceptionally good looking motorcycles with robust bevel drive ohc engines. In production from late 1934 until the war, they developed a fine reputation for reliability and were popular with clubmen. The lady vendor's late husband bought this 350 Manxman in 1963. It has seen little use in recent times and was last run in 2002. Following this period of inactivity re-commissioning will be required before taking to the road. It is accompanied by a V5C, some old MoT certificates, and a buff log book. Prospective bidders should satisfy themselves as to the motorcycle's completeness and mechanical condition.

£9,000 - 11,000

€9,900 - 12,000

364

1935 EXCELSIOR 350CC MANXMAN

Registration no. CYE 140 Frame no. MC219 Engine no. CX159

The Excelsior Manxman was questionably one of the best looking motorcycles of the 1930s. Its power unit was a beautifully engineered bevel drive ohc engine offered in 250, 350, and 500cc capacities. The lady vendor's late husband bought this 1935 350 Manxman in 1978. He is believed to have been in the process of finishing a full restoration with the intention that he and his partner could ride out together on a pair of Excelsiors, but sadly it was never completed. Prospective bidders should therefore satisfy themselves as to the motorcycle's completeness and mechanical condition. It is accompanied by correspondence starting in March 1978 with a request for a duplicate registration document for the original registration of CYE 140. The application was ultimately successful because the accompanying V5C, for the same registration number, records the date of first registration as 26.6.78.

£8,000 - 10,000

€8,800 - 11,000

365

1933/1936 NORTON 348CC INTERNATIONAL MODEL 40

Registration no. VY 7683 Frame no. 40 49586 Engine no. 4900

This International Model 40 was purchased by the vendor's brother in 1953. Two years later it was sold to the present owner. Over the succeeding five years it accompanied him on his various escapades and adventures, like many motorcyclists of the time. Unlike many others, when the bike was retired from the road in 1960, he kept it, and still owns it to this day. It appears that, prior to the family ownership in 1953, the frame had been changed from the original (1936) frame to an earlier (1933) frame. The replacement frame is a 1933 International model 40 frame, whilst the engine is the original 1936 item. Offered for restoration, the documentation comprises an original RF60 continuation buff log book dated 1950, a maintenance manual and email correspondence from the VMCC regarding the frame and engine numbers.

£5,000 - 7,000

€5,500 - 7,700

366

1932 NORTON 350CC MODEL 50

Registration no. WP 5867 Frame no. 48450 Engine no. 2035

Introduced for 1933, the single-cylinder Model 50 was Norton's first overhead-valve production machine in the 350cc class. Norton factory records held by the VMCC confirm that this example was despatched to Messrs Bateman in Kidderminster on 5th November 1932 and subsequently sold to M G Lloyd of Charton in Worcestershire. A dynamo, foot-operated gear change, and competition exhaust pipe were listed as extras. The machine was restored in 1978 by Stewart Smith who had bought it from Alan Walker, a pre-war racer. Its owner since February 2013, the vendor has used the Norton for local VMCC rallies and has recently fitted a new carburettor and toolbox. The petrol tank has been repainted and the magneto rebuilt, and the machine is currently taxed and insured. It is said to run well, with the engine oil indicator confirming excellent pressure. Various receipts, some service manuals, and V5C document are supplied with the machine.

£6,000 - 8,000

€6,600 - 8,800



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Property of a deceased's estate

1957 VELOCETTE 349CC MAC

Registration no. YKO 50 Frame no. RS9306 Engine no. MAC24834
The MAC, which arrived in 1933, provided a little more power than its MOV predecessor, whilst still catering to the public need for belt-tightening in the austerity of the early 1930s. Its success was demonstrated by its long production run, which saw it through to 1960. In 1954 it acquired the swinging arm frame. 'YKO 50' was acquired by the deceased owner in 1994, and was used by him on dry days, during summer months only, until 2017. The machine has been fitted with direction indicators, converted to 12-volt electrics, and utilises a K-Tec solid state voltage regulator. Documentation comprises a current V5C, an old-type V5C, old-type V5, a quantity of old MoTs, various receipts including a magneto rebuild, and sundry papers. Presently on SORN, the bike will need light re-commissioning and basic safety checks prior to use on the road by a new owner.

£3,000 - 4,000

£3,300 - 4,400

368

1953 HOFFMANN 248CC MP250 GOUVERNEUR

Registration no. ESU 540 Frame no. 252950 Engine no. 922762
Hoffmann built motorcycles only from 1949 to 1954. Their Gouverneur model is a rare machine featuring a boxer type four stroke twin cylinder engine with shaft drive. The vendor bought this example in 2011 in a dismantled condition and restored it to a high standard over the next five years. It comes with a V5C and various receipts. Engine work included reconditioning the crank, re-sleeving the cylinders, all new bearings etc. Since restoration only routine maintenance has been required. The only advised changes from standard specification are the fitting of a side stand of German origin, and a modification which lightens the clutch operation. We are told that this could easily be returned to standard, although it would require a longer clutch cable. It was last run in 2018. Following this brief period of inactivity light re-commissioning may be required.

£3,000 - 5,000

£3,300 - 5,500

369 N

Property of a deceased's estate

C.1967 MARUSHO LILAC 500CC MAGNUM ELECTRA

Registration no. not UK registered Frame no. F9-1108 Engine no. R2-1108
Marusho was founded in 1948 by Masashi Ito. By 1950 he had produced his first motorcycle, the 150cc ML. Other models followed, and some, such as the transverse V-twins and flat twins, were quite similar to the Victoria Bergmeister, and the BMW, respectively. Purchased by the deceased owner in Australia in 1996, this Marusho was in a poor state and was restored there at the behest of the owner, before being imported to the UK in 2003. After arrival in the country the vendor took the machine to one show where it won best Japanese bike, and entered it at Stafford where it was awarded 'Machine of Most Technical Merit'. It has never been run since restoration, so a new owner will need to re-commission the bike and carry out safety checks before use. Documentation comprises a copy parts/maintenance manual, papers relating to shipping, and sundry other papers.

£4,000 - 6,000

£4,400 - 6,600

370

1975 BMW 750CC R60/6

Registration no. FMN 750Y (see text) Frame no. 2923098
Engine no. 2923098

Replacements for the '5' range, the BMW '6' series arrived in October 1973. The newcomers were more sportily styled than the outgoing '5s', boasting new side-panels and silencers, and totally restyled controls and instruments. Apart from the updated styling, the presence of a disc front brake readily distinguished the '6' models, which also benefited from the new five-speed gearbox. First registered on the Isle of Man in October 2002, this R60/6 has formed part of the Manx Motorcycle Hire fleet for the last 10 years, proving very popular with customers. We are advised that the engine has 750cc cylinders and heads and that the top-end was overhauled, and new piston rings fitted in 2015. Regularly maintained, the BMW is described as all original except for the heads and barrels, and could be ridden 'as is' or restored. Offered with an Isle of Man registration document.

£2,800 - 3,500

£3,100 - 3,900



371



372

371

1975 TRIUMPH 850CC T150V METISSE

Registration no. HPG 253N Frame no. MET-02081
Engine no. T150V KK44710

Owned by the vendor since 1979, this one-off Triumph Metisse retains its original engine/gearbox; front forks; wheel hubs; rear brake; front brake (one of); handlebars; and speedometer/rev counter. The following Metisse parts have been used: frame and swinging arm (oil in frame); seat and fuel tank; side panels; headlight and brackets; footrests and brackets; and the rear brake and gear levers. The machine also incorporates some Norman Hyde performance parts: 850cc kit (barrels and pistons); second front brake; sintered iron clutch plate; and a heavy-duty drive chain and sprockets. New parts used include aluminium wheel rims (5" rear); tyres; hand-made exhaust/megaphone (stainless steel); smaller oil cooler; Amal Concentric carburettors (same as original); and Boyer electronic ignition. Importantly, P&M have overhauled the cylinder head with hardened valve seats to accommodate unleaded petrol. Last run earlier this year, this stunning Triumph Metisse special is offered with a V5C Registration Certificate.

£11,000 - 13,000

€12,000 - 14,000

372

1979 HONDA CBX1000Z

Registration no. DNB 366T Frame no. CB1 2003118
Engine no. CBIE 2003363

This desirable twin-shock Honda CBX1000Z was purchased by the present owner in September 2006 and has been MoT'd annually until last year when it became exempt. The machine has benefited from regular changes of oil, filters and spark plugs, while the front brake pads are new genuine Honda. We are advised that no major work has been required on either the engine or gearbox. Last run in January 2020, the machine is said to start readily and run well. An owner's manual (original) and a workshop manual are included in the sale and the machine also comes with a V5C document and the aforementioned MoT certificates. The following modifications are notified: Motobatt battery; 6-into-1 Laser exhaust system; braided brake hoses; and an after-market front brake master cylinder.

£8,000 - 12,000

€8,800 - 13,000



373



374

373

1982 HARLEY DAVIDSON 1000CC XLH SPORTSTER

Registration no. AWL 34Y Frame no. 1HD1CAH18CY123970
Engine no. *CAHC123970*

The Harley Davidson Sportster XL was introduced in 1957, and was a variation of the flathead model KH. In 1958 it was joined by the XLH, XLC, and the XLCH, which were a higher state of tune. 'AWL 34Y' was acquired by the vendor in approximately 1998, and was used regularly every year until 2006, since when it has been dry stored and declared SORN. Accompanying the bike is a spare petrol tank, tool bag, spare dual seat, the front mudguard, the rear lamp, and sundry parts. Documentation comprises an older-type V5C together with an owner's manual. The machine will require a new battery, re-commissioning, and attention to the brakes before taking to the road with a new owner.

£2,000 - 3,000

€2,200 - 3,300

374

2001 HARLEY-DAVIDSON 1,340CC FLHR ROAD KING

Registration no. Y361 XNR Frame no. 1HD1FDV16YY631763
Engine no. FDVY631763

An important event in the lengthy development of Harley's perennial v-twin occurred in 1965 when the FH/FLH Duo Glide adopted electric starting, becoming known as the FLHT Electra Glide, a name that continues to grace the Milwaukee factory's top tourer to this day. The model gained the revised Shovelhead engine the following year, then alternator electrics, electronic ignition, and disc braking as the 1970s progressed, while 1980s developments included the new all-alloy Evolution engine, diaphragm clutch, air-assisted shocks, and toothed-belt final drive. A factory-custom version of the standard FLHT Electra Glide, this FLHR Road King was acquired by the lady vendor's late husband circa 13 years ago having had only one previous owner. Serviced regularly and well maintained, it is described as in excellent condition, having been used sparingly and never in wet weather. Last run earlier this year, this imposing Harley-Davidson is offered with MoT to March 2021 and a V5C document.

£5,000 - 8,000

€5,500 - 8,800

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.

375

1978 HARLEY-DAVIDSON 998CC XLCR RACING MOTORCYCLE

Registration no. CUA 121S

Frame no. 7F11671HB

Engine no. 7F11671HB

- *Rare two-year-only model*
- *Built by the factory to racing specification*
- *Campaigned by Rick Swiderski*



Harley-Davidson had been building the Sportster model for years but by the mid-1970s it had become obvious that something better would be required to compete with the hottest new road bikes from Europe and Japan. Styled by William G Davidson, the company's Design Director, Harley's riposte was the XLCR 'Café Racer', which combined the iron-barreled Sportster engine with a chassis incorporating an XR750-style box-section swinging arm, cast alloy wheels and triple disc brakes. With its matt black-finished engine cases, matching exhaust system and sleek glassfibre bodywork, the XLCR looked lean and mean. Trouble was, the XLCR still couldn't cut it with the opposition, and traditional Harley owners didn't know what to make of it. Sales were disappointing, and the model was dropped after only two years in production.

Back in '77, Bike magazine reckoned that the XLCR was essentially "about style and image more than any other machine on the market" and there can be little doubt that turning up on one of these today would get you more attention than any modern sports bike. Only some 3,000-or-so were made and today the rare and stylish XLCR is highly prized by collectors.

We are advised by the private vendor that this example was built by Dave Sedlack, a close friend of the Harley-Davidson Company's directors, who went on to open Harley dealerships in the USA. This bike has been built to full racing specification: total loss electrics; paddock starting; all fastenings wired; oil catch-tanks in place, etc. Never road registered in the USA, this XLCR was campaigned during the late 1970s and early '80s by privateer rider Rick Swiderski.

Accompanying documentation consists of a manufacturer's statement of origin and a UK V5C Registration Certificate. Said to be very fast and to sound awesome, this wonderful machine represents a rare opportunity to acquire an example of Harley-Davidson's iconic XLCR built by the factory to racing specification.

£8,000 - 12,000

€8,800 - 13,000

376

1975 HARLEY-DAVIDSON XLH 1,000CC SPORTSTER CUSTOM

Registration no. KNG 623N

Frame no. 3A33972HS

Engine no. 3A33972HS

First registered in the UK on 1st January 2013, this classic 'old school' Harley chopper was built by Pacoima Motorcycles and Boneshaker Customs for the 2014 Trip Out Custom Show. Noteworthy features include 6" over front forks; 21" front wheel (spool type, no front brake) shod with an Avon Speedmaster MkII 3.0x21" tyre; high rise 'rabbit ear' bars; Frisco tank (cut down); custom studded saddle; cut down rear mudguard; and a 16" drum-braked rear wheel shod with an Avon Speedmaster MkII 5.0x16" tyre. The custom pearl white with aqua ribbons paintwork is stunning, complementing the chromed engine, while the oil tank, upper and lower fork yokes, shock absorbers, rear brake drum, swinging arm, etc are likewise chromium plated. The private vendor advises us that all the electrics are working; the starter spins over readily courtesy of a new Motobatt battery and new starter solenoid, while the engine is said to run strongly. This bike is described as in excellent condition and has covered only a minimal mileage since it was built in 2013/2014. The oil was changed recently but a service and MoT is recommended before further use. Offered with a V5C document and an expired MoT (2014), this stunning Harley chopper has great style and presence and would look just as good sat in a shop on display as it does riding down the road.

£8,000 - 10,000

€8,800 - 11,000



377

Unique custom build by Paul 'Tooty' Moody of Thundercity Motorcycles, Leeds, originally built for the 'Great Biker Build Off' TV show

2004 THUNDERCITY 1,450CC CHOPPER 'OLD SKOOL'

Registration no. YK05 BEU

Frame no. 4B7H846914S001644

Engine no. 5850804646

This unique, 1960s-style chopper was created in 2004 by renowned custom bike-builder Paul 'Tooty' Moody at Thundercity Motorcycles, Leeds for the TV show 'British Biker Build Off'. 'Old Skool' comes with a DVD of the TV show in which it featured, and the build itself is likewise documented in the series. In addition, the machine is offered with a copy of '100% Biker' magazine in which it featured. 'Old Skool' went on to win numerous competitions and is a well known machine in custom bike circles. Noteworthy features include a hardtail frame from Custom Chrome; RevTech Pandemonium Panhead-style 1,450cc engine; RevTech '5 in 4' gearbox; extended springer forks; hand-made custom seat; custom paintwork; and many besides. Very rare, the Pandemonium engine incorporates STD crankcases and cylinder heads; S&S pistons, timing gears and carburettor; a RevTech crankshaft and cylinders; an Andrews camshaft, valve springs and collars; a Mallory distributor; Rowe valve guides; and RevTech stainless steel valves. Having gone through several transformations, the current vendor acquired the machine after it had lain dormant and not started for approximately five years. 'Old Skool' is now fully restored to virtually its original 'Old Skool' specification. Though 'Old Skool' can be kickstarted, the addition of a much needed electric start (something 'Tooty' said he wished he had done) and is now said to be fully working, very reliable, and easy to ride 'show bike'. As one would expect, this spectacular motorcycle draws crowds wherever it goes. Offered with a V5C Registration Certificate and current MOT.

£14,000 - 18,000

€15,000 - 20,000



378

1916 HARLEY-DAVIDSON 1,000CC MODEL J & PACKAGE TRUCK SIDECAR

Registration no. BF 7022

Frame no. L9034M

Engine no. L9034M

- Sold new in 1916 with the Package Truck option
- Fully restored during 2015/2016
- Comes with a Harley-Davidson sports sidecar



Boyhood friends William S Harley and Arthur Davidson began experimenting with powered transport in the early 1900s, producing their first complete production motorcycle around 1903. Little more than a motorised bicycle, the first prototype Harley-Davidson had proved fragile, prompting a major redesign and the establishment of a reputation for ruggedness that endures to this day. Like many of their contemporaries, Harley-Davidson laid out their engine along De Dion lines. A single-cylinder four-stroke displacing 24.74ci (405cc), the latter remained in production essentially unchanged until superseded by a 30.16ci (494cc) version in 1909. Of greater significance was the appearance that same year of the firm's first v-twin, though this would turn out to be a failure and was dropped at the year's end.

The twin returned 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. 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.

Dating from 1916, this wonderful Model J is attached to a Harley-Davidson Package Truck, a commercial load-carrier introduced by H-D in 1915. As supplied, the Package Truck was a basic cargo container mounted on a sidecar chassis, its flat sides being perfect for advertising; recognising this, the factory offered a sign-writing service to its customers, while the latter were soon adapting the Package Truck to suit the requirements of their individual businesses. The Package Truck was a runaway success and would remain in production for 42 years until replaced by that other famous Harley commercial vehicle: the Servi-Car.



This Harley-Davidson Model J was sold new in 1916 with the Package Truck option and has the optional three-speed gearbox and electric lighting system first offered on the 1915 models. Unusually, this machine retains its original and very rare Remy magdyno and its original 'hand-blown' headlamp bulb, the latter restored and in working order. We are advised by the vendor that only one other example retains its original electrical system.

The combination was treated to a complete 'last nut and bolt' restoration during 2015 and 2016; all the nickel brightwork was re-plated, the panelling repainted, and the engine and gearbox overhauled. Other noteworthy features include a Corbin speedometer and embossed Harley-Davidson leather luggage set.

Used for display at events, including Stafford in April 2016, this wonderful Harley-Davidson Package Truck should require only minimal re-commissioning before taking to the road. A restored Harley-Davidson sports sidecar, which was attached to the original chassis in the early 1920s, is included in the sale, and the combination also comes with a dating certificate and V5C document.

£60,000 - 70,000
€66,000 - 77,000





379

C.1942 HARLEY-DAVIDSON 739CC WLA TYPE III PROJECT

Registration no. JLA 270 (see text)

Engine no. 42WLA17783

In 1939 the US Army was supplied with two prototype Harley Davidsons for military evaluation and, based on tests and comparison with other machines, such as Indian and Delco, an order was eventually placed in 1940 for the first WLAs. It proved to be a success in its military role and was supplied to several countries, including Great Britain, who ordered 5000 in the early stages of World War II. It seems possible that this machine could be one of the 5000 supplied to Great Britain, as it was first registered for road use in London in August 1947, a period when we have encountered other WLAs registered for civilian use. The present owner acquired this machine many years ago from a close friend who had used the bike with its original sidecar. When he took it off the road and dismantled it, he sent the sidecar for scrap, and repainted the WLA parts in maroon and cream, before boxing the bike parts to be reassembled in the future. The vendor repainted the parts in olive drab, before boxing them once again when his work began to occupy more of his time. Work has been and gone, but he no longer has the inclination to complete the project, hence its sale. This project appears substantially complete, and a new owner has a wonderful opportunity to resurrect this great old warhorse to its former glory. Prospective purchasers should satisfy themselves as to the completeness, or otherwise, of the project. Documentation comprises a continuation RF60 buff log book, an original service manual, and a photocopy magazine article. It should be noted, the Vehicle Registration number does not appear on the HPI database and may have since lapsed. Prospective bidders must satisfy themselves as to the validity of the Vehicle Registration Number prior to bidding.

£2,000 - 3,000

€2,200 - 3,300



380

1957 ARIEL 995CC SQUARE FOUR 4G MK II

Registration no. VOJ 102

Frame no. GM1144

Engine no. NML1225

In the 1950 catalogue Ariel billed their top-of-the-range 4G 1,000cc model as 'The World's most exclusive Motor Cycle'. Whilst they had dropped this slogan by 1957, the 4G Mark II was still one of the most exclusive and technically advanced machines of the period. With its square, four-cylinder layout it was silky-smooth, and famously reputed to be able to pull from 4 mph in top gear up to its maximum speed around 100mph. This 1957 example was acquired by the vendor in 2009 from a private seller in Brixton. He confirms that it was despatched from the factory on 10th July 1957 to Motor Sales Birmingham, and has original engine and frame. The owner advises us that he started the restoration in 2013, completing the work in 2015. He completely stripped the machine and stove enamelled the frame and all original tin ware. Brightwork and wheel rims were re-chromed; wheels were rebuilt with stainless spokes and new tyres/tubes fitted. The petrol tank was re-chromed and painted; seat recovered, new wiring harness fitted; all rubber items were replaced. The engine was completely stripped, found to be in excellent condition, and rebuilt once the sludge traps had been cleaned out. Paperwork consists of a current V5C. Renovated to an excellent standard, 'VOJ 102' fired up first kick on consignment, and has covered only 129 miles since the restoration was completed. It will require a period of bedding-in when a new owner comes to use it.

£11,000 - 15,000

€12,000 - 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.

381

1985 AUSTEL MKII 998CC LOTEC

Registration no. 58 BMG

Frame no. AUS10-85-001

Engine no. 99H614EH1334

This fascinating special was built in 1985 by toolmaker Chris Castell, who used a 998cc BMC Mini engine that he estimated would be good for 300,000 miles in a motorcycle application. Castell had already built several specials and had completed the prototype Austel in 1981. This MkII Lotec version was built for the current vendor after he had spotted the MkI Austel parked outside Chris's home in Maidenhead. Hand made with exemplary care and attention, and with no expense spared, the Lotec uses the engine as a stressed member of chassis, has a 58" (1,473mm) wheelbase and weighs 680lb dry. It has automatic transmission with manual override, while reverse gear is retained for sidecar use (later Austels were built specifically for sidecar use; this is the only solo version). Other noteworthy features include Yamaha wheels and Castell's own-design leading-link forks with Koni dampers. 90mpg at a steady 70mph and a top speed of 125mph were claimed. The vendor advises us that, such is the engine's torque, 2nd and 4th gears are all that are needed for normal riding. Last used some 20 years ago, the Lotec has been stored at the London Motorcycle Museum since then and will require re-commissioning before returning to the road. A guaranteed head-turner at any gathering, this unique motorcycle is offered with contemporary press cuttings and a (copy) V5 document.

£5,000 - 7,000

€5,500 - 7,700



382

One owner from new

1994 TRIUMPH 885CC DAYTONA SUPER III

Registration no. M540 JTA

Frame no. SMTTC310GMS017064

Engine no. G017255

Unveiled at the Cologne Show in the autumn of 1990, the born-again Triumph range consisted of three and four-cylinder models named after iconic models of the past: Daytona, Trophy, and Trident. The most sporting of these were the Daytonas, which by 1993 had been rationalised as the three-cylinder 900 and four-cylinder 1200 models. Introduced in 1994, the limited-edition Super III was Triumph's attempt to elevate the Daytona's performance to a point where it could challenge the Japanese opposition. Cosworth were recruited to provide the required power increase, raising maximum output to 118bhp (up from 98). A liberal application of carbon fibre knocked a couple of pounds off the weight, while the Super III's six-piston 'brick wall' brakes received copious praise. Now, a quarter of a century later, these early Hinckley Triumphs are becoming increasingly collectible, and none more so than the limited-edition Super III. This example was purchased new by the vendor from Bridge Motorcycle World in Exeter. Regularly serviced and MoT'd, kept in a heated garage and only ridden in dry weather, the Daytona has covered only some 17,500 miles from new and comes with a complete file of history (inspection recommended) and its original tools, keys, and handbook. Presented in excellent original condition throughout, it represents a wonderful opportunity to own one of these rare limited-edition Super IIIs

£8,000 - 12,000

€8,800 - 13,000



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.

383

Formerly part of the Ward Brothers Collection

1909 MINERVA 3½HP WITH WICKER SIDECAR

Registration no. AM 2210

Frame no. 21692

Engine no. 12061

- *Wonderful motorcycle combination from a premier European make*
- *Present ownership since 2009*
- *Offered from an important private collection*
- *Pioneer Certificate*



Arthur Whitmarsh participating in a London to Brighton Pioneer Run, date unknown.

This fine Minerva motorcycle combination with wicker sidecar was acquired for the Ward Brothers Collection 31 years ago from VMCC stalwart Joseph Arthur Whitmarsh of Avon Garage, Netheravon, Wiltshire, who had owned this machine since 1953. He in turn had acquired the Minerva from George Sheppard, cycle maker of Netheravon who is recorded as being the owner when the machine was reregistered under new legislation in 1922. Sheppard may well have been the very first owner of this Wiltshire-registered outfit. During Arthur Whitmarsh's ownership the outfit was extensively rallied both at home and overseas as evidenced by the numerous rally plaques displayed on the wicker sidecar.

The machine also carries RAC and AA badges and a Sunbeam MCC Pioneer Badge, having taken part in the prestigious Pioneer Run regularly during Whitmarsh's ownership. The bike is equipped with an acetylene headlamp and Binks carburettor, and enjoys the benefit of a Sturmey-Archer three-speed gearbox. Invoices on file record some restoration work carried out by J W Tennant-Eyles in 1984 and during the Wards' ownership new head-stock bearings were fitted together with new valves.

In July 2009 the Minerva was purchased at Bonhams' sale of the Ward Brothers Reserve Collection (Lot 130) by the current enthusiast vendor (owner of an important private collection) and ridden by him on the 2010 Pioneer Run. There is a detailed list of work on file carried out in October 2010 by Nigel Parrott Veteran Engineering in East Sussex (one of the very best Veteran car and motorcycle engineers). The total cost was £7,924. The sidecar wickerwork also has had some remedial repairs made; otherwise the combination is as purchased in the 2009.

This exceptionally high quality outfit has that wonderful patina that comes from long and enthusiastic ownership. Accompanying documentation includes an old-style buff logbook recording ownership from 1922; a Pioneer Certificate; an old-style V5 registration document; various photographs; correspondence from Mrs Whitmarsh; a copy of a 1909 Minerva sales brochure; and an original Minerva Spare Parts Price List for 1908/1909.

£25,000 - 35,000

€28,000 - 39,000

384

1914 BLACKBURNE 499CC

Registration no. B 9963

Frame no. C22

Engine no. C22

- *Restored by the VMCC Blackburne marque specialist*
- *Represents the Burney brothers' WWI despatch riders' motorcycles*
- *Believed to be the sole surviving belt-driven single-cylinder Blackburne motorcycle*



Engineering apprentices Cecil and Alick Burney acquired the patterns, drawings and rights to an engine designed by Geoffrey de Havilland and in 1912 started a venture to build motorcycles with the de Havilland engine. Known initially as Burney & Blackburne, the company's motorcycles attracted very favourable comments in the motorcycle press and the Burney brothers won many competitions riding the two prototypes. At the outbreak of war in August 1914, the Burney brothers volunteered as despatch riders and their exploits were written up in a contemporary account by Captain WHL Watson, who was a fellow despatch rider in the 5th Signals Company, Royal Engineers. *Adventures of a Despatch Rider* was an immediate success but was withdrawn on the orders of the Censor's Office, as publishers Blackwood had failed to obtain approval for the book.

In 2011, VMCC marque specialist for OEC and Blackburne, Martin Shelley and his brother Nick (secretary of the Marston Sunbeam Club & Register) discovered the Burney brothers' medals and archives. The latter included an album of pictures taken in 1914 and early 1915 and a letter from the riders' company CO, Captain Doherty Holwell written to Mrs Burney, the brothers' widowed mother, testifying to their contribution to the unit's success in the early part of the war on the Western Front.

This discovery led to the Shelley brothers publishing a new book, *Two Wheels To War*, which includes a complete annotated and illustrated edition of *Adventures of a Despatch Rider*. It also contains a vast amount of additional material, which adds greatly to the original account. The book also includes a list of over 400 despatch riders who landed in France in 1914, giving their personal details to enable relatives to research their history. A second edition of *Two Wheels To War* is included in the sale, signed by both authors.

Shortly after the new book was first published, a reunion of despatch riders' relatives was held, and the part-restored sole surviving Blackburne motorcycle offered here was displayed so the families could see the actual type of motorcycle featured on the cover of *Two Wheels To War*.

The machine was restored by the VMCC Blackburne marque specialist using the remains of the sole surviving belt-driven single-cylinder Blackburne motorcycle. The restoration was completed in 2018 and the machine was entered in the 2019 Pioneer Run but failed to finish, though it then successfully completed the 2019 Banbury Run. This wonderful Blackburne would make a worthy centrepiece for a museum display devoted to WW1 despatch riders. The archive material mentioned above which includes many period pictures of WW1 despatch riders, is available by separate negotiation.

£16,000 - 20,000

£18,000 - 22,000



385 N

'LABRE & LAMAUDIÈRE'

Registration no. not registered

Frame no. 43117

Engine no. 161930

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

£2,000 - 4,000

€2,200 - 4,400



386 N

1915 CONNAUGHT 293CC

Registration no. BF 8691

Frame no. 121

Engine no. 121

"Producer of excellent 293cc and 347cc two-stroke singles with belt and chain drive to the rear wheel. The range of models became larger when Connaught introduced 1925 models with 348cc sv and ohv Blackburne and ohv Bradshaw (oil-cooled) engines. Bert Perrigo, who afterwards went to BSA, and Jack Sprosen were among leading Connaught riders." – Tragatsch. First seen in 1912, Connaught motorcycles were built by the Bordesley Engineering Company of Birmingham, whose first offering was a 293cc two-stroke single. Like the four-strokes of the time, early two-stroke engines relied on hand-pumped lubrication, with oil being delivered from a separate compartment within the fuel tank. Connaught though, was among the first to use 'petroil' lubrication, whereby oil is mixed with the petrol, which would become the accepted method and remain so for several decades. However, a hand pump was retained, presumably to allay fears about possible unreliability. Connaught motorcycles were last produced in 1926. This particular Connaught lightweight has the two-speed Sturmey-Archer hub gear and is equipped with a BTH magneto, a Senspray carburettor and a new drive belt. An older restoration, last run 12 months ago, '121' will require re-commissioning before returning to the road and thus is sold strictly as viewed. The machine is offered with an HPI printout and a V5C Registration Certificate. The vendor is slimming down his collection of motorcycles, hence the sale.

£8,000 - 9,000

€8,800 - 9,900



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.

387

1924 ROYAL ENFIELD 8HP MOTORCYCLE COMBINATION

Registration no. AF 8085

Frame no. 21522

Engine no. 2406 2749W

- Purchased as a restoration project in 2004
- Correct sidecar chassis, replica body
- Not used for some time
- Requires re-commissioning



The origins of the Royal Enfield marque can be traced back to a small light engineering firm - George Townsend & Company - founded in Redditch, Worcestershire in mid-Victorian times. The firm moved into bicycle manufacture and by the turn of the century had been reorganised as the Enfield Cycle Company, makers of the 'Royal Enfield'. The Redditch company built its first powered vehicles - De Dion-engined tricycles and quadri-cycles - in the closing years of the 19th Century, and its first motorcycle around 1900. By 1904 the firm was concentrating on car production, resuming motorcycle manufacture in 1910 with a Motosacoche-powered lightweight. Two years later came the successful 6hp motorcycle combination complete with JAP v-twin sidevalve engine, two-speed gear, and all chain drive.

Enfield's characteristic cush-drive rear hub appeared for the first time on this model. When motorcycle production resumed after WWI, the Enfield combination reappeared with an 8hp JAP engine, though this was soon superseded by one of Enfield's own design, manufactured for them by Vickers.

Displacing 976cc, the 8hp engine had been redesigned and was being built at Enfield's Redditch works by 1925, at which time the three-speed Sturmey Archer gearbox and hand clutch were adopted for all models except the two-stroke lightweight. Enfield's 8hp twin continued in production as the Model K until 1936, latterly alongside a 1,140cc export version.

The machine offered here was purchased as a restoration project by the vendor's late father in 2004. Prior to acquisition, the Enfield had been laid up for many years and consequently required full restoration. Some years after the restoration, a correct sidecar chassis was sourced, and a new body built. Presented in generally good condition, with a charming patina, 'AF 8085' has not been used for some time and will require re-commissioning before returning to the road. Accompanying documentation consists of a V5C Registration Certificate and a comprehensive photographic record of the combination's restoration. An original instruction book, parts catalogue, and 'Hints and Tips' booklet are included in the sale.

£8,000 - 12,000

€8,800 - 13,000

388

Offered directly from the estate of the late Les Williams

1930 AJS 346CC R7 RACING MOTORCYCLE

Registration no. OG 4277

Frame no. 145260

Engine no. 145260

- *Ridden to 10th place in the 1930 Manx Grand Prix Junior Race*
- *Long-term ownership 1932-1993*
- *Dry stored and not ridden since 1957*
- *Restored by Les Williams*



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.



Noel Jordan aboard 'OG 4277' during the 1930 Manx Grand Prix.
© Mortons Archive



In 1927 AJS's works racers appeared with a new overhead-camshaft engine. Instead of the customary shaft and bevel gears, the camshaft was chain driven, its distinctive cast-alloy case extending forwards to the front-mounted magneto. After initial problems had been sorted out, works rider Jimmy Simpson rode the 350cc version to victory in the Belgian, Swiss, Austrian and European Grands Prix.

A catalogued model from 1928, the 'cammy' AJS was built in 350cc (K7) and 500cc (K10) capacities initially. Both models were extensively improved for 1929, boasting redesigned frames, Webb forks, a stronger crankcase, different camshaft, larger brakes, a four-speed gearbox and the fashionable saddle tank. By the season's end the 350cc model had chalked up victories in the German TT and the Grands Prix of Austria, Ulster and Europe.

This AJS R7 was prepared in the Racing Department at the Wolverhampton factory for The Premier Motor Co of Birmingham, to whom it was first registered on 1st September 1930. Eight days later it was entered in the Manx Grand Prix Junior Race ridden by Noel Jordan, who finished the wet event in 10th place. It would be Jordan's only MGP finish out of six attempts.

On 24th June 1931, the AJS was registered to Jordan and then back to Premier that same day, passing to its next (effectively first) private owner, T Cross of Acocks Green, Birmingham on 3rd July 1931. On 16th April 1932 the machine was registered to L Wooldridge of Erdington and then on 24th June that year to Frank Thornhill, then of Small Heath, Birmingham, who would own it for the next 60-plus years. Last taxed in 1957, the AJS was kept in Frank Thornhill's garage at his home in Coventry and never ridden again.

When Frank Thornhill died in 1993 his daughter sold 'OG 4277' to Les Williams, the legendary Triumph Racing Department foreman and creator of that best known of all racing Triumphs, 'Slippery Sam'. Les laid up the machine for several years before restoring it to its original racing specification. (Following the 1930 Manx Grand Prix, its only race, the AJS had been used as a road bike.)

'OG 4277' comes with an extensive history file containing copies of the original and continuation logbooks; correspondence with cammy AJS authority Ivan Rhodes; a selection of 'as purchased' and in-restoration photographs; copy V5C document; and a quantity of photocopied articles, press cuttings and photographs.

£25,000 - 35,000

£28,000 - 39,000

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.



389

1932 VELOCETTE 348CC KTT

Registration no. VY 3384

Frame no. KX4107

Engine no. KTT346

The Velocette name was rolled out for the first time in 1913, after earlier models had carried the 'Veloce' title. Velocette's first TT victory would not be until the junior race of 1926 with Alec Bennett aboard the firm's radical overhead-camshaft four-stroke Model K, which had joined the range in 1925. Having been firmly committed to two-stroke engines up to this point, the Bennett victory sealed Velocette's change of tack, and thenceforth the company's future would forever be linked mainly to four-strokes. Other OHC models were produced before the KTT appeared in 1928 and attempted to further capitalise on the firm's racing success.

The idea is a now-familiar one of the over-the-counter racer. 'VY 3384' was purchased by the vendor in 2007 in the present condition and was used by him for sprints and hill climbs until 2017. No work except basic maintenance has been done during that time on the bike, which has performed faultlessly. However, due to his advancing years, he has reluctantly decided that he must retire from competition. Unused now for three years, the bike will require safety checks and a modicum of re-commissioning prior to use by a new owner. Lubricant is Castrol R40. The machine has benefited from addition of bottom frame rails, which helps to prevent the well-known KTT problem of frame breakage. Also of note is the 4-speed gearbox and hairpin valve springs. Documentation comprises an old-type V5C, together with a continuation RF60 buff log book, which records that the engine was previously KTT 343 which was then changed to KTT309. A subsequent change to the present KTT346 obviously occurred at a later date.

£12,000 - 16,000

€13,000 - 18,000



390

C.1932 VELOCETTE 348CC KTT

Registration no. not registered

Frame no. KX4096

Engine no. KTT343 (see text)

'KX4096' was purchased by the vendor in approximately 2008 at an autojumble. It was in basic form, comprising the frame, engine and three-speed gearbox, all together. The vendor found a set of correct strutted Webb forks and either located, or had made, the remaining parts over a period of time. The wheel hubs, brake plates, and oil tank were manufactured. A few parts are incorrect, such as the converted GTP petrol tank, but he reasoned that it could do the job until the correct petrol tank could be located. When completed, in approximately 2010, the owner ran the machine, finding that it had a misfire, which is believed to indicate that the magneto may require attention. However, other matters have occupied his time since, and nothing further has been done. Due to his advancing years, he has now reluctantly decided that he must retire from competition, and the KTT has been consigned to sale. The bike will require safety checks and a modicum of re-commissioning prior to use by a new owner. Lubricant is Castrol R40. The machine has benefited from addition of bottom frame rails, which helps to prevent the well-known KTT problem of frame breakage. Also to be noted are the 3-speed gearbox and coil valve springs. Whilst the engine number, KTT343, appears to have the correct fonts, it is possibly not a factory stamping (missing the usual 'No.'), or it is possible that the correct-type crankcases are a later replacement. There are no documents with this machine.

£10,000 - 14,000

€11,000 - 15,000



391

The ex-Basil Keys

C.1932 VELOCETTE 348CC KTT/KSS

Frame no. KT 1460 (see text)

Engine no. KTT 308 (see text)

- *Very sporty cammy Velo*
- *Built many years ago*
- *Crankcases 'KTT308' formed part of a machine supplied to Mitchells Huddersfield on 29th May 1931 "for Junior TT"*



Alec Bennett's runaway win in the 7 lap 1926 Junior TT, when he fell off on the last lap and still won by over 10 minutes, is a testament to just how far ahead of the competition Velocette were with their new K model. This was the beginning of some very successful years. They moved into the Hall Green factory to cater for the increased demand. On the Island they were 2nd in 1927, 1st and 2nd in 1928, and 1st and 3rd in 1929. The KTT production racer, perhaps their most famous model, was launched at the 1928 Olympia show. For many decades afterwards clubmen used the superb mark one cammy Velocette with great success in their chosen branch of motorcycle sport.

Basil Keys, the previous owner of this machine, had an extraordinary motorcycling career including multiple successes at Brooklands, Gatwick Speed Trials, Brighton Speed Trials, and even a TT win. With his brother he went on to open a successful dealership in Worthing.

Since being sold in the 2018 Bonhams Autumn Stafford sale this very light ex Basil Keys Velocette has not been started and has been largely untouched. It is offered once again solely because of the vendor's urgent need of more space. The Velo's history while in Basil Keys' ownership is unknown. It was clearly built many years ago and is not road registered.

Nothing is known of the specification or condition of the internal components of the engine or gearbox, but everything appears to go round. The constituent parts include a KTT crankcase no. KTT308, KSS barrel, head and cambox, circa 1932 frame (the "KT" prefix is almost impossible to decipher), the forks are Ariel, the 4 speed Velo gearbox is 1933-1935, the KTT mark IV style sub-frame rails are a bonus, reducing stress on the gearbox lug and adding rigidity, an Amal TT carburettor, and a BTH magneto which was kindly supplied by the Keys family following the previous sale (it was missing when sold in 2018). The oil tank still bears its now delightfully patinated Brighton and District Motorcycle Club badge.

The Mitchell brothers both competed in the 1931 Junior TT riding Velocette KTTs. According to the Velocette despatch records KTT307 and KTT308 were supplied to Mitchells Huddersfield on 29th May 1931 "for Junior TT", but it is not known which bike was ridden by which brother. A. G. Mitchell finished 7th and was the first Velocette home, whilst his brother Hirst retired on lap 4. One of those bikes (see photo) was fitted with the crankcase in this machine. Following a lengthy period of inactivity re-commissioning will be required before further use. Prospective bidders should satisfy themselves as to the motorcycle's completeness and mechanical condition.

£6,000 - 8,000
€6,600 - 8,800



392

1923 SCOTT 532CC STANDARD

Registration no. CR 8008

Frame no. 3338

Engine no. 6691

Remarkably original, apparently unrestored, and retaining its Southampton registration number, this 1923 Scott Standard seems to be largely to catalogue specification. The Scott Owners Club advises us that it is a matching numbers machine invoiced by the factory to Tebutt of Southampton on 21st June 1923. It features an unusual and interesting 'warm air' induction system. Also present are the (new for 1923) drum front brake, correct handlebar controls, and a Fellows magneto. It has seen little use. We understand that for many years it was a display item in the showrooms of Perc Small, a Southampton & Winchester motorcycle dealer. Indeed, his is the only name which appears on the buff log book dating from 1956 which also indicates that during this period the bike was taxed only in 1956 and 1960, and that the previous licence had expired in December 1930. DVLA records indicate that it was last taxed in 1984. It was acquired by the vendor's late husband in 1990 and has been dry stored ever since. The DVLA records the engine capacity as 249cc. In times gone by it was not unusual for owners to notify the licensing authorities of reduced engine capacities in order to qualify for lower tax rates and insurance premiums. However it certainly appears that this is the original 532cc Scott engine. Supplied with a V5C, this time-warp Scott is sold strictly as viewed. Following its prolonged storage careful re-commissioning will be required. Prospective bidders should satisfy themselves as to its completeness and mechanical condition.

£6,000 - 9,000

£6,600 - 9,900



393

1927 BSA 493CC MODEL S27

Registration no. DR 2166

Frame no. GR7754

Engine no. M13041S

The first motorcycles made by the Birmingham Small Arms Company in the early 1900s used proprietary engines such as the Belgian Minerva, and it was not until 1910 that the firm introduced a BSA designed and built machine. The first model to feature the marque's distinctive green and cream tank colours was a 499cc (3½hp) side-valve single, which was soon complemented by a 557cc (4¼hp) long-stroke version, BSA continued to offer a comprehensive range of sidevalve models in all capacities well into the 1920s despite the introduction of modern, overhead-valve models, such as the 'Sloper', to its line-up. Featuring the altered frame, restyled fuel tank, larger front brake, and lower seating position - all new for the 1927 model year - this Model S27 was priced at £45 (without lamps and horn) when new. The BSA was registered in the UK up to 1949 when it went to Northern Ireland, and was reunited with its original registration when it was reregistered with the DVLA in 2009. The machine had returned to the UK in 2003 when it was purchased as a 'barn find' by the current vendor, who restored it between 2006 and 2008 using 90% original parts. Described by the owner as in excellent condition mechanically and in running order, this charming Vintage-era BSA is offered with old/current V5/V5C documents; copy old-style logbook; and sundry restoration bills.

£6,000 - 7,000

£6,600 - 7,700



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394

C.1930 AJ'S 350CC R7

Registration no. BF 6356

Frame no. M126165

Engine no. R7/145258

According to the accompanying dating letter, this R7's frame was manufactured in 1929 (believed October) while the engine dates from 1930 and is just two numbers away from the ex-Les Williams example in the sale (a list of 1929/1930 frame numbers is on file). Its previous owner had bought the AJS, without documents, as a restoration project from the late John Chapman of Surrey. The current vendor purchased the machine in November 2011, by which time the mechanicals had been rebuilt and the cycle parts painted and assembled, though numerous minor components were missing and an incorrect magneto fitted. In February 2013 the AJS was registered as 'BF 6356' with an arbitrary date of first registration (decided by the DVLA) recorded as 13th February 1929. The following components were fitted in 2016: new exhaust (made using a photograph on file); reconditioned correct Lucas NR1 racing magneto (invoice on file); new toolbox; and a reconditioned Smiths PA speedometer and correct Sturmey Archer drive (invoice available). A new UK-made fuel tank was fitted in 2018. Since completion the AJS has been started regularly using a paddock starter and has mainly been used for display at motorcycle shows. A full set of kick-start parts; rear numberplate; tax disc holder; twin float chambers; plug and exhaust spanners are included in the sale. The machine is also offered with a V5C document.

£16,000 - 22,000

€18,000 - 24,000



395

1948 GILERA 499CC SATURNO SPORT

Registration no. VXS 639

Frame no. 264318

Engine no. 268613

Gilera's best-known and most successful large-capacity roadster of the post-WW2 period was the Saturno. First seen in 1940 in competition guise, this 499cc, overhead-valve, four-stroke single did not enter production until 1946 when it appeared with the horizontally-sprung, friction-damped, swinging-arm rear suspension first seen on the pre-war blown 'four' racer. Major changes to the Turismo and Sport roadsters were mainly confined to the cycle parts, which were updated with a telescopic front fork and full-width alloy front brake for 1952, and conventional coil-spring dampers at the rear soon after. Production of the Saturno continued until 1959, its passing marking the end of the line for one of Italy's truly great classic motorcycles. The private vendor advises us that this Saturno Sport was restored in 2016. Works carried out include replacing or refurbishing all engine parts with the exception of the cylinder (which was in very good condition); stripping and powder coating the frame; renewing the front and rear suspension; totally rebuilding the wheels with new Spanish alloy rims and stainless spokes; and overhauling the dynamo and magneto. In addition, the machine was upgraded with a double-sided four-leading-shoe front brake and a Smiths electronic speedometer. Described by the vendor as in excellent condition, this beautiful Italian thoroughbred is offered with a dating certificate and a V5C document. The original front wheel (refurbished) and a silencer are included in the sale.

£12,000 - 16,000

€13,000 - 18,000



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396 *

The ex-Dickie Dale

1954 NSU 247CC SPORTMAX GRAND PRIX RACING MOTORCYCLE

Frame no. 215515

Engine no. 789 854R

- *Bought by Dickie Dale from Jack Forrest in 1958*
- *Present ownership for 32 years*
- *Restored in the 1980s*
- *Running condition*



From the start of the 1955 season, the NSU Sportmax was simply the fastest over-the-counter 250-class racer on the market. As well as providing works-supported rider Hermann Müller with the 1955 250cc World Championship, the Sportmax was one of the most competitive lightweights of any kind available to the privateer, and in the right hands proved capable of a respectable showing in national events well into the 1960s. Other prominent stars Sportmax-mounted for '55 included John Surtees, Sammy Miller, Pierre Monneret and former NSU works rider Hans Baltisburger, while later in the decade an up-and-coming Mike Hailwood used the ex-Surtees example to spectacularly good effect. Some sources estimate the total number of Sportmaxes produced to be 34, with a number of others constructed from spare parts after the NSU race shop was closed and sold off in the late 1950s. Today genuine examples such as that offered here are keenly sought after by collectors.

This Sportmax was purchased by its preceding owner, John Leatham, from the estate of the late Dickie Dale following his tragic death at the Nürburgring in 1961. Born in Lincolnshire, Dale was a regular Grand Prix competitor throughout the 1950s, the highlights of his career being second places in the 350cc World Championship behind his Moto Guzzi team-mate, Bill Lomas, in 1955 and '56.

Dale acquired the NSU from Australian rider Jack Forrest soon after the 1958 Isle of Man TT and rode it for the first time at the Post-TT meeting at Mallory Park that season.

Leatham took the NSU with him when he moved from his native Ireland to Canada in the early 1960s. He raced the Sportmax in Canada before taking it off the track and restoring it in the 1980s. Kept in John Leatham's living room following restoration, the machine was purchased directly from him by the current owner in the late 1980s.

This particular machine, frame number '215515', falls in the sequence of other well-known examples, '215516' being the ex-Terry Hill machine and '215517' the ex-Surtees/Hailwood bike). In highly original condition, the Sportmax features Weinmann wheel rims, replacing the original Borrani which were included in updates made when 'loaned' bikes were returned to the factory for rebuilding at the end of the 1955 season. Restored in the 1980s, the machine was last started in 2018 and is presented in running condition. A substantial quantity of valuable mainly engine spares and tools are included in the sale (list available) together with a Sportmax instruction book.

£15,000 - 20,000

€17,000 - 22,000

397

1953 MATCHLESS 498CC G45 RACING MOTORCYCLE

Registration no. ESL 578

Frame no. G45 129

Engine no. G45 129

- *One of the most beautiful and desirable British racing motorcycles ever made*
- *One of circa 80 made*
- *Last run in 2010*



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.

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.

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. Before then, the works team's best result at international level with the G45 had been Rod Coleman's 2nd place in the 1954 Ulster Grand Prix.

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. Len Haggis had brought the Matchless back to the UK in 1998/1999 having purchased it in Austria from collector Gerhard Tempel. The G45 had been delivered new from Matchless to an Austrian buyer and was actively campaigned on circuits throughout Europe, where the G45 was a popular mount in period (riders unknown).

On repatriation, the Matchless was sold to a Mr Maslen of Horley, Surrey, who road registered the machine with the first MoT issued on 5th August 1999. At some point it was sold on to a Mr Searle of Loughton, Essex and later on was re-acquired by Mr Maslen. The current vendor, a prominent UK-based private collector and classic racer, purchased the machine from Verrall's of Handcross in 2010. The Matchless is now CRMCC registered (no.110454).

The original magnesium front hub having cracked, a new front wheel has been built by Conway's using a new Molnar hub, brake, rim and spokes (the original wheel is included in the sale). Last run competitively 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 - 38,000

€31,000 - 42,000

398

1925 DOUGLAS 596CC RA MODEL OB

Registration no. BF 5631

Frame no. 5759/3

Engine no. OE 124

- *Rare overhead-valve sports model*
- *Originally used for off-road racing*
- *Completely restored in 2010*



Douglas had built racing and experimental overhead-valve motorcycles prior to WWI but the first production OHV models did not emerge until after the war's end. In September 1921 at Brooklands an overhead-valve Douglas set new 350cc records at 200, 300 and 400 miles. The first production models appeared at that year's Motor Cycle Show and soon demonstrated an enviable combination of speed and reliability. Sales were boosted considerably when in March 1922 Cyril Pullin became the first man to exceed 100mph on a '500' riding one of the new OHV Douglas models. Having made a successful start, Douglas improved upon the concept with the successor RA model, which took its name from the British Research Association, designers of the novel disc brakes fitted front and rear.

There was a new frame and the gearbox was relocated above the rear cylinder, enabling the engine to be mounted lower down. Instead of a separate oil tank, engine lubricant was contained within a large aluminium sump. Another novel feature was the use of a twist grip for throttle control instead of the customary lever. Extensive use of aluminium kept the weight down to an admirable 275lb.

Riding an RA, Manxman Tommy Sheard won the 1923 Isle of Man Senior TT while Jim Whalley won that year's French Grand Prix and Spanish 12 Hours race. Capitalising on the RA's success, Douglas marketed it as the 'IOM Model', claiming that it was identical with the TT winning machine. The first standard production versions of the RA were launched at the Olympia Show in October 1923 designated OB/24 (596cc) and OE/24 (346cc).

The Model OB offered here has larger brakes than the standard production version, which may indicate that it was specially built as a 'works' machine. We are advised by the private vendor that it was originally used for off-road racing before being modified for road use with mudguards and road tyres. The vendor advises us that the entire machine was restored in 2010, the engine being re-bored and fitted with new pistons; the paintwork refurbished; and the nickel brightwork re-plated. Accompanying documentation consists of a Douglas Club dating letter and a V5C Registration Certificate.

£23,000 - 25,000

€25,000 - 28,000

399

1928 DOUGLAS 500CC RA/DT RACING SPECIAL

Registration no. BF 8703

Frame no. FF 23

Engine no. EK 105

- *Rare overhead-valve sports model*
- *Originally used for speedway racing*
- *Entirely restored (good-condition engine excepted)*



Douglas had built racing and experimental overhead-valve motorcycles prior to WWI but the first production OHV models did not emerge until after the war's end. In September 1921 at Brooklands an overhead-valve Douglas set new 350cc records at 200, 300 and 400 miles. The first production models appeared at that year's Motor Cycle Show and soon demonstrated an enviable combination of speed and reliability. Sales were boosted considerably when in March 1922 Cyril Pullin became the first man to exceed 100mph on a '500' riding one of the new OHV Douglas models. Having made a successful start, Douglas improved upon the concept with the successor RA model, which took its name from the British Research Association, designers of the novel disc brakes fitted front and rear. Riding an RA, Manxman Tommy Sheard won the 1923 Isle of Man Senior TT while Jim Whalley won that year's French Grand Prix and Spanish 12 Hours race. Capitalising on the RA's success, Douglas marketed it as the 'IOM Model', claiming that it was identical with the TT winning machine.

The RA also played a part in the development of the famous Dirt-Track Douglas. Douglas was the first manufacturer to establish dominance in the sport of speedway, which had been introduced into the UK from Australia in the late 1920s.

According to the late Jeff Clew (writing in his book, *The Douglas Motorcycle*): "One of the first riders to demonstrate the art of 'broadsideing' in the UK was Stewie St George, a New Zealander who entered the Greenford Track's meeting on Easter Saturday 1928. He put up a superb display with his modified RA model..."

"News of Stewie's performance reached the Douglas works and he was invited to Bristol for the day by John Douglas, to discuss the possibility of developing a machine specifically for dirt-track racing." The result was the Dirt-Track Douglas: basically an RA with its rear section replaced with that of an OB model. On his first outing at Manchester, St George won every race on the new machine.

We are advised by the private vendor that this RA was originally used for speedway racing before being modified for road use with mudguards and road tyres. The vendor advises us that with the exception of the engine, which was in good condition, the entire machine has been restored. Accompanying documentation consists of a Douglas Club dating letter and a V5C Registration Certificate.

£30,000 - 35,000
£33,000 - 39,000

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400

1930 DOUGLAS 596CC MODEL F29

Registration no. GH 3235

Frame no. 871

Engine no. 3038

Designed by Cyril Pullin and launched at the Olympia Show in 1925, the Douglas EW was intended to benefit from tax concessions available to lightweights and so weighed under 200lbs. In typical Douglas fashion the engine was a fore-and-aft flat twin: a fixed-head sidevalve with outside flywheel, hand and mechanical oil pumps, and BTH magneto ignition. A gearbox mounted behind rather than above the rear cylinder, all-chain drive and decent-sized drum brakes differentiated the EW from its predecessors, as did the handsome sloping fuel tank that replaced the flat style used hitherto. The work of ace rider/engineer Freddie Dixon, a revised EW first appeared at the 1928 Motor Cycle Show. By this time the EW designation had been dropped; the 596cc models being re-coded E28 (standard) and F28 (Sports), changing to E29/F29 the following year. First registered in July 1930, this F29 was purchased by the vendor in the mid-1990s. An older restoration, the machine has not been ridden for some time but remains in very good condition. The magneto has been removed but is present, and the Douglas also comes with an acetylene headlamp. Offered for re-commissioning, this handsome Vintage-era sports roadster is offered with a history file containing an old-style buff logbook (1948); sundry bills; a V5C document; and a quantity of photocopied marque-related literature.

£6,000 - 8,000

€6,600 - 8,800



401

1920 ABC 398CC

Registration no. DS 7755

Frame no. 1111

Engine no. 1111

Designed by Granville Bradshaw and produced by the Sopwith Aircraft Company, the ABC drew heavily on its designer's wartime experience in the development of air-cooled aero engines. A ground-breaking design, the ABC engine was a 398cc overhead-valve flat twin with integral four-speed gearbox. Legend has it that the power unit was designed in under three weeks, but Bradshaw did not stop there, going on to pen the duplex loop frame and sprung front and rear forks that marked out the ABC as one of the most advanced motorcycles of its day. It was fast too, J L E Emerson breaking the one-hour record twice at Brooklands, the second time at an average speed of 70.44mph, a feat that necessitated exceeding 80mph on occasions. Despite these successes, this promising design was hamstrung by production difficulties and price increases, only 3,000-or-so being made up to 1921 when the Sopwith factory ceased manufacture, though production of a modified version was continued by Gnome & Rhone in France. Although it is not known for how long the vendor has owned this ABC, it could have been acquired as long ago as the 1970s. Unused for a number of years, the machine appears sound; nevertheless, sympathetic re-commissioning and the customary safety checks are advised before returning it to the road. Offered with some photocopied technical literature and a V5C.

£5,000 - 7,000

€5,500 - 7,700



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

402 *

1928 AJS 349CC K7 RACING MOTORCYCLE

Registration no. not registered

Frame no. K43541

Engine no. K43541

- *Delivered new to New Zealand*
- *Dating from the first year of production*
- *Restored in 2020*
- *Full photographic record of the rebuild*



By the late 1920s, AJS's overhead-valve 'Big Port' was nearing the end of its development, and in 1927 the works race bikes appeared with a new overhead-camshaft engine. Instead of the customary shaft and bevel gears, the camshaft was chain driven, its distinctive cast-alloy case extending forwards to the front-mounted magneto. After initial lubrication problems had been sorted out, works rider Jimmy Simpson rode the 350cc version to victory in the Belgian, Swiss, Austrian and European Grands Prix in 1927. A catalogued model from 1928, the 'cammy' AJS was built in 350cc (K7) and 500cc (K10) capacities initially, customer versions being equipped with three-speed gearboxes rather than the works bikes' four-speed units. By the end of the 1929 season the improved 350cc model (now designated 'M7') had chalked up victories in the German TT and the Grands Prix of Austria, Ulster and Europe.

A 250cc version followed, Jimmy Guthrie winning the Lightweight TT on one in 1930. By this time Freddie Hicks had been hired as AJS's No.1 works rider and his renowned development skills had resulted in further improvements to the factory bikes, which scored 350-class wins at the Dutch TT and the Grands Prix of Germany, Austria, France and Ulster. Sadly, AJS's worsening financial situation curtailed further development, and although cammy S7 and S10 models were listed for 1931, production ceased later that year when the company was taken over by Matchless.

This AJS K7 was delivered new to New Zealand in 1928 and rediscovered many years later, in 1953, abandoned in a shed on a sheep farm. Largely complete and in very sound condition when found, the machine went on to have various owners in New Zealand before being purchased and restored to its former glory in 2020 by the current vendor, who advises us that it is correct in detail for 1928. Noteworthy features include inverted control levers; push/pull throttle twistgrip; John Bull handlebar rubbers; correct Lucas racing magneto (fully rebuilt); and an André Hartford steering damper. Major restoration works included rebuilding the engine, gearbox and wheels, and nickel plating the brightwork. A full photographic record of the restoration, including before and after pictures, is offered with the machine.

Magnificently presented, this beautiful cammy AJS starts readily and is said to be a pleasure to ride. Indeed, the vendor last rode the machine in May of this year and tells us that the experience was delightful.

£22,000 - 28,000

€24,000 - 31,000

403

1927 MATCHLESS 982CC M3/S SPORTS SOLO

Registration no. VH 2605

Frame no. to be advised

Engine no. 1113

- *Rare Vintage-era v-twin sports model*
- *Present ownership since 1997*
- *Restored between 2002 and 2004*



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

These early Matchless models 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. By 1913 there were no fewer than six different models on offer ranging from 3½hp to 8hp in nominal rating. These included twin-cylinder 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.

Reluctant to remain reliant on outside suppliers, Matchless introduced a 982cc 50-degree v-twin engine of its own design for 1925, although it did bear a strong resemblance to the contemporary JAP. This new engine went into the M/3S 'Sports Solo' model, which replaced the JAP-powered M/2.

The current vendor first saw this rare v-twin Matchless in 1974 and bought it in 1997; the machine was then totally restored between 2002 and 2004. Works carried out included re-bushing the forks and fitting new spindles; rebuilding the wheels; sourcing a new fuel tank; overhauling the engine (new pistons, bearings, etc); and restoring the oil pump, while the magneto was rewound in December 2018. Last run in October 2019, this beautifully restored Vintage-era Matchless is offered with an old-style logbook and a V5C Registration Certificate.

£28,000 - 35,000

€31,000 - 39,000

404

1928 MONTGOMERY 680CC 'TWIN FIVE'

Registration no. SV 9481

Frame no. 4391

Engine no. GT/W 75919

- *Ultra-rare Vintage-era v-twin*
- *Professionally restored in the early 2000s*
- *Banbury Run award winner*



"These Montgomery machines are for the men who prefer a distinctive mount in appearance and performance. That extra degree of soundness – those little touches which distinguish the 'super' machine from the mere motor cycle, come naturally to the Montgomery and at a price that is amazingly low." – Montgomery advertisement.

The Suffolk town of Bury St Edmunds is a long way from the British motorcycle industry's West Midlands heartland, yet this was where William J Montgomery chose to set up in business as a manufacturer in the early years of the 20th Century, although after WWI he relocated to Coventry. Like many of his contemporaries, including rivals Brough and McEvoy, Montgomery relied heavily on proprietary components, although the frame and forks were manufactured in-house. Indeed, Montgomery supplied frames and its own sprung fork to George Brough in the latter's early days. Montgomery had begun by manufacturing sidecars, and motorcycle combinations continued to be the mainstay of his business for many years.

The company diversified after WWI, extending its line-up to encompass a 147cc two-stroke at the more affordable end of the range while offering a 996cc v-twin at the other. A make that did not re-emerge after WW2, Montgomery is best remembered today for its 8-valve Anzani-engined v-twin: one of the Vintage era's first 'superbikes' and a worthy rival to the Brough Superior SS100.

Powered by J A Prestwich's 680cc sidevalve v-twin engine, the Montgomery Twin Five was a direct competitor for George Brough's 5-15 although much rarer today; indeed, the example offered here may well be the sole survivor. The Montgomery was discovered in derelict condition by a friend of the vendor and was completely rebuilt over a three-year period by a mechanical engineer, with any missing parts remanufactured. The paintwork and brightwork were entrusted to specialists, as was overhauling the magneto. Shortly after the rebuild's completion the Montgomery won a concours award at the 2004 Banbury Run, while its last outing was at Banbury in 2019. It should be noted that, although of correct type, the engine dates from 1930, and we are further advised that the gearbox occasionally jumps out of 2nd gear and needs overhauling. Described as in very good/excellent condition in all other respects, this rare Vintage-era v-twin is offered with a dating letter and V5C document.

£25,000 - 35,000

€28,000 - 39,000

405

1931 MATCHLESS 592CC SILVER HAWK

Registration no. GP 437

Frame no. B721

Engine no. B667

- *Rare 1930s four-cylinder motorcycle*
- *Formerly part of the Ivor Halbert Collection*
- *An older restoration*



Reviewing the v-four Silver Hawk at its launch in the autumn of 1930, Motor Cycling stated that this exciting overhead-camshaft model was “designed primarily to give really high speed, and to give this speed with silence and the added safety of a spring frame”. The early 1930s was a period of severe economic depression, yet the 1931 Motorcycle Show at Olympia in London witnessed the launch of not one but two four-cylinder models aimed at the very top of the market. The ultimate fates of the two newcomers would turn out to be very different however; Ariel’s offering – the Square Four – would enjoy a lengthy production life lasting into the 1950s, whereas the rival Matchless Silver Hawk would be gone within four years.

Matchless had introduced another vee-engined model, the twin-cylinder Silver Arrow, the previous year, and the Silver Hawk’s design shared many of the ‘Arrow’s features, most notably the narrow-included angle of the cylinders: 26 degrees. Displacing a total of 592cc, the cylinders were contained within one casting and topped by a single ‘head, just like the Arrow’s, but the Hawk was intended to be a luxury sports-tourer and so enjoyed the advantages conferred by overhead-camshaft valve gear.

Drive to the upstairs cam was by shaft and bevel gears, and there was no denying that the v-four Silver Hawk’s was one impressive looking motor. The frame and cycle parts followed Silver Arrow lines, incorporating cantilever rear suspension broadly similar to that adopted later by Vincent-HRD. Expensive to make and introduced at the wrong time, the Silver Arrow failed to sell despite its mouth-watering specification and was quietly dropped in 1935.

First registered in May 1931, this Silver Hawk was purchased at a UK auction in 2009 having formed part of the Ivor Halbert Collection for many years. An older restoration, the machine is offered from an important UK private collection and will require re-commissioning before returning to the road (the last MoT expired in 1997). Noteworthy features include 12-volt electrics, electronic ignition, and a Smiths 80mph speedometer. The machine is offered with a V5C document and a small quantity of spares.

£26,000 - 32,000

€29,000 - 35,000

406

1938 MATCHLESS 982CC MODEL X

Registration no. FAH 155

Frame no. 774

Engine no. 38/X 5280

- *Charismatic 1930s v-twin*
- *An older restoration, subsequently refurbished*
- *Last run earlier this year*



Founded by the Collier family in Plumstead, South London, Matchless built its first motorcycle in 1902, soon gaining worldwide recognition when a JAP-engined model ridden by Charlie Collier won the single-cylinder class of the first ever Isle of Man TT race in 1907. Further wins TT followed in 1909 and 1910, cementing the marque's reputation for sporting prowess. As well as sporting singles, Matchless offered v-twin sidecar tugs from its earliest days and from 1914 concentrating exclusively on this type of machine. Production of these MAG-engined models resumed after The Great War and continued into the 1920s despite the presence of a more modern Matchless-engined rival in the range. Designated 'X/2' on its launch in 1925, this 982cc sidevalve v-twin would remain in production until the outbreak of WW2, its engine being supplied to Brough Superior for use in the SS80 from 1935 onwards.

While lesser models came and went, the stately Model X remained a fixture of the range, progressively updated, until 1940. The most significant upgrades along the way were introduced for 1937 when the Model X adopted a shorter frame, restyled fuel tank and front-mounted magneto.

This Model X was not first registered until July 1944 in the name of a Mr Scott of Terrington St Clement, Norfolk. The Matchless changed hands in 1957, passing to one Cyril Crowe of Sandringham, Norfolk, a well-known enthusiast and Vincent specialist. On Cyril's death, the Matchless was inherited by his brother-in-law. Work commenced on a major overhaul and refurbishment: the forks, engine and gearbox being reconditioned; the frame powder coated; all other cycle parts repainted; the tank chromed; and a new hand-made stainless exhaust fitted.

Further restoration was carried out in 2000 by the previous owner, while the vendor has had the machine serviced and the electrics overhauled. Used sparingly and only for local trips, the Matchless was last run earlier this year and is described by the private vendor as in generally very good condition. Offered with sundry bills and a V5C.

£25,000 - 35,000

€28,000 - 39,000

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.

407

1937 VINCENT-HRD 500CC SERIES-A COMET

Registration no. FJO 290
Upper Frame no. D1428
Rear Frame no. D1428
Engine no. C494

- *Rare pre-war Series-A single*
- *Restored in 2010*
- *Present ownership since 2012*



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

Like Davies before him, Vincent relied on proprietary engines until increasing dissatisfaction with suppliers led to the creation of Vincent's own in 1934. An overhead-valve, 500cc single, this all-new power unit was designed jointly by PCV and his Chief Engineer Phil Irving. Messrs Vincent and Irving brought fresh thinking to the design of what would become known as the Series-A motor, opting for a relatively short stroke of 90mm coupled to an 84mm bore; a high-set camshaft and two guides for each valve with the rocker arm engaging between them; the sum of all these features resulting in a compact engine with considerable scope for tuning. The names 'Comet' and 'Meteor' were chosen for the sports and touring versions respectively of the stylish new Vincent-HRD, which had not even been started, let alone ridden, when it was first exhibited at the 1934 Motor Cycle Show at Olympia.

Fortunately, during the Show a tester achieved a speed of 90mph on a Comet, a highly respectable figure for a 500cc sports roadster and one that fully justified Philip Vincent's prior performance claims. In the 1935 Isle of Man Senior TT, the new Vincent-HRDs finished in 7th, 9th and 12th places, demonstrating that they possessed reliability as well as speed. Sales increased steadily, but the Vincent was an expensive product and ownership remained the privilege of a wealthy few. Production of all Series-A Vincent-HRDs ceased on the outbreak of WW2, and today the pre-war Comet and Meteor – the machines that effectively kick-started the Vincent legend – are highly prized by discerning collectors.

Manufactured in 1937 and first registered in March 1938, this Vincent-HRD Comet was restored in 2010 and is described by the private vendor (its owner since September 2012) as in 'tip top' condition. The machine comes with a history file containing a dating certificate; assorted correspondence; a quantity of expired MoTs and tax discs; old insurance documents; old/current V5/V5C documents; and a purchase receipt (1949) when it was bought by Arthur G Gibb.

£42,000 - 48,000
€46,000 - 53,000

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408

1951 VINCENT 998CC SERIES-C BLACK SHADOW

Registration no. GTP 308
Upper Frame no. RC9239B
Rear Frame no. RC9239B
Engine no. F10AB/1B/7339
Crankcase mating no. SS75

- All matching numbers
- Only four owners from new
- Present ownership since 1979



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

But above all else it was the v-twin's stupendous performance that captivated motorcyclists, whether they could afford one or not. The appeal of the Vincent, and the Black Shadow in particular, lay in its ability to out-perform just about every other vehicle on the road, and in the early post-war years there was nothing to compare with it. This was a time when the average family sedan was barely capable of reaching 70mph, and not until the advent of Jaguar's XK120 was there a production sportscar that could live with the thundering v-twins from Stevenage. With a top speed approaching 120mph, and bettering it in the Black Shadow's case, the Vincent v-twin was quite simply the fastest road vehicle of its day.

Vincent Owners Club records show that Black Shadow 'GTP 308' was despatched from the factory in July 1951 to Jenkin & Purser of Portsmouth. The registration, frame, engine, and crankcase mating numbers are all correct. The original logbook records seven changes of ownership up to March 1977 but between only three owners. The current vendor purchased 'GTP 308' from the last owner listed in 1979 to form the centrepiece of an extensive collection of Vincent motorcycles. Used only sparingly and the last of the vendor's private collection to be sold, 'GTP 308' has not seen active use for some time although the engine has been turned occasionally.

Wonderfully presented with only a few deviations from factory specification, the machine would be the ideal centrepiece of any collection. Usual safety checks and general servicing is recommended before returning to the road. Accompanying documentation consists of a current V5C Registration Certificate and the aforementioned original logbook.

£55,000 - 65,000

€61,000 - 72,000



409

Property of a deceased's estate

1950 VINCENT 499CC COMET

Registration no. LKD 905

Frame no. RC/1/7001 Rear Frame no. RC/1/7001

Engine no. F5AB/2A/5101 Crankcase nos. 66 O/66 O

The layout of the single-cylinder Vincent was almost identical to the twins, with the same 'frameless' cycle parts being employed for both types. The rear cylinder was replaced with a cast alloy beam, and the gearbox employed was the familiar Burman item, the older versions of which had been popular before the war, and would prove to be equally, if not more, popular after it. Announced in late 1948, the 'B' Meteor was joined soon after by the Comet in Series C form with Girdraulic forks, as opposed to the Brampton girders on the Meteor. The Meteor was a little less expensive than the Comet, but excepting the forks, there were few differences between the two. A 'matching numbers' bike, 'LKD 905' was purchased in 2017 by the deceased owner who used the bike every year thereafter, during summer months only, and in dry weather conditions, until 2017. When purchased, it was in much the same condition as we see today, having already had improvements such as indicators and the centre stand fitted. In 2014 the bike benefited from a rebuilt front wheel and replacement forks after the owner had an accident. Documentation comprises a current V5C, an old-type V5C, old-type V5, details of the original build from the VOC, a quantity of old MoTs, and sundry papers. Presently on SORN, the bike will need light re-commissioning and basic safety checks prior to use on the road by a new owner.

£13,000 - 17,000

€14,000 - 19,000



410

1950 VINCENT 499CC COMET

Registration no. MAT 472

Frame no. RC/1/7336 Rear Frame no. RC/1/7336

Engine no. F5AB/2A/5436

Unlike in pre-war days, when the first (Series-A) Vincent-HRD v-twin had been created by - in effect - combining two of the existing singles, post-WW2 Vincent's approach was reversed, with the Series-B twin appearing first, in 1946, and the single-cylinder version in 1948. The latter was offered in two forms initially: Series-B Meteor and Series-C Comet. Apart from its Burman gearbox and 'missing' cylinder, the Comet followed Series-C twin lines, featuring the newly introduced Girdraulic front fork and hydraulic dampers at front and rear, while the Meteor retained the old Brampton girders. The Meteor was soon dropped but the Comet continued in production until 1954, offering the same degree of refinement as its bigger brother, albeit with reduced performance. Even so, the Comet combined a 90mph potential with excellent fuel economy, and was the ideal touring mount for the discerning rider who placed civility of manners and quality of construction above outright performance. An expensive machine to produce, the Comet did not sell as well as its maker had hoped and was dropped when the Series-D range was introduced. Shed stored for many years, this exceptionally original matching-numbers Comet was fully refurbished by its engineer owner in 2008 using original parts wherever possible, including authentic alloy mudguards (painted silver). The engine also was rebuilt with new parts and the machine has covered only some 1,000 miles since restoration. Accompanying documentation consists of some expired MoTs and a V5C Registration Certificate.

£22,000 - 26,000

€24,000 - 29,000



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411

1955 VINCENT 998CC BLACK PRINCE

Registration no. RYM 280

Frame no. RD12848BF

Engine no. F10/AB/2B/10948

- *The ultimate Vincent v-twin*
- *Recently re-commissioned (2020)*
- *Last run earlier this year*



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.

The vendor purchased this Black Prince last year and discovered that it required a major overhaul as it had not run for over ten years. We are advised that the machine has now been completely checked over and re-commissioned using many new or reconditioned parts, with all the original chrome being renewed and a new sealed battery fitted. Not immaculate, though still presentable, the machine is now considered by its owner to be ready to use. Last run earlier this year, this ultimate Vincent is offered with a rider's handbook, original parts books, and old/current V5/V5C Registration Certificates.

£55,000 - 65,000

€61,000 - 72,000

412

VINCENT 499CC GREY FLASH REPLICA

Frame no. not stated
Engine no. F10AB/2920/28

- *Accurate Grey Flash replica*
- *Built seven years ago by engineer owner*
- *Fewer than 100 miles since completion*



Development work by factory tester George Brown, himself an accomplished racer, resulted in the Vincent Grey Flash: a tuned version of the Series C Comet single with a power output of 35bhp and a top speed in racing trim of 115mph. The 'Flash retained the overall look of the Comet roadster, with Vincent's distinctive Girdraulic front fork and cantilever rear suspension, but featured an Amal TT carburettor, Elektron magnesium-alloy brake plates and an eye-catching pale grey colour scheme. Success eluded the works Grey Flashes in both the 1950 and '51 Isle of Man TT races but the model chalked up some notable victories on mainland short circuits in the hands of factory apprentice John Surtees. Catalogued only for the 1949 and 1950 seasons, during which time a mere 31 were completed, the Grey Flash is one of the rarest and most desirable of post-war Vincents.

Closely resembling a genuine Vincent Grey Flash, this replica was built some seven years ago by the owner - an engineer and avid Vincent collector - from parts collected over a 25-year period. The owner has a collection of other Vincent motorcycles, all of which he has restored, but now retirement, age and various motorcycling 'war wounds' have prompted him to reduce his collection.

The engine has been completely rebuilt using early replica crankcases with all new parts fitted: big-end bearing, main bearings, etc and also incorporates a 9:1 piston and MkII camshaft. Unusually for a replica, the Amal 10TT9 Carburettor is correctly located below the genuine Grey Flash petrol tank, with three fuel taps fore and aft for constant feed on long bends when racing. The tank has been signed by John Surtees, who successfully raced a Grey Flash at the start of his illustrious career. Other noteworthy features include an Albion four-speed gearbox (rebuilt); reconditioned cycle parts; lightweight (milled out) bladed forks (as Grey Flash); twin racing brake-plates on both wheels (as Grey Flash); and alloy wheel rims; indeed, virtually everything on this machine has been rebuilt or remade/renewed.

Described by the private vendor as powerful and running superbly, this well executed Grey Flash replica has covered fewer than 100 miles at parades and summertime events since completion and is presented in excellent condition.

£22,000 - 26,000

€24,000 - 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.

413

C.1970 NORTON-VINCENT 499CC COMET SPRINTING MOTORCYCLE 'MOTO3'

Registration no. HPX 536H
Frame no. R13 86229
Engine no. F5AB/2A/10528

- *Built in the 1970s by the late Gordon Colquhoun*
- *Last run competitively at the Brighton Speed Trials in 2015*
- *Present ownership since 2015*



This unique and very special motorcycle was built in the 1970s by the late Gordon Colquhoun, a highly respected sprint bike builder and Vincent aficionado. The current vendors bought the Comet five years ago to do UK sprint events but also with an eye on setting some speed records at Bonneville. Unfortunately, the unpredictable weather and salt condition, plus abandoned Bonneville meetings, have made the risk and cost of shipping and travel too prohibitive, despite the keenness of the partners.

Gordon Colquhoun was well known in Vincent and sprinting circles for building three Vincent-based motorcycles of note. The first, 'Moto1', was a twin-cylinder Vincent-engined sprinter that was ridden with some success by Charlie Rouse, setting national speed records in Ireland and other sprint meeting records. It is believed by some that the second, 'Moto2', was a supercharged Vincent-engined bike but its current whereabouts are not known. The bike for sale is 'Moto3' (stamped 'GCMoto3') which was built by Gordon in Dave Massam's commercial garage in Devon (where Gordon then lived). Dave Massam rode the bike at various sprints for Gordon over many years as the Vincent was developed.

In 2000, Moto3 was bought directly from Gordon by classic motorcycle and sprinting enthusiast Roger Pales. Roger further developed the Vincent over the next 14 years until it achieved a quarter-mile terminal speed of over 100mph (something of a landmark). It was he that added the magnificent fairing, a work of art handmade by craftsman/artist Carl Neville to a standard rarely found today.

Moto3 last ran competitively at the Brighton Speed Trials in 2015 where it behaved impeccably. It has been kept in air-conditioned storage and turned over regularly since then. The number of the Comet engine (currently jetted to run on methanol) corresponds with that on the V5 and in Vincent archives. As was the norm with sprint bikes of this era, the engine is built into a sturdy Norton Featherbed frame. Moto3 has the registration number of the Norton and the relevant old logbook.

On file, there is a thick file of results, technical data and check lists for starting and storing after events compiled by Mr Pales together with a report of how he came to own the bike and of the work undertaken during his 14 years ownership and development. There is also a file of receipts for parts and costs over that time.

£14,000 - 18,000

€15,000 - 20,000

414

One owner from new

2016 EGLI-VINCENT 1,330CC BY GODET

Registration no. WGU 460F

Frame no. EV485

Engine no. F13AB/5C/EV16072

- Built new in 2015/2016
- Extensive upgrades
- Only circa 1,300 miles from new
- Immaculate condition



One of the world's best-known motorcycle frame makers, Swiss engineer Fritz Egli built his first frame in what would turn out to be a highly successful attempt to tame the wayward handling of his Vincent v-win race bike. The Vincent used a spine-type frame and so did Egli, though his was tubular rather than box-section and all-welded rather than bolt-up in construction. This trademark large-diameter spine has been a feature of virtually all Egli's frames made since, proving adaptable to almost all types of motorcycle engine layout from British singles to across-the-frame Japanese fours. It proved to be the complete answer to the Vincent racer's handling problems, and Fritz duly took the Swiss hill climb championship in 1968, winning every round. These days widely regarded as a marque in its own right, it is the Egli-Vincent v-twin, with its exciting combination of classic power and modern chassis technology, that has proved to be his most enduring legacy.

As Fritz Egli moved on to other projects, the machines continued to be produced in limited numbers by other specialists, and this example is the work of Frenchman Patrick Godet, the former FIM Coupe d'Endurance champion and world-famous Vincent specialist. The machine was commissioned by the current vendor and delivered in 2016. Its use since then has been limited to a track day at Snetterton and dry-weather outings on the Welsh border roads.

Specification highlights include the following:

New 1,330cc 92mm-bore engine with 8.3:1 compression ratio pistons
Dynamically balanced crankshaft with lightweight con-rods
Unleaded-compatible cylinder heads
New standard four-speed gearbox with multi-plate clutch
Electric starter
12-volt alternator electrics
Electronic ignition
Mikuni 36mm carburetors
TIG and Gasflux welded frame, nickel plated
Ceriani 35mm GP forks
210mm Fontana-type magnesium 4LS front brake
5" Smiths Chronometric digital speedometer
3" Smiths Chronometric digital tachometer
Black Lightning-type rear brake
Aluminium valanced wheel rims with stainless steel polished spokes
Aluminium banana-type fuel tank
High quality shock absorbers
Godet special exhaust system and silencer

Godet's detailed specification and invoice are on file, the latter (dated 19th September 2016) for €71,050 (approximately £60,830 at that time). An exciting opportunity to acquire an Egli-Vincent for the 21st Century, built by one of the best in the business.

£55,000 - 65,000

€61,000 - 72,000

415

1974 MV AGUSTA 750S

Registration no. TML 359M
Frame no. MV4C75 214 0367
Engine no. 214 0359

- Last run in 2019
- Later twin-disc front ends
- One previous owner



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. This MV Agusta 750S has had only one previous owner, who during his ownership registered the machine in the names of various businesses he owned, hence the V5/V5C documents recording more than one previous keeper.

Last run in 2019, the machine benefits from a later twin-disc front end and the addition of a fairing, and is described by the private vendor as in generally very good condition. The original front drum brake, wheel, fork legs and associated parts are included in the sale.

£60,000 - 70,000

€66,000 - 77,000

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

1937 BMW 494CC R5

Registration no. FPJ 262

Frame no. 501571

Engine no. 500678

- *Present ownership since 1975*
- *An older restoration*
- *Requires re-commissioning*



Following the collapse of its aero engine business after WWI, BMW turned to other areas of manufacture, motorcycles among them. Its first two models, marketed as the Frink and Helios respectively, were failures, but a successful proprietary engine was supplied to other manufacturers. Launched in 1923, the first motorcycle to be sold as a BMW - the R32 - featured a 494cc, twin-cylinder, sidevalve engine having horizontally opposed cylinders, and this 'flat twin' layout would forever be associated with the marque. Setting a pattern that endures to this day, the first BMW motorcycle was relatively expensive but superbly engineered and constructed, while the quality of finish was of the highest order.

An important step forward in the development of BMW's long-running flat-twin occurred in 1936 with the introduction of the 494cc R5. Prior to that the BMW engine had been recognisably related to the first of its type, the 1923 R32, and like those of its (494cc) predecessors, the R5's engine dimensions were 'square' at 68x68mm bore/stroke. However, the overhead-valve R5 engine broke new ground by adopting two chain-driven camshafts, a move that permitted shorter pushrods and higher revs. Maximum power increased to 24bhp at 5,800rpm while the top speed was an impressive 87mph (140km/h).

First registered in August 1937, this R5 comes with an old-style continuation buff logbook (issued 1958) showing that it was first registered to the vendor in 1975. According to his family, it was purchased as a restoration project and subsequently restored over a lengthy period. 'FPJ 262' is the original Surrey registration, and according to BMW records the R5 was first owned in 1937 by a Mr I J Fox.

Apparently in good order throughout, although not ridden for some time, this highly desirable BMW sports roadster will require re-commissioning and the customary safety checks before returning to the road. The machine is offered with a history file containing the aforementioned logbook; sundry bills; a V5C document; and a quantity of photocopied marque-related literature.

£10,000 - 15,000

€11,000 - 17,000

417

C.1936 IVORY CALTHORPE 500CC

Registration no. unregistered

Frame no. unable to locate

Engine no. M5/2244

- *An older restoration*
- *Original 'Sunburst' horn and 'Calthorpe Creamer' front fork adjuster*
- *Offered for re-commissioning*



Manufactured by the Minstrel & Rea Cycle Company, of Birmingham, the first Calthorpe motorcycle appeared in 1909 powered by a 3.5hp 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 1919 the range had shrunk to just two lightweight models: a 293cc JAP and a Peco-powered two-stroke. In 1928 the first of the famous 'Ivory' Calthorpes appeared, so called because of its distinctive finish to fuel tank and mudguards. By 1930 the Ivory had gained a new 350cc overhead-valve inclined engine with twin-port cylinder head. Two new Ivories were added for 1932: a 250cc two-stroke with Villiers-based engine - the Ivory Minor - and a 494cc version of the ohv model. The Minor lasted for little more than a season before the Calthorpe range was reduced to just the 494cc Ivory Major.

The Minor was revived in 1934, but this time with a 250cc four-stroke engine, while the 350 returned for 1935 as the Ivory Junior. South London dealers Pride & Clarke held exclusive sales rights to the range for 1937 but Calthorpe would not survive for much longer, going into receivership in 1938. The brand was revived briefly post-war by DMW, though production machines used the latter's name only.

Incorporating a 350 frame and a 500 engine, this Ivory Calthorpe features the correct original 'Sunburst' horn and 'Calthorpe Creamer' front fork adjuster, both of which are rare. The machine is an older restoration in need of re-commissioning; known issues include the kick-starter (catches at the top of the swing); the de-compressor lever (not connected); and the oil pump (non-functioning). Accordingly, the machine is sold strictly as viewed. Offered with a selection of invoices, there are no registration documents with this Lot.

£7,000 - 9,000

€7,700 - 9,900



418

1931 SUNBEAM 344CC MODEL 10

Registration no. WP 434

Frame no. R1155

Engine no. SS1133

Introduced in the autumn of 1930, the all-new Sunbeam Model 10 featured an overhead-valve twin-port engine incorporating an in-sump oil reservoir, while its conventional cycle parts were lighter than hitherto. Although something of a departure from traditional practice - for the first time there was no fully enclosed chain case on a Sunbeam roadster - the Model 10 was a capable performer of exceptional frugality, over 100mph being achievable. The Model 10 was produced for only two years before Sunbeam reverted to the old Model 8, and is one of the rarer Sunbeam motorcycles of this period. There are only 15 Model 10s on the Sunbeam Register, 11 of which date from 1931 like that offered here. We are advised that 'WP 434' was totally restored in 2004 and comes with all related receipts. Works carried out included overhauling engine; powder coating the frame; rebuilding the forks and wheels; overhauling the carburettor and magneto; and fitting new tyres, chains and sprockets. Described by the private vendor as in full running order, taxed and insured, the machine completed the Kop Hill Climb in September 2019 and last ran earlier this year. Additional paperwork includes old/current V5/V5C documents and a copy of the relevant Sunbeam Register entry.

£6,000 - 8,000

€6,600 - 8,800



419

1929 BSA 493CC S29 TWIN-PORT LIGHTWEIGHT

Registration no. VC 1415

Frame no. H2500

Engine no. K2386

This overhead-valve S29 sports model is the road version of a design originally intended for speedway racing. Very few examples now remain. This machine's early history is not known but it was used by the Home Guard during WW2 and had several owners until 1952 when it was stripped for grass-track racing. Acquired by Phil Palmer in 1982, the BSA was loaned to the vendor in 2004 when serious restoration commenced. A new big-end assembly was supplied by Alpha Bearings and repairs made to the tappet box and gearbox casing. All main bearings were replaced but overall the condition of the engine and gearbox was sound apart from some wear to the valve gear. We are advised that there is still plenty of lift on the cams and that the engine produces ample power, as demonstrated at the VMCC's 'Try our Sport Day' at Curborough on several occasions. The BSA has also twice done the Banbury Run. The following departures from factory specification are listed: later wheels for modern tyres; later mudguards; minor parts (i.e. handlebar controls); and the flexible exhaust pipes. Accompanying documentation consists of BSA OC dating certificate; an old-style logbook; and a V5C Registration Certificate. Returned to the road in 2011, the machine is said to perform quite well for its age, and is only offered for sale because of the vendor's advancing years and Phil Palmer's ill health.

£5,000 - 7,000

€5,500 - 7,700



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420

1934 BSA 499CC W34-8

Registration no. not registered

Frame no. B4 2822

Engine no. B8 752

During the 1930s its advertising slogan - 'One in Four is a BSA' - reflected the Birmingham-based company's status as the world's largest motorcycle manufacturer. The Depression of the early 1930s forced a cut back in the number of models, just ten being offered for 1932. Among these though, were three new 500s, one a sidevalve and two with overhead valves, all of which shared a common bottom end and the 85x88mm bore/stroke dimensions that would characterise all BSA's 500cc singles, including the legendary Gold Star, right up to the beginning of the unitary construction era in the 1960s. All featured engines having vertical cylinders and magneto ignition, which were carried in conventional cycle parts with rigid frames and girder front forks. Unfortunately, little is known of the history of this rare sporting BSA. There are no documents with the machine; however, it can be assumed that it was restored in the not too distant past. It is believed to have been purchased privately in Cornwall, and due to the vendor's declining health has been stored in a heated garage in recent years. Unused for some time, the BSA appears to be in very good condition; nevertheless, careful re-commissioning and the customary safety checks are advised before returning it to the road.

£7,000 - 9,000

€7,700 - 9,900



421

1932 BSA 349CC L32-5 BLUE STAR

Registration no. DSJ 140

Frame no. none visible

Engine no. Z5 1013

During the 1930s its advertising slogan - 'One in Four is a BSA' - reflected the Birmingham-based company's status as the world's largest motorcycle manufacturer. The Depression years of the early 1930s forced BSA to reduce its range of models, just ten being offered for 1932. Among these though, were two new overhead-valve sports models of 350cc and 500cc, both typed 'Blue Star' and featuring tuned twin-port engines incorporating high-compression pistons, 'hotter' cams and stronger valve springs. A four-speed gearbox with optional foot change was another feature common to what were then BSA's top-of-the-range sports models. Both engines had vertical cylinders and magneto ignition, and were carried in conventional cycle parts with rigid frames and girder front forks. A 250cc Blue Star was added to the range for 1933. According to the V5C, this L32-5 was first registered on the 31st December 1931. An older restoration, 'DSJ 140' was purchased in 1997 by the current vendor and is offered for sale with a current V5C. Stored in a heated garage in recent years and unused for some time, the BSA appears to be in good order; nevertheless, careful re-commissioning and the customary safety checks are advised before returning it to the road.

£5,000 - 7,000

€5,500 - 7,700





422

1938 TRIUMPH 498CC SPEED TWIN PROJECT

Registration no. CBM 347

Frame no. TH 5620

Engine no. 8-5T 11804

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, but the Coventry firm's newcomer established a formula that would be adopted by all of Britain's major motorcycle manufacturers in the succeeding decade. And whereas previous vertical twins had suffered from excess bulk, Turner's was lighter and narrower across the crankcase than the contemporary single-cylinder Tiger 90 (whose cycle parts it shared) and from certain angles looked just like a twin-port single. This was just what the conservatively minded motorcycling public wanted, and the Speed Twin proved an enormous success for Triumph, lifting the company out of the economic doldrums and setting it on the road to future prosperity. Performance proved exemplary for a road-going 500, around 85mph being attainable by the Speed Twin, while the Tiger 100 sports version could reach the 'ton' under favourable conditions. Owned by the vendor for the last 56/57 years, this Speed Twin is presented in 'barn find' condition having been kept in dry storage since it was last used in 1964. Representing a rare opportunity to acquire a pre-war example of one of the most influential motorcycles of all time, 'CBM 347' comes with a dating certificate and V5C document and is sold strictly as viewed.

£6,000 - 8,000

€6,600 - 8,800



423 N

C.1937 AJS 347CC MODEL 26

Registration no. not UK registered

Frame no. 1775

Engine no. 37/26 6306A (see text)

AJS were relative latecomers to motorcycle manufacture in 1909. Their subsequent partners, Matchless, had won their first TT in 1907, before the inception of the AJS company, yet AJS went on to achieve greater fame in racing circles with its overhead valve and overhead camshaft models of the 1920s. However, when AJS ran into financial troubles in 1931, they were taken over by Matchless. In the run up to the War, the AJS model range was comprehensive, and in 1937 encompassed 12 models ranging from 250cc singles to 990cc v-twins. 1775 was purchased by the owner when he lived and worked in South Africa. He used the machine occasionally during his time there, and shipped it back to the UK when he returned approximately 23 years ago. Largely unrestored, the bike has been fitted with a single port cylinder head, and a previous owner rebuilt the engine with replacement crankcases which have the original engine number on a brass plate. The original crankcases will accompany the machine. It has had only very occasional use, and been kept in dry garage conditions. The dynamo is neither driven, nor connected to the electrical system, the lights operating from a charged battery. It last ran in November 2019. Documentation comprises the South Africa registration document, a customs and excise 388 form, and a few receipts. The machine will require some re-commissioning and basic safety checks before taking to the road with a new owner.

£3,000 - 4,000

€3,300 - 4,400



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424

1949 DOUGLAS 348CC T35

Registration no. FNR 484

Frame no. T35/S 5681/3

Engine no. T35/S 5681/3

Douglas commenced post-WW2 production in 1947 with, naturally enough, a horizontally opposed twin, though unlike the vast majority of previous models, the T35 mounted its engine across the frame rather than inline. The engine was of unitary construction while the frame displayed even greater innovation with its swinging arm rear suspension controlled by torsion bars, and Radiadraulic leading-link front fork. Its advanced running gear endowed the Douglas with excellent handling and steering characteristics. The T35 was produced for little more than one season before being superseded by the updated MkIII. Restored at an unknown date, this Douglas T35 was purchased by the vendor and his late father in 2008, at which time the odometer reading stood at circa 300 miles (currently 1,183 miles). The vendor's father then carried out a thorough check of the machine: tightening any loose fastenings; filling the gearbox with the recommended oil; and reversing the incorrectly installed torsion bars! According to the vendor: "other than that it was by far the easiest bike to fire up and just sat there ticking over, swaying slightly". The last time the machine was ridden was 2019 when, returning from a country pub, it went onto one cylinder and has been parked in the garage ever since. The vendor owns six motorcycles, and fixing the Douglas was never top priority. The machine is now surplus to requirements and deserves to be revived and ridden by a new owner. Sold strictly as viewed, this landmark Douglas model is offered with a V5C Registration Certificate.

£3,000 - 5,000

€3,300 - 5,500



425

1955 EXCELSIOR 243CC TALISMAN TWIN

Registration no. UYC 597

Frame no. 5PT/134

Engine no. 5642

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 early Talisman used a plunger-suspended frame before a more modern swinging-arm version arrived for 1954. According to Somerset County Archives, 'UYC 597' was first registered in August 1955 by Parkhurst's of Yeovil. It is not known precisely when the vendor purchased the Talisman, but bills on file in his name date back to 2003, testifying to refurbishment undertaken from then onwards. An older restoration apparently in good condition, although not ridden for some time, 'UYC 597' would benefit from re-commissioning and the customary safety checks before returning to the road. The machine is offered with the aforementioned file of bills, two instruction books, and a V5C document.

£1,800 - 2,200

€2,000 - 2,400

No Reserve



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

426

Rare, one-year-only model supplied with factory Racing Kit

1953 TRIUMPH 498CC T100C PROJECT

Registration no. PKC 87

Frame no. 41912

Engine no. T100.C.41912

- One of fewer than 600 T100Cs built
- Long-term family ownership (since 1957)
- Off the road in dry storage since circa 1970
- Offered for restoration



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

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

This matching-numbers T100C, one of fewer than 600 built, comes with an old-style continuation logbook (issued 1961) showing that it was first registered to the current vendor's father on 9th February 1957. Its registration number indicates that the machine was first registered in Liverpool in December 1953. Last on the road circa 1970, since when it has been garage stored, the Triumph has belonged to the vendor since his father passed away some 12 years ago.

Original and un-restored, the machine has been inspected by a VMCC examiner and we are advised that he was happy with his findings with regard to the frame, engine, gearbox, etc. Original spares with machine include a rear light; twin-carburettor inlet manifold; carburettor float chamber and pipework; throttle twist-grip; and a front numberplate. Additional documentation consists of a V5C document and copy of the late owner's HP payments book.

£7,000 - 9,000

€7,700 - 9,900

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427

Formerly the property of Derrick Bedwell

1951 AJS 497CC MODEL 18CS SCRAMBLER

Registration no. NAU 550

Frame no. 2826

Engine no. 51/18 S 1003 C

- *Rare Model 18CS*
- *Ex-Derrick Bedwell*
- *Delivered new delivered with a spare set of crankcases*



Associated Motor Cycles announced its post-war range of Matchless and AJS heavyweight singles in June 1945. Housed in a rigid frame with Teledraulic front fork, the rugged overhead-valve engine drove via a four-speed gearbox. Hairpin valve springs were adopted for 1949 and a swinging-arm frame introduced, the latter initially for export only, models so-equipped being suffixed 'S'. The production scramblers also received the new frame that the works team had enjoyed since 1948; the trials models though, kept the rigid back end. The scrambles engine went all-alloy for 1950 and subsequently received different cams and larger valves before being redesigned with short-stroke dimensions for 1955. AMC continued to develop its four-stroke scramblers to the end of production in 1969, but by then the days of such heavyweight machines were at an end.

This rare Model 18CS comes with its original old-style logbook showing that it was first registered on 8th January 1951 to Blacknell Motors, Nottingham, passing to its first private owner – Derrick Bedwell – on 9th January 1952. Derrick Bedwell had worked for Rolls-Royce during WW2, helping to develop the Merlin engine. His favourite mode of transport at that time was the Velocette KTT MkVIII ridden by 'Ginger' Woods in the 1939 Isle of Man Junior TT.

After WW2 Derrick competed in most forms of 'off-road' motorcycle sport while continuing to work for Rolls-Royce's aero engine division. A man with a love of all things mechanical, he was involved with various organisations in later life including the Rolls-Royce Heritage Trust, Bentley Motor Museum, Bomber Command Association, and the Singer Owners Club.

Derrick competed on the AJS for many years, winning an impressive haul of trophies, and only sold it (to the current vendor) in 2016 shortly before his death at the age of 95. 'NAU 550' had last been on the road in 1958. Unusually, this machine was delivered with a spare set of crankcases, stamped by the factory with the original number: the only instance Bonhams has ever come across. The new-old-stock cases are included in the sale together with the aforementioned trophies. Since acquisition the AJS has been restored to usable roadworthy condition: engine rebuilt; new wheels rims and tyres; new exhaust; new handlebars, etc. The AJS 7R front brake is particularly noteworthy. Last run earlier this year and Described by the vendor as in good condition, this rare AJS model 18CS is offered with a V5C document; the aforementioned logbook; a file of paperwork; a pair of leather scrambles trousers; and a quantity of spare parts.

£5,500 - 7,000

€6,100 - 7,700



428

1961 BSA 646CC SPITFIRE SCRAMBLER

Registration no. 339 XUL

Frame no. GA74433

Engine no. DA10SR 451

BSA's first US-market Scrambler 650 twin appeared in 1957, being renamed Spitfire Scrambler on its appearance at the Earls Court Show the following year. High-rise handlebars, knobbly tyres, upswept exhaust pipes, and a smaller fuel tank distinguished the model from its roadster cousins, while inside the engine were high-compression pistons and bigger valves. Imported from the USA, the Spitfire Scrambler offered here was built in 2008/2009 by pre-unit BSA marque specialist Mike Lyford (Lyford Classic Services) using many genuine parts. A stock Spitfire Scrambler being impractical for road use, Mike built this machine to be road legal and more user-friendly. Accordingly, it uses 12-volt electrics and the standard roadster gearbox and roadster footrests, while the exhaust pipes contain silencing baffles. A Real Classic article about this Spitfire Scrambler is on file, revealing that Mike had covered 1,000 miles on the machine post-completion. Acquired by the lady vendor's late husband circa eight years ago, serviced regularly and well maintained, the BSA benefits from an engine rebuild undertaken in 2015 and is described as in excellent condition, having been used sparingly and never in wet weather. Last run earlier this year, this unique machine is offered with a V5C document, VMCC dating certificate, expired 2018 MoT, original purchase receipt and the aforementioned copy article.

£6,000 - 8,000

€6,600 - 8,800



429

1958 TRIUMPH 650CC THUNDERBIRD

Registration no. 865 HHN

Frame no. 6T 020634

Engine no. 6T 020634

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 and displayed at the Earls Court Show in October, the Thunderbird was Triumph's response to demands for more power emanating from American racers and British sidecarists alike. The model remained in production in fundamentally its original form, though with progressively updated cycle parts, until the arrival of the unitary construction 650 range in 1962. This matching-numbers Thunderbird was purchased as a restoration project in 1978 and restored from 1985 onwards. Works carried out include repainting the frame and cycle parts; rebuilding the forks with new stanchions and seals; line-boring the swinging arm pivot and fitting a new pin and bushes; rebuilding the gearbox with new bearings; and overhauling the engine: re-bore, new pistons, bearings, valve guides, etc. New parts fitted include the following: steering head bearings; stainless steel exhaust; shock absorbers; carburettor; wiring loom; battery; tyres; and seat cover. The private vendor advises us that the engine has not been run since the machine was last MoT'd in 2011. However, the bores have been oiled and the engine turned over since. Accompanying documentation consists of sundry restoration bills; a quantity of expired MoTs; and old/current V5/V5C Registration Certificates.

£5,000 - 6,000

€5,500 - 6,600



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430 N

1951 ARIEL 497CC RED HUNTER MODEL VH

Registration no. not UK registered

Frame no. SA2793

Engine no. RB3575

When Ariel resumed production after the end of the Second World War, it was under new ownership, as Jack Sangster, who had saved the company from ruin in 1932, sold it to BSA in 1944. The post-war model range consisted of 6 models - two 350s, two 500s, the 600 VB, and the Square Four. The 350 models comprised the NG, which was effectively the military W/NG in civilian trim, and the NH Red Hunter which was a sportier version. The 500s were the VG and the VH Red Hunter in similar veins. Initially the models were produced with rigid frames and girder forks, but by 1947 the range was equipped with Anstey link rear suspension and telescopic forks, remaining in this layout until the advent of the swinging arm frame for 1954. SA2793 was purchased by the owner when he lived and worked in South Africa. He used the machine extensively, and restored it around 1980. After relocating back to the UK, he advises us that he restored it once again, completing the work around 2003. Since completion the bike has only been used for limited test runs, started occasionally, and kept in dry garage conditions. It last ran in November 2019. Documentation comprises the South Africa registration document, a customs and excise 388 form, and some invoices relating to parts and restoration. The machine will require some re-commissioning and basic safety checks before taking to the road with a new owner.

£4,000 - 6,000

€4,400 - 6,600



431

1956 BETA-MONDIAL 150CC

Registration no. 194 YUM

Frame no. 15389

Engine no. 15389

Best known for its hugely successful trials and enduro models, the Italian firm that would become Beta was founded in Firenze (Florence) in 1904 by Giuseppe Bianchi and began life making high-quality bicycles. It was only after WW2 that the company adopted the 'Beta' name, which was derived from the initials of proprietors Enzo Bianchi and Arrigo Tosi. The firm commenced making clip-on motors for attachment to bicycles before producing its first proper motorcycle in 1950. Proprietary engines were used at first before Beta progressed to making its own power units. Long-distance races on public roads were immensely popular in Italy at this time and Beta's products did well in events such as the Milan-Taranto and Moto Giro. This overhead-valve Mondial-engined Beta was imported by Mr Glynn Hawks and restored by him in 2006/2007. We are advised by the private vendor that this extensive restoration involved a total strip-down and refurbishment: the frame was stripped, and powder coated; the brightwork re-plated; the electrics rewired; and the wheels stripped, cleaned, polished and rebuilt with new Italian rims, stainless spokes and partly worn Pirelli tyres. All components are said to work as they should. Since completion the machine has been shown successfully on many occasions. Described by the vendor as in excellent condition, this rare Italian lightweight is offered with a V5C document.

£4,000 - 5,000

€4,400 - 5,500



432

1961 VELOCETTE 500CC VENOM

Registration no. 380 MYD

Frame no. RS-15911

Engine no. VM-4860

- Remarkably detailed recent history
- Evidence of enthusiastic care
- Boasting a Thruxton tank
- Matching numbers, on VOC Register



The Venom was the model that gave the Velocette company's road models a status other manufacturers could only covet. If the specification of a British single cylinder model with pushrod power unit seemed too humble to excite those looking for fine engineering and performance to match, its reputation as both a rapid tourer and a very successful racer in production machine events quickly dispelled such doubts.

Success in the Thruxton 500 Mile endurance events and the remarkable 1961 capture of the World 500cc 24 Hour speed record by a team of riders with an average speed of 100.05 mph confirmed the model's standing. In 1967 the Production TT was revived in the Isle of Man and local man Neil Kelly rode an example of the Thruxton version to victory.

If the product of the Goodman family's careful output in the Hall Green, Birmingham, works was one to attract the attention and loyal support of enthusiasts with a respect for engineering, 380 MYD is evidence of the fact. It comes with a considerable file of purchase records back to 1999, all from recognised and respected specialists.

Previous owner William Gibbeson fitted a Thruxton tank to give extra fuel capacity and the use of stainless steel throughout the motorcycle confirms its previous owners' determination to keep its proud appearance. It was bought by the vendor from M & S Motorcycles in Newcastle; the bill of sale is part of the file that adds to the history of a fine machine that deserved a knowledgeable owner.

£8,000 - 10,000

€8,800 - 11,000

433

1972 NORTON 745CC COMMANDO ROADSTER

Registration no. KAF 648L

Frame no. 235116

Engine no. 235116

- *Restored and extensively upgraded in 2010*
- *Only circa 1,500 miles since completion*
- *Excellent condition*



The Commando's vibration-beating Isolastic frame enabled Norton Villiers successfully to prolong the life of their ageing parallel twin. Launched in 1967, with production commencing in 1968, the Commando used the preceding Featherbed-framed Atlas model's 750cc engine and AMC gearbox, and was an instant hit with the motorcycling public, being voted Motor Cycle News 'Machine of the Year' for five consecutive years. It might have been a little down in top speed compared to rivals such as BSA-Triumph's 750cc triples and Honda's CB750 four, but the Commando more than made up for this minor deficiency with superior mid-range torque and steadier handling. New variations on the basic theme soon appeared, commencing in 1969 with the addition of the more sporting, though conventionally styled, 'S' version, complete with high-level exhausts. This was followed in 1970 by the Roadster, which was basically the 'S' with a low-level exhaust system.

This Norton Commando 750 Roadster was restored and upgraded in 2010 and has covered only 1,500 miles since completion, being kept in a dry garage and well looked after. Full details of this most comprehensive restoration are on file together with related bills (inspection recommended).

Importantly, one of the most significant upgrades made to the engine during the rebuild was the relocation of the oil scavenge pickup to the back of the crankcases (where it had been prior to 1972 and would be from 1973 onwards) thereby fixing the cause of many engine failures on '72 Commandos. In addition to the engine rebuild, the gearbox was overhauled and a new sleeve gear main bearing and up-rated layshaft roller bearing; the wheels rebuilt with new bearings; the front brake upgraded with a Norvil floating disc and AP Racing calliper; and a new wiring harness installed. New parts fitted are far too numerous to list here (on file) while other noteworthy features include a Suzuki 600 brake master cylinder and a Corbin gel seat (new standard seat included).

Run last summer and described by the private vendor as in excellent condition, though needing a new battery, this well sorted and much improved Commando Roadster is offered with a Norvil Motorcycle Company dating certificate; some expired MoTs; a V5C document; technical details of the crankcase conversion; and the aforementioned restoration records.

£6,500 - 8,500

€7,200 - 9,400

434

2017 NORTON 961CC DOMINATOR DONINGTON EDITION

Registration no. not registered
Frame no. SAYCNE010HY001301
Engine no. 501-1678

- *Limited Edition No.1 of only 6 produced*
- *This model was never available to the public*
- *Unused from new*



From Norton's first motorcycle in 1902, a succession of single-cylinder racing and sporting machinery left the factory. The model 7 twin made its debut in 1948 later becoming the Dominator. From the initial capacity of 500cc the parallel twin engines enlarged steadily, ultimately becoming a 750 when the Atlas appeared. In 1968 the 750 Commando was released and after 1973 was joined by the new 850 variant. Progressing through several versions, eventually the 850 incorporated an electric start on the Mark III models released in early 1975. Norton produced their very last Commando models in 1978, thereafter supplying the Mark II rotary to police forces. A limited edition of 100 Classic rotaries were released in 1987 in traditional Norton colours. Selling out rapidly, the pressure was on for other machines, and this was eventually fulfilled, after some delays, by the liquid-cooled Commander in 1988. The model lasted until 1992 when internal problems brought a halt to motorcycle production.

The Norton name travelled to the USA in the late-1990s under the ownership of Kenny Dreer of Oregon, who designed a modern take on the old Commando-type engine, and produced a contemporary version of a Norton twin with 961cc capacity. This model was named the 961 Commando, and entered production, theoretically, in 2006, but few were made.

However, Dreer and his investors had achieved one important thing, apart from the new design, and that was to bring the question of the Norton name ownership to an end by consolidating the various claims to it. This left the field clear for Stuart Garner to purchase Norton in 2008 and, with the rights to produce and the new design, with some modifications production was started in 2010. Initial production of the Commando 961 continued as Norton worked towards improving the design, and several limited editions appeared with the traditional Norton model names, such as Dominator. Offered here is one such limited edition, although this is one of the more exclusive ones, as only six were made, and they were never available for dealers, or the public, to buy. Instead, this edition of the Dominator was for 'Friends' of the factory only, either sponsors, suppliers, or, as in this case, close neighbours of the factory. This was number 1 of this model to be released, and comes with a letter of authenticity signed by Stuart Garner. The bike has never been used or started, but kept in dry garage storage from new.

Documentation comprises the aforementioned letter from Stuart Garner together with the machine's handbook and service booklet in the original service pack. This bike is in 'as new', unused condition, and the new owner, should he wish to use it, will need to execute basic checks prior to use, and carry out running-in, according to the maker's instructions.

£18,000 - 20,000

€20,000 - 22,000

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.

435

P&M TRIUMPH 'ROB NORTH' 930CC RACING MOTORCYCLE

Frame no. TE109

Engine no. T160 KK06008

- *Built by Peckett & McNab (P&M)*
- *Miles Engineering frame*
- *P&M race-tuned Triumph T160 engine*
- *Machine fully rebuilt by Richard Peckett circa three years ago*
- *Little used since the rebuild*



The stunning classic racer offered here was built by renowned specialists Peckett and McNab using a Rob North-type frame made by Miles Engineering. Formerly raced by Tim Woolly of Three Bears Racing, the machine was purchased by the private vendor around three years ago just after it had been fully rebuilt in 2016 by Richard Peckett at considerable cost. Since then the machine has been used at a handful of classic events: at Cadwell Park and Donington Park in the UK and at Lurcy-Lévis and Circuit Carole, Paris in France. There have been only four track-day outings since Richard Peckett rebuilt the fully lightened and balanced engine at a cost of £13,000. The machine was last run earlier this year.

This vendor describes this exciting motorcycle as 'incredibly fast and easy to ride with lots of torque and bags of power'. It is said to be very reliable and to start easily using the integral lightweight electric starter. Currently fitted with flat handlebars, the machine could be retro fitted with clip-ons and a fairing if required.

Specification highlights include:

Large-bore 930cc P&M race-tuned engine (95-plus horsepower)
P&M gas-flowed cylinder head and centre-plug conversion
Belt primary drive
Dry clutch
Six-speed close-ratio gearbox with left foot shift
Boyer electronic ignition
Adjustable Maxton front forks
AP Racing callipers and brake discs
Adjustable Maxton rear shock absorbers
Lightweight electric starter (fitted by Richard Peckett)
Alloy fuel and oil tanks
Period Amal Concentric carburettors
Quick-action throttle
Good Avon AM22 and AM23 race tyres (still have a few sessions left in them)
Braided front brake hoses
Alloy rims and hubs
Battery box in seat cowl
Under-tray for oil-catch regulations
Krober rev counter

CRMC and BHR eligible, and capable of meeting current noise regulations (averages 101dBA), this impeccably maintained machine is presented in excellent condition throughout and worthy of the closest inspection.

£17,000 - 20,000

€19,000 - 22,000

436

C.1956 NORTON 499CC GOLD STAR DBD34

Registration no. not registered

Frame no. 122 52601

Engine no. DBD34 GS 2613

- *Ultimate single-cylinder special*
- *Vendor advises he has carried out complete restoration*
- *Unused since completion*



In the 1950s and 60s the benchmark for motorcycle handling was the ground-breaking Norton featherbed frame. Developed by the McCandless brothers for use on the all-conquering Manx racer, the Featherbed frame, coupled with the Roadholder forks, set new standards which other makers could only dream of. Introduced initially for the racer, the featherbed was gradually incorporated into most of the other Norton models from 350cc upwards. It is no surprise, therefore, that its reputation led to it being utilised in home-brewed specials of the day, used by racers of both track and café varieties. The situation was encouraged by two factors; initially the use of Manx Norton engines in Formula Three racing cars, then later, as the frame was used in more models, the relative fragility of the Norton twin engines also provided a source of rolling chassis. Engines of choice for the specials were usually the Triumph twin which was in plentiful supply, easily tuneable, and possessing a chassis which was not the best.

This, therefore, was the normal route to the track or café for the special builder. A few, however, who perhaps had fatter wallets, indulged their search for the ultimate road racer with slightly more radical (and expensive) power plants such as the Vincent twin, or, as here, the darling of the café racer set, the BSA Gold Star. Taken from the beautiful, and iconic DBD34, the race-proven Goldie engine provided a reliable, powerful, and slightly exotic motor.

The vendor of this well-presented machine purchased the components in South Africa, taking the engine from a racing machine and obtaining the Dominator frame to accompany it. It was shipped back to the UK when he returned here to live, and subsequently found the time to complete the restoration of his ideal special which he thought he may use for track days or parades. He advises that he has rebuilt the engine, standard gearbox, and cycle parts, refurbishing or replacing anything that was needed, and a Triumph clutch was fitted. A 5-gallon Manx-type petrol tank and central oil tank are utilised, and the engine breathes through an Amal Grand Prix carburettor.

The rebuild was completed in approximately 2016, since when the bike has been dry-stored, started on occasions, but never used on the road. The machine fired up readily on consignment, sounding as a Goldie motor should. Running on Castrol R40, the Norton Goldie will require basic safety checks and modest commissioning prior to careful running-in of the fresh rebuild prior to use by a new owner. Documentation with the machine comprises a small number of receipts.

£9,000 - 12,000

€9,900 - 13,000

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

437

1989 MANX ENGINEERING 499CC MANXMAN

Registration no. not registered

Frame no. none

Engine no. ME900303

- One owner from new
- Purchased direct from Neville Evans
- Only 10 miles from new



In the 1980s Neville Evans started Manx Engineering in his home town of Port Talbot, with the aim of manufacturing an up-to-date version of the Featherbed Norton Manx which would be suitable, with some alterations, for both road and track use. He used as his base the long-stroke single overhead camshaft Norton engine, and manufactured new parts which, for the most part, were interchangeable with original Norton components. Improvements over the original design included the enclosure of the valve actuation gear in a new cambox, which featured roller bearing cam followers and sealed pushers. Coil valve springs were used, and bore and stroke dimensions altered to 85x88. All components were newly made, and crankcases were made from aluminium alloy. Gearbox is a 4-speed close ratio, and primary transmission via a Newby belt drive. The frames were made by Ken Sprayson, and described as a 'continuation of Manx production'. Bikes were available in road trim, with lights fitted, or track guise as here. It is thought that few of these machines were ever actually produced, although estimates vary wildly between 10 and 50.

The owner of this Manxman was living in South Africa when he heard of Evans' venture, and was inspired to contact him to discuss purchase. On one of his trips home, he sought out the man and visited him in Port Talbot. A deposit was paid, and the machine duly delivered in 1989.

It was kept with family in the UK until the owner returned from South Africa to live in the UK once again. He originally intended to use the Manxman for classic racing in South Africa, but found that the level of import duty was prohibitive. He then considered the bike for track days and parading in the UK, but this never happened, and he has only ridden the machine for an estimated 10 test miles. It has however, been dry stored and started at regular intervals, and was last run approximately three years ago. A new owner should only need to perform a basic check-over in order to use the machine (which runs on Castrol R40) on road or track, and the vendor points out that it will require careful running-in, as detailed in the running instructions for the new machine. When purchased, the vendor also bought a 'quiet' exhaust system from Evans which will accompany the bike.

Documentation comprises the original sales brochure for the bike, together with starting and running instructions. Also included is a copy of Classic Racer magazine from 1989 which has an article on Neville Evans and production of the Manxman.

£10,000 - 15,000

€11,000 - 17,000



438

NORTON 499CC MANX REPLICA

Frame no. none

Engine no. none

Today the popularity of the Manx Norton in classic racing remains undiminished, with original examples racing alongside replicas of differing specification produced by specialist manufacturers worldwide. The superb Manx replica offered here was built a few years ago by an ex-racer with extensive in-period experience of competing on these machines. New parts were sourced from well-known specialists: the replica frame being supplied by Tony Dunnell, the crankcases by Andy Molnar, the clutch by Bob Newby, and the magnesium-cased six-speed gearbox by Mick Hemmings. Boasting over-square bore/stroke dimensions of 93x73.5mm, the engine incorporates a one-piece crankshaft (machined from an 80-ton forging), Cosworth shell bearings, an Omega forged piston, an original Norton cylinder head (modified), and titanium inlet and exhaust valves. Breathing via a new Mikuni VM 44mm carburettor and sparked by Interspan twin-plug ignition, the engine is estimated to produce around 56bhp, a considerable improvement over an original Manx. Other noteworthy features include 18" wheels and a Fontana front brake. Following completion, the machine was tested by the vendor at the 'Belgian Classic TT' at Geddine in 2015, successfully completing 44 laps. Offered with sundry invoices, this extremely well specified Manx replica is a potential race winner in the right hands. The owner is willing to answer any questions from prospective purchasers.

£16,000 - 20,000

€18,000 - 22,000



439

1954/5 NORTON 348CC MANX MODEL 40M

Frame no. J10M2 57859

Engine no. K10M 62506 (see text)

The history of this machine is a fascinating web of some of the best-known names of post-war Norton racing. Purchased by the previous late owner from Rex McCandless, he was told by McCandless that it had been ridden by Bob McIntyre, although sadly this is unconfirmed. Norton factory records reveal the frame of this machine was despatched from the factory to the famous Norton rider Denis Parkinson on 16th April 1954. At some time, the engine of this bike, unsurprisingly for a racer, has been replaced. Norton factory records confirm the replacement engine was initially used in an 'Ex-Works racer' and the date code in the number places it in 1955. Having been used by Norton and presumably reconditioned, it was then despatched to Reg Dearden on 22nd August 1956 under his company name of Chorlton Light Cars. It is no surprise that he was favoured with the previous year's Works engines, such as this. How Dearden's engine, coupled with Parkinson's chassis, came to be owned by Rex McCandless is unknown. Reg Dearden sponsored countless riders including stars such as Geoff Duke, Gary Hocking, Dave Chadwick, John Hartle, George Catlin, and Terry Shepherd. Believed unused since the mid-1960s, the machine will require re-commissioning at the very least and possibly more extensive restoration before further use. Sold strictly as viewed, it comes with a Norton Owners Club dating certificate.

£15,000 - 20,000

€17,000 - 22,000



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440

NORTON MANX NOURISH 750CC RACING MOTORCYCLE

Frame no. none

Engine no. C69A46

Norton's ubiquitous Featherbed frame has long been the special-builder's friend, especially in Manx form, as seen here. Badged as an AJS, this immaculate classic racer combines the proven Norton Manx chassis with the equally well established Nourish 8-valve parallel-twin race engine. The latter's origins go back several decades to the time when Harry Weslake first offered an 8-valve cylinder head conversion for the Triumph twin. Eventually the Weslake company built its own complete full-race engine, albeit one still constructed along Triumph lines. When Weslake folded, the parallel twins were taken up by engineer Dave Nourish, who continued to offer them in a range of capacities and alternative crankshaft arrangements to suit many forms of motorcycle sport. The unit in this machine displaces 750cc and has 'Z' cams and a compression ratio of 10.25:1. The carburettors are 34mm Amal Concentric Mk2 and the ignition is by ARD. Power is transmitted via a Newby belt primary drive and clutch to an NRV five-speed gearbox containing T140/150 internals. The front fork boasts magnesium yolks and sliders, while the front brake is a twin-disc Norvil with AP Lockheed callipers. Presented in full working order, this unique machine comes with bills, templates, technical drawings, and notes relating to its construction.

£8,000 - 10,000

€8,800 - 11,000



441

NORTON MANX MATCHLESS 650CC RACING MOTORCYCLE

Frame no. none

Engine no. 59/G12L X0646

Developed from a design by Rex McCandless and first used by Norton on the works single-cylinder racers in 1950, when Geoff Duke rode it to a debut victory at Blandford, the legendary Featherbed frame - especially in its Manx form, as seen here - has long been the special-builders' favourite. New standards of steering, roadholding and comfort were set by the frame, which was immediately dubbed 'Featherbed' by Norton works star Harold Daniell. Although designed with a single-cylinder engine in mind, the generously proportioned Featherbed would in time prove capable of accommodating a wide variety of different power units: twins, triples, fours and v-twins, all could be made to fit with a little ingenuity. This Matchless-engined racing special has a full Manx Norton chassis with Fontana 4LS double-sided front brake and Manx conical rear hub. The engine is a 650cc G12 8-fin unit fitted with the very rare factory speed kit comprising two chopped Amal Monobloc carburettors, separate inlet manifolds, and production race camshafts. Compression ratio is 8.25:1. Ignition is by Lucas magneto and the transmission consists of a Norton Dominator all-alloy clutch conversion and standard AMC four-speed gearbox. Last run at Santa Pod in October 2019, the machine is presented in full working order and comes with bills, templates, technical drawings, and notes relating to its construction.

£7,500 - 9,500

€8,300 - 10,000



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442

Ex-*Texaco Heron Team Suzuki*; *Percy Tait*; *John Williams*;
1976 Isle of Man Classic TT-winning

1975 SUZUKI 750CC XR11 FORMULA 750 RACING MOTORCYCLE

Frame no. GT750-62865 and 2859

- *Ultra-rare factory machine*
- *Believed to be Tait's 1976 North West 200 750-class winning machine*
- *Outstandingly original and unmolested*
- *Present ownership since the early 1980s*
- *'As last raced' condition*





The ultra-rare factory machine offered here was ridden to victory in the 1976 Isle of Man Classic TT by Texaco Heron Team Suzuki works rider John Williams. As such, it represents the final development of Suzuki XR11 Formula 750 racer (also known as the TR750). Initially dubbed the 'Flexy Flier' on account of its wayward handling, it was an XR11 that Barry Sheene was riding when he had that famous Daytona crash in 1975; though to be fair to the Suzuki, that was caused by a tyre failure rather than any inherent deficiency in the machine.

The XR11 had been developed from the GT750 roadster for the increasingly popular 750-class racing. The latter had first become established in the USA in 1969, progressing to the FIM Formula 750 Championship in 1973 and finally the Formula 750 World Championship in 1977 as the class's stature grew. For its 750 racer, Suzuki up-rated the GT750 engine with different cylinders, a dry clutch and magnesium castings; they also developed an entirely new lightweight frame, and it was this that would prove the XR11's Achilles Heel. Made from tubing that was too small in diameter, it flexed under power, hence that famous sobriquet.

Maximum power was raised from an initial 100bhp in 1972 to 116bhp for 1975 in the XR11's final incarnation. By this time the frame had undergone several revisions to strengthen it, and for 1975 the chassis was further updated with an XR14 (RG500) swinging arm and lay-down shock absorbers. At last the XR's handling was no longer a handicap, as evidenced by John Williams' Isle of Man TT victory in '76 (you don't win in the Island on a motorcycle that doesn't handle well). Indeed, John had made history in the Senior race by setting the first 110mph lap of the Mountain Circuit and repeated that feat on board his XR11 in the Classic race.

Born in 1946, John Williams made his racing debut in 1964 and progressed through club racing ranks to make his Isle of Man debut in the Manx Grand Prix in 1966. Williams swiftly established a reputation as a public roads specialist, securing his first IoM win in the 1971 500 Production TT. John would go on to win a further three TTs and score nine podium finishes. He was sponsored by Tom Arter and then Gerald Brown before signing for Texaco Heron Team Suzuki for 1976, joining Barry Sheene and John Newbold.



Another shot of Williams at the 1976 Isle of Man Classic TT
© FoTfinder Bikesport Archives



Percy Tait on the Suzuki leading Roger Marshall on the M&S Yamaha, Malory Park, March 1976 © Mortons Archive



John Williams aboard the Suzuki at Malory Park, June 1976 © Mortons Archive



The 1976 Texaco Heron Suzuki works team. Left to right Percy Tait, Barry Sheene, John Newbold and John Williams. © Mortons Archive



Neither Williams nor Newbold enjoyed parity of equipment with Sheene, who kept all three of the latest factory XR14 bikes for himself, so it would have surprised few when both men left at the end of 1976. Out of the five Grands Prix he contested in an injury plagued season, Williams finished on three occasions, the highlight being victory in the Belgian round at Spa. He had also contested the FIM 750 Championship that year aboard the XR11 (assumed to be this machine) with disappointing results (13th in Holland and 7th in Germany), though 5th place in the MCN Superbike Championship was some consolation. Continuing his career with Appleby Glade sponsorship, John Williams enjoyed considerable success as a privateer and had just won the 500cc race at the 1978 Ulster Grand Prix when he crashed in the 1,000cc race, dying in hospital of complications later that day.

Records show that the machine offered here is a 1975 model, first used by the Suzuki works team in the USA, which was despatched to the UK at the end of the '75 season together with the team's equipment when it pulled out of racing. Suzuki's American works riders for 1975 had been Dave Aldana and Pat Hennen. According to former Texaco Heron Team Suzuki Grand Prix technicians Nigel Everett (letter on file) and Martyn Ogborne, 'GT750-62865' (the last of the frame number sequence) was assigned to works rider Percy Tait in 1976 for use in Formula 750 events before being allocated to John Williams halfway through the season.

The number '2859' riveted to the frame was added by Suzuki GB for use with a pre-existing ATA Carnet Du Passage, the latter being required for overseas events.

Texaco Heron Team Suzuki did not campaign the XR11s after 1976 and the bikes were disposed of, this example being sold to Percy Tait on 4th November '76 (the Percy Tait Racing stickers are still on the fairing). By this time Percy had retired from racing (following a serious accident in the Isle of Man Production TT in 1976) and become a Suzuki dealer. It is not known whether or not Percy sponsored another rider on the XR11.

The current vendor, a motorcycle racing enthusiast with an important private collection, saw this XR11 advertised in MCN in the early 1980s purchased it from the owner, a garage proprietor in Leominster. The Suzuki has been kept as part of his collection since then and is presented in wonderful 'as last raced' condition. Ex-factory machines of this pedigree - original and unmolested - rarely come to the market, making this ultra-rare and historic TT-winning XR11 of exceptional interest to collectors.

£42,000 - 48,000

€46,000 - 53,000



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.

443

Property of a deceased's estate

C.1963 HONDA 250CC CR72 RACING MOTORCYCLE

Frame no. CR72-310192

Engine no. CR72E-310119

- *Incredibly rare, Ex-works Honda racer*
- *Third place bike in 1963 lightweight TT*
- *Ex-Bill Smith*



Bill Smith riding the Honda at the 1963 Lightweight TT



In the 250 class Honda were running the four-cylinder machines from as early as 1959, and in Grand Prix events from 1960. Whilst the four-cylinder machines participated in the most prestigious events, Honda made a twin-cylinder CR72 250 to compete in lower ranked races. Whilst the standard CR72 was an over-the-counter racer available to the public, and Honda even made a road-legal version fitted with lights, there were a few 'works' machines with significant differences, to be campaigned by works riders or selected privateer racers with close connections to Honda. The example offered here is one such works machine.

We have endeavoured to trace the history of the machine as far as possible and we know that the last, deceased owner, Bill Barker, purchased the bike in Ireland from John Martin for the sum of £2,350 plus a 1928 Triumph in 1977 (receipt on file). At the beginning of its history, we believe that Bill Smith sold the bike to a gentleman in Wolverhampton from whom it was purchased by Terry Teece. Terry sold the Honda in 1974 to 'a Publican in Wigan' whom we believe to be Eric Biddle, Landlord of The Squirrel public house, who owned and traded many racing bikes around that time. How it moved from Eric Biddle in 1974 to John Martin in 1977 is still unknown at the time of cataloguing, but this may have simply been a sale from one to the other. In the early part of its life, until after the custody of Terry Teece, the bike was known as the one on which Bill Smith finished 3rd in the 1963 Lightweight TT.

When Bill Barker obtained the machine, he was told that it had been raced by Ralph Bryans and Tommy Robb. Our enquiries have led to verbal confirmation from Bill Smith, with reference to the frame number, that it is the machine on which he finished third in the 1963 Lightweight TT.

The deceased owner used the bike in CRMC racing until an engine blow-up during the 1980s. After obtaining various parts, new Carillo conrods, and having a new crankshaft made in Germany, Barker had the engine rebuilt. It was completed and re-installed in the rolling chassis approximately 13 years ago, but he then became ill, and subsequently passed away in 2008. The machine has been kept in dry storage since that time, and will require a thorough check over, and careful re-commissioning before running or racing again. A small number of parts, along with two fairings (one fibreglass and one believed original alloy) accompany the machine, together with documentation comprising correspondence from Bill Smith with Japan, other correspondence with various parties, notes, and sundry papers.

Also consigned to this sale, listed separately in the Automobilia section, are two dismantled, incomplete engines, a CR77 and a CR72 (Lot nos. 204 & 203 respectively).
£40,000 - 60,000
€44,000 - 66,000

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.

444

RICKMAN TRIUMPH 750CC CLASSIC RACING MOTORCYCLE

Frame no. to be advised

Engine no. to be advised

This motorcycle was originally built by John Judge of RGM Motors in Luton. John was a renowned racer and Triumph engine tuner of his day and had a reputation for building fast and strong motors. The crankcases and gearbox are stamped 'RGM' and the rebuilt T120-based engine (62hp at the rear wheel) is carried in a brand new nickel-plated OIF (oil-in-frame) chassis from Rickman Motorcycles in Stroud, Gloucestershire. The private vendor advises us that this is a very fast and well sorted machine that pulls really strongly, handles sweetly and is ready to ride. The AP Racing brakes are said to be excellent and the five-speed gearbox smooth. A few spares are included: a full set of chain adjusters, a smaller gearbox sprocket, etc, and the machine also comes with a quantity of paperwork including the old CRMC registration card. Specification highlights include Morgo 750cc cylinder barrels and high-compression pistons; gas-flowed cylinder head; lightened and balanced crankshaft; belt drive to Hemmings dry clutch; modified T140 camshafts; Falcon alloy gas shock absorbers (new with frame); Betor front forks and yokes; Rickman hubs; and Akront 18" alloy wheel rims. A full specification listing is available (perusal recommended).

£7,000 - 8,000

€7,700 - 8,800



445

The ex-Václav Verner

C.1980 JAWA 498CC TYPE 895 LONG-TRACK RACING MOTORCYCLE

Frame no. 7

Engine no. K895-C-1478

The British JAP engine's stranglehold on the speedway world loosened in the 1960s with the arrival of Czechoslovakian ESO machines. Founded in 1949, ESO specialised in speedway and other off-road competition motorcycles and was part of the Jawa-CZ group. In 1966 the ESO name was dropped, the firm's DT5 speedway model becoming the Jawa DT500 (or 500DT) Type 680, a machine that would come to dominate its sport until well in to the succeeding decade. Its speedway supremacy challenged by the four-valve Weslake engine, Jawa responded by introducing a new double-overhead-camshaft, four-valve motor in the late 1970s. Available in speedway/long-track variants as the Type 894/895, this engine was adequately powerful, producing up to 65bhp, but rather top heavy, and was superseded by the more compact, single-overhead-camshaft Type 896/897, this being the final development of Jawa's classic vertical single. This Jawa formerly belonged to the late Václav Verner. Born in Prague, Verner was individual champion of Czechoslovakia in 1971, finished runner-up five times (1970, 1976, 1977, 1978, 1980) and third twice (1975, 1981). He also rode for Exeter Falcons and Poole Pirates in the British League. His mechanic and driver was the late Derick Bryan Davey, who left this machine to the lady vendor when he passed away in 2017. The machine is offered with a Czech Motorcycle Passport in the name of Václav Verner.

£2,800 - 3,200

€3,100 - 3,500



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446



447

446

1989 ANTIG-WESLAKE 247CC JUNIOR SPEEDWAY RACING MOTORCYCLE

Frame no. JATR 303 Engine no. 247 61 86

One of relatively few produced for Junior-class speedway racing, this Antig-Weslake is a slightly scaled-down version of the 'real thing' powered by a 250cc engine rather than the full-size racer's 500cc unit. We are advised by the private vendor that the drive-side crankcase has been welded following a crank-pin failure, and that the engine has been rebuilt with a later-type crank-pin and big-end bearing, and a new piston. The bike is said to start first pull and to sound great. It is believed to have been built for the English rider Scott Kirton, who rode for the Coventry, Peterborough and Long Eaton speedway teams in the early 1990s. Restored in 2005 and last run earlier this year, the machine is described by the private vendor as in good condition throughout.

£2,000 - 3,000

£2,200 - 3,300

447

1992 HONDA RVF400R NC35 RACING MOTORCYCLE

Frame no. NC35-1003414 Engine no. NC13E-1503421

Following the arrival of the VFR750R (RC30) race replica in the late 1980s, it was only to be expected that some of its style and technology would rub off on Honda's smaller V4s. When the RC30's replacement – the RC45 – was introduced in 1994, the 400cc supersports RVF400R was similarly upgraded, to NC35 specification. Owner Paddy Reid bought this Honda NC35 in 2010 from its previous owner, who had prepared the machine for the Manx Grand Prix but not used it. Paddy had the Honda's TYGA bodywork repainted in Yamaha's traditional racing colours of white/red, the same as those of his 1973 Manx GP-winning TZ, and rode it in the Past Winners Parade at the 2013 MGP. Since then the Honda has been ridden in a few other parades and the occasional track day. Last run in earlier this year, the machine is described as in good condition throughout.

£4,000 - 6,000

£4,400 - 6,600



448



449

448

1972 YAMAHA 350CC TR3 RACING MOTORCYCLE

Frame no. over-painted Engine no. R5-990236

Its owner - 1973 Senior Manx GP winner Paddy Reid – purchased this Yamaha TR3 in 1999 from a seller in New Zealand who had kept it as a collector's item. Unfortunately, the seller knew nothing of the machine's history or who had raced it, but Paddy advises us that a former Grand Prix racer friend of his has vouched for its authenticity. Paddy prepared the Yamaha for racing but has only used it for Past Masters parades and the occasional track day. Sadly, a broken leg sustained in a cycling accident a few years ago has put a stop to his participation in such events. Paddy advises us that the Yamaha has not been restored in the accepted sense but has always been maintained in accordance with his considerable experience of racing this kind of bike. Last run two years ago, the machine is described as in good condition throughout.

£6,000 - 8,000

£6,600 - 8,800

449

2013 APRILIA RRV450 RACING MOTORCYCLE

Frame no. none Engine no. 45SX 02110

This machine is one of approximately 50 built by Ian Newton (IN Competition) for the Thundersport GB Aprilia RRV450 Challenge race series. This particular machine has the highest specification permitted under the regulations. Its one previous owner was Lewis Rollo, who won many races on it prior to a crash in 2014. As a result of the damage, IN Competition replaced the frame with a new one. Present owner Paddy Reid, winner of the 1973 Senior Manx GP, bought the Aprilia intending to use it for track days, and it has also been raced for him on two occasions by a young rider from Northern Ireland. Sadly, a broken leg sustained in a cycling accident a few years ago has put a stop to Paddy's participation in such events. Last run earlier this year and always maintained to the highest standard regardless of cost, the machine is described as in good condition throughout.

£6,000 - 8,000

£6,600 - 8,800

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.

450

1966 ITOM MARK 8 50CC RACING MOTORCYCLE

Frame no. 66094

Engine no. 17973/S

Inspired by Ducati Cucciolo importers Britax, 50cc racing began in the UK in 1955 but did not really take hold until the late 1950s, when the availability of the quick and relatively inexpensive Italian Itom Competizione made the class viable. Indeed, the two-stroke Itom was the machine to have at the time, for it dominated the class in Britain and provided a number of future stars - most notably Mike Hailwood, Dave Simmonds and Bill Ivy - with their first taste of circuit racing. This four-speed Mark 8 example raced in Ireland for most of its career. Restored in 2005, the Itom last run in March 2020 and is described by the private vendor as in good condition throughout, albeit not as fast as it looks! A race cylinder barrel is the only notified deviation from factory specification.

£3,000 - 5,000

€3,300 - 5,500



451

Property of a deceased's estate

C.1972 AERMACCHI RACING MOTORCYCLE

Frame no. AERDAV350N*252925

Engine no. none

Aermacchi remained independent only until 1960, when Harley Davidson purchased a 50 percent share in the motorcycle division. The horizontally-slung engine became a marque trademark, and most of their output had this configuration, which created a low centre of gravity and made for a well-cooled engine unit. This Aermacchi racer is part of a deceased's estate, and has been standing, unused, for an indeterminate number of years. Thought to be a road-model frame and possibly either a 250 or 350 engine, it was purchased by the deceased owner at an unknown date. With its later-type disc brakes and Ceriani-type forks, we know only that it was paraded for the late owner by a friend. It has recently been started and run for a short period, when gears were found to select. A new owner should only need to carry out some re-commissioning and safety checks before returning to the track. There are no documents with this machine.

£2,000 - 3,000

€2,200 - 3,300



452

1976 HONDA CB400F SUPER SPORT

Registration no. OCV 565R

Frame no. CB400F 1068287

Engine no. CB400FE 1060488

Now one of the undisputed classics of the 1970s, the Honda CB400F first appeared in 1974. Hailed as 'the poor boy's muscle bike', it featured a four-cylinder, overhead-camshaft engine in a 250-sized package that endowed it with performance bettering that of many 500s. Boasting a stylish four-into-one exhaust, six gears and rear-set footrests, it was every boy-racer's dream and a huge commercial success. This Cornish-registered CB400F was purchased in 1978 by the current owner and appears to be in generally good condition throughout. Due to the vendor's declining health the Honda has been stored in a heated garage in recent years. Unused for some time, careful re-commissioning and the customary safety checks are advised before returning it to the road. Offered with a current V5c, the machine would respond well to sympathetic tidying.

£1,500 - 2,000

€1,700 - 2,200

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.



453



454

453 N

1977 HONDA TL125 TRIALS MOTORCYCLE

Registration no. SSA 237R

Frame no. TL125S 1014417 Engine no. TL125SE 1014425

Purchased by the current owner in February 2016, this TL 125 last ran in the summer of 2019 and will require re-commissioning before further use (carburettor cleaned, fresh fuel, etc). Noteworthy features include a special tank/seat unit and a special exhaust system, and the Honda comes with some spares to include a tank; kickstart; larger rear sprocket, etc. Described by the private vendor as in very good condition, the machine is offered with a quantity of expired (daylight) MoTs; an HPI printout; and a V5C Registration Certificate. The vendor is slimming down his collection of motorcycles, hence the sale. Please note this machine was exported from the UK. Accordingly, the successful purchaser will need to re-apply to the DVLA for the Vehicle Registration Number. Prospective bidders must satisfy themselves as to the validity of the Vehicle Registration Number prior to bidding.

£1,000 - 1,500

€1,100 - 1,700

No Reserve

454

1974 DUCATI 350CC SCR STREET SCRAMBLER

Registration no. VMR 610M

Frame no. MD 72152 Engine no. DM350 72496

The SCR was one of the first new models to have the so-called 'wide case' motor. Not merely confined to the wider rear engine mount, changes to the wide case models included a stronger con-rod and big-end bearing; an up-rated lubrication system; and improvements to the gearbox. This Ducati SCR was purchased as a restoration project circa 2007 and has been restored over a three-year period. Works carried out include re-plating the brightwork; reconditioning the forks; sealing the fuel tank; repairing the seat; rebuilding the engine/gearbox with a new crankshaft and all new bearings; and fitting a new silencer, chain/sprockets, voltage regulator, battery, and an Amal Mk2 Concentric carburettor. Not used since the restoration's completion, the machine is offered with sundry bills, a dating certificate, and a V5C document.

£2,000 - 3,000

£2,200 - 3,300

No Reserve



455



456

455

1972 YAMAHA 653CC TX650

Registration no. EVN 590L

Frame no. S650-206880 Engine no. S650-212045

Imported from the USA and first registered here on 1st August 2018, this TX650 benefits from some £1,400 spent on parts since its arrival, plus a full repaint of the frame, fittings and fuel tank. Re-commissioning works carried out include totally renewing the ignition system, thoroughly cleaning the fuel system, re-spoking the rear wheel, fitting new tyres/tubes, rewiring the electrics with correctly coloured cables, installing a new rear wheel spindle and bushes, and fitting new silencers. Bills for the parts are on file and the machine also comes with a VJMC dating letter and a V5C document. We are advised that all electrical items are working with the exception of the starter motor, and that the machine last ran in November 2019.

£2,500 - 3,500

£2,800 - 3,900

No Reserve

456

1975 SUZUKI GT250A

Registration no. JOK 779N Frame no. 59392

Engine no. GT250-103020

Stung by criticism of its lacklustre GT250M, Suzuki responded with the GT250A. 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. First registered on 5th May 1975, this GT250A is a clean and un-restored example, described by the private vendor as in good original condition, although the Higgspeed exhausts are an obvious departure from standard. Last run one year ago, the machine should require only the minimal re-commissioning before returning to the road. Offered with an owner's manual and a V5C document.

£2,500 - 3,000

£2,800 - 3,300

457

1982 BIMOTA 1,099CC HB2

Registration no. JVJ 113Y

Frame no. HB2 00109

Engine no. SC05E2101920

Combining Bimota's state-of-the-art chassis technology with the engine of Honda's CB1100-R, a machine then dominating production-class racing, this ultra-rare HB2 was one of the fastest, most exotic, and most expensive machines of its day. It was built and sold new in this form by the then Bimota importer, though how much the first owner paid is not known. The HB2's first owner was UK-based collector, from whom it was acquired by Chris Graham of Stuart Graham Ltd in March 1991 (see letter and V5C on file). The current vendor acquired the Bimota from Chris Graham in May 1999 and since then it has benefited from considerable expenditure and upgrading. Spondon fully floating disc brakes have been fitted front and rear, while the suspension has been up-rated with a Maxton cartridge conversion for the front forks and a Maxton shock absorber at the rear. Completing the front-end rebuild, the fork stanchions were re-chromed and the sliders powder coated. The rear brake master cylinder and rear suspension linkage have been replaced with new-old-stock parts, and the (calliper-matching) front master cylinder overhauled with a seal kit, while the new exhaust system was supplied by Bimota Classic Parts. Invoices for the aforementioned parts and services are on file and the machine also comes with MoT to January 2021. Described by the owner as starting first time and running well, this highly desirable piece of Italian exotica will have been ridden to the sale.

£12,000 - 14,000

€13,000 - 15,000

No Reserve



458

1982 KAWASAKI Z1300

Registration no. MHX 457X

Frame no. KZT30A-013486

Engine no. KZT30AE014368

Having seen its Z1000 deposed as top superbike by Honda's outrageous six-cylinder CBX, it was inevitable that Kawasaki would strike back. Enter the Z1300. Launched in 1978 to a fanfare of superlatives - biggest, heaviest, most powerful, fastest - Kawasaki's new flagship was more super-tourer than outright sports bike, its 140mph top speed notwithstanding. Weighing close to 700lb and producing an astonishing - at that time - 120bhp, the Z1300 promised to be a real handful but in fact handled 'predictably and reassuringly over virtually any kind of surface' according to Bike magazine. Only the Big Zed's upright riding position and limited range - despite a six-gallon fuel tank - took the gloss off the stupendous performance afforded by that admirably smooth and torquey six-cylinder engine. Sold in limited numbers, the Z1300 today is a highly sought after modern classic. Purchased from Edwin Ferneyhough Vehicle Sales in 2017, this Z1300 was immediately treated to extensive refurbishment at great expense as evidenced by numerous bills on file issued by marque specialists Zed Parts, including one of £1,200 for a new stainless exhaust system. Last run earlier this year and described by the private vendor as in good condition, with excellent brightwork, the machine is offered with a quantity of expired MoTs; a V5C registration document; MoT to 14th May 2020; and the aforementioned bills (inspection recommended).

£6,000 - 9,000

€6,600 - 9,900





459
3.6 kilometres from new
1976 HONDA CB750 K6
Registration no. PFE 894P
Frame no. CB750 2561226
Engine no. CB750E 2450567

Fifty-plus years on, it is hard to imagine the impact the Honda CB750 had on the motorcycling world when it was unveiled to a stunned public at the 1968 Tokyo Show. Here for the first time was a mass-produced four within the financial reach of the average enthusiast, and one whose specification made the opposition look obsolete overnight. The K6 offered here was diverted from Spain (its intended market) by Honda UK and used to familiarise UK dealers with this new model. It then remained in storage at Honda UK's Chiswick HQ until purchased by the Area Service Manager, who is now in a care home, suffering from dementia. In the meantime, the tank and front indicators had seen service on another machine. Bought from the former owner's daughter, the K6 has covered only 3.6 'push' kilometres from new and had never been started until recently when, given a new battery and fresh fuel, it fired up first press of the button, just like a Honda should. The original (unfilled) battery was still on the bike, which also retains its original tyres, while an internal inspection of a cylinder and float bowl confirmed that the engine had never run (see photographs on file). Totally original, this 'time warp' CB750 K6 is offered with a VJMC dating letter; NOVA acknowledgement; and a V5C Registration Certificate.

£3,000 - 4,000
€3,300 - 4,400



460
1979 HONDA CB400N SUPER DREAM
Registration no. UFU 282T
Frame no. CB400N 2007101
Engine no. CB400NE 2007112

Honda first offered a 400cc twin in 1977 alongside the four-cylinder CB400F that had been around since 1974. Together with the CB250T, the new CB400T replaced the outgoing CJ250/360T models, but the duo were soon updated to 'N' specification, featuring Honda's 'Euro' styling and Comstar wheels. Delivering its overhead-camshaft six-valve engine's claimed 43bhp maximum via a six-speed gearbox, the CB400N was capable of 106mph while managing a fuel consumption of around 60mpg when ridden with restraint. An immense success, the model remained a fixture of the Honda range for many years. During this period the engine remained the same apart from a lick of black paint for 1982, an upgraded front brake being introduced at the same time, while changes to the cycle parts were mainly cosmetic. Bike magazine tested a CB400N for its September 1982 edition, finding that it had "abundant good qualities such as compactness, excellent road manners, revviness and reliability". This particular CB400N has belonged to the current vendor since October 2016. MoT'd to September 2020, the machine is offered with a V5C Registration Certificate and sundry bills for parts including a piston ring set (August 2017).

£1,500 - 2,000
€1,700 - 2,200
No Reserve



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

461

1990 HONDA VFR400R TYPE NC30

Registration no. G35 ATR

Frame no. NC30 1013267

Engine no. NC13E - 1213288

Following the VFR750R (RC30) superbike's arrival in the late 1980s, it was only to be expected that some of its style and technology would rub off on Honda's smaller V4s. The first of these was the NC21, which was followed by the NC24 with RC30-style single-sided swinging arm. Restricted to a maximum of 59PS (59.8bhp) for the Japanese market, they were not officially imported into the UK, unlike the successor NC30, which boasted a specification not far short of the RC's: alloy beam frame, single-sided swinger, close-ratio gearbox, twin-lamp fairing, RC-type brakes and a 360-degree crankshaft; a class-leading specification justified by the fact that Honda had its sights set on the Isle of Man TT's Supersport 400 class. Boasting RC30 looks and equal build quality, but at a fraction of the cost, the NC30 is one of the most collectible classics of the 1990s. Imported into the UK in 1997, this NC30 currently displays a total of 41,209km (25,605 miles) on the odometer. We are advised by the private vendor that a full service and repairs was carried out in 2018 and 2019, and that the machine is in generally very good condition, having last run in February 2020. The only notified deviations from factory specification are a Tyga sports exhaust and a Nitron shock absorber. Accompanying paperwork consists of sundry bills, a V5C document, and MoTs dating back to 2001.

£2,500 - 3,500

€2,800 - 3,900



462

2000 KAWASAKI 1,199CC ZX12-R

Registration no. W14 WDR

Frame no. JKAZXT20AAA004521

Engine no. ZXT20AE002745

"In six years as a road tester I've ridden most of the current crop of bikes down the one and three-quarter mile (Bruntingthorpe) runway. I can't remember any bike having such a profound effect on me as the... Kawasaki ZX12-R. Few bikes have the ability to make that big open space seem so small or the runway so short. The Hayabusa does it with top speed, sure, and the GSX-R1000 does it with awesome propulsion through the gears, but the ZX does it all." – Jonathan Pearson, Bike magazine. It's not surprising that Kawasaki's ZX12-R bested the opposition in Bike's comparison test (October 2002 edition) as it comfortably eclipsed everything else (Hayabusa, Blackbird, ZZR-1200, FJR1300, GSX-R1000) in terms of maximum power, producing 155.5bhp to the next-best Hayabusa's comparatively weedy 148.7 horses. Weighing slightly less than the 'Busa, the ZX12-R was marginally quicker to 130mph and only narrowly behind the slippery Suzuki on top speed (181.9/183.7mph). This ZX12-R has been owned by the current vendor from new and currently displays a total of circa 14,500 miles on the odometer. Serviced regularly, the machine is described by the private vendor as in good condition and was last run in April 2020. Datatag, a hugger, and a Datatool alarm are the only notified deviations from factory specification. Offered with a V5C.

£1,800 - 2,500

€2,000 - 2,800

No Reserve



463 - 500

NO LOTS

MOTORCYCLES - DAY 3

The **morbidelli** Motorcycle Museum Collection

Sunday 16 August 2020 at 10.00

Lots 501 - 704

Further images of each lot can be found at
www.bonhams.com/26111





092

1910

The **morbidelli** Motorcycle Museum Collection



Foreword by George W. Barber

Founder of The Barber Vintage Motorsports Museum and Motorsports Park, Leeds, Alabama, USA

During the 30 years that we have been involved in establishing the Barber Vintage Motorsports Museum and Motorsports Park, I have had the honour to meet many people who have become lifelong friends. Giancarlo Morbidelli is in the top echelon of those. Giancarlo was a very accomplished man on many levels in several areas. His woodworking company was known for its furniture as well as bodies for automobiles but morphed to create specialised woodworking machines. Yet his passion, however, was always motorcycles. He developed and manufactured a motorcycle to promote his brand that did battle against the big manufacturers and brought home 4 world championships.

In March of 1994, I was introduced to Giancarlo by a mutual friend when they came to be our guests in Daytona at the AHRMA race. The Barber Museum was in its earliest stages and the Race team was organized to get our name out there and let us meet the people that we needed to get to know. It was a typical race weekend with ups and downs, old and new friends and lots of motorcycles. Though he spoke no English and we spoke no Italian, we all got along famously and became fast friends.

Giancarlo was a renaissance man and the quintessential Italian gentleman and so when I invited him to return as my guest the next year, he turned me down. He said it was not proper for him to visit again since I had not been to Italy as his guest.

So, we made a deal. The year before he thought he could do much better with the lunch fare in our pits, so he agreed to come if he could be our chef and not a guest for the weekend and do the cooking for our team and any guests that we had. We agreed. Once Giancarlo arrived, a trip to the grocery for ingredients also served as an interesting field trip. There were no fresh herbs to be found, no proper cheese, and every box of pasta was read to find the perfect one. The butcher, however, was a transplanted Italian with whom Giancarlo immediately bonded and helped to round up all necessary ingredients.

We arrived at the speedway and racing soon began. Before long a lunch break was called and Giancarlo began serving a proper Italian lunch. Pasta Carbonara ala Morbidelli, a huge salad, hordes of Italian bread and a proper tiramisu. The food was amazing! And the line was long. In that line were not only our crew, but lots of friends who just happened to come and visit while lunch was being served. Among these were Dan Gurney, John Surtees, Kirsteen Britten with her three small children, and Willie G. Davidson and his wife, Nancy. Lunch was a huge hit and Giancarlo agreed to be our chef again the next year.

I finally was able to visit Giancarlo in Pesaro after being in Bilbao for the opening of The Art of the Motorcycle at the Guggenheim there. It was a lovely time seeing his home and his Museum. His hospitality knew no bounds and we were treated like royalty everywhere we went. This was true of all visits through the years of my team and friends who found themselves in Pesaro.

We are honoured to have 7 Morbidelli motorcycles, including the V8 and an MBA in the collection and on display in the Barber Vintage Motorsports Museum. During a visit to Birmingham before the new Museum was completed, he sat down in our breakroom and drew a sketch on a napkin of how he saw his motorcycles to be displayed. I still have that napkin and it is framed and on display in the Museum. He also commissioned his architect to build a model which was shipped from Italy. It is a treasure that we will keep forever.

Giancarlo Morbidelli was a wonderful man that I and my staff were lucky to call a friend. We treasure our time spent with him and all the lovely adventures we have shared. He always made everyone feel special and welcome. We enjoyed getting to know him, his friends, family and his motorcycles.

These motorcycles have not been run for some considerable time and all will require re-commissioning or restoration, to a greater or lesser extent, and the customary safety checks before returning to the road. Prospective bidders must satisfy themselves with regard to a particular machine's completeness, condition, authenticity and originality prior to bidding.





501



502

501 N

1950 BIANCHI 125CC BIANCHINA

Frame no. 152957 Engine no. 152957

Founded in the late 1890s, Bianchi made little impact outside Italy before WWII despite an innovative approach which saw a team of unitary construction, twin-overhead-cam 350s entered in the 1926 Isle of Man TT, the design having first appeared in 1924. In the post-war period the company's road range consisted mainly of lightweights, the mainstay of production being 175cc models like the Tonale. Below the Tonale in the pecking order were various two-stroke lightweights and mopeds such as this 125cc Bianchina, which looks very much like Bianchi's equivalent of the BSA Bantam. With 5.5bhp on tap and weighing 70kg (154lb), the pretty little Bianchina was capable of a top speed of 80km/h (50mph). This example carries the plaque of its supplier - Fratelli Di Luca, Pesaro - and appears to be in original condition. There are no documents with this Lot.

£2,000 - 3,000

€2,300 - 3,400

No Reserve

502 N

1951 BIANCHI 250CC STELVIO PROJECT

Frame no. 85994 Engine no. 85994

Founded in the late 1890s, Bianchi made little impact outside Italy before WW2 despite an innovative approach which saw a team of unitary construction, twin-overhead-cam 350s entered in the 1926 Isle of Man TT. All three finished but disappointingly low down the field, and Bianchi would not return to the Isle of Man until after WW2. Despite its Island setback, Bianchi was a force to be reckoned with in Continental racing with its OHC 350s and 500s well into the 1930s, generating valuable publicity that helped sell its more mundane roadsters. In the post-war period the company's road range consisted mainly of lightweights, the mainstay of production being 175cc models like the Tonale. Production of Bianchi motorcycles ceased in 1967, though the firm's Autobianchi division continued to produce cars. This overhead-valve Stelvio is offered as a (believed) partially restored and incomplete project. There are no documents with this Lot.

£1,800 - 2,500

€2,100 - 2,900

No Reserve



503



504

503 N

C.1951 BIANCHI 49CC SUPER AQUILOTTO

Frame no. 80418 Engine no. 131307

In the post-war period the company's road range consisted mainly of lightweights, the mainstay of production being 175cc models like the Tonale. Below the Tonale in the pecking order were various two-stroke lightweights and mopeds such as the popular 125cc Bianchina, while further down the scale was the Aquilotto moped, an unusual feature of which was its blade-type girder front fork. The principal difference between the ordinary and Super models appears to be the latter's multi-speed rear hub gear. This apparently restored Super Aquilotto is offered for re-commissioning. There are no documents with this Lot.

£700 - 1,100

€800 - 1,300

No Reserve

504 N

C.1950 BIANCHI 49CC AQUILOTTO

Frame no. 80469 Engine no. 48 8729

In the post-war period the company's road range consisted mainly of lightweights, the mainstay of production being 175cc models like the Tonale. Below the Tonale in the pecking order were various two-stroke lightweights and mopeds such as the popular 125cc Bianchina, while further down the scale was the Aquilotto moped, an unusual feature of which was its blade-type girder front fork. This apparently restored Aquilotto is offered for re-commissioning. There are no documents with this Lot.

£600 - 1,000

€690 - 1,100

No Reserve



505



507



506

505^N

C.1951 BIANCHI 49CC AQUILOTTO

Frame no. 80469 Engine no. 8729

Founded in the late 1890s, Bianchi made little impact outside Italy before WWII despite an innovative approach which saw a team of unitary construction, twin-overhead-cam 350s entered in the 1926 Isle of Man TT, the design having first appeared in 1924. In the post-war period the company's road range consisted mainly of lightweights, the mainstay of production being 175cc models like the Tonale. Below the Tonale in the pecking order were various two-stroke lightweights and mopeds such as the popular 125cc Bianchina, while further down the scale was the Aquilotto moped, an unusual feature of which was its blade-type girder front fork. Finished in Bianchi's trademark Celeste (sky blue) finish, as used extensively on its high-quality bicycles, this apparently restored Aquilotto is offered for re-commissioning. There are no documents with this Lot.

£600 - 1,000

€690 - 1,100

No Reserve

506^N

BIANCHI MOPED PROJECT

Frame no. 511503 Engine no. 511503

Founded in the late 1890s, Bianchi made little impact outside Italy before WWII despite an innovative approach which saw a team of unitary construction, twin-overhead-cam 350s entered in the 1926 Isle of Man TT, the design having first appeared in 1924. In the post-war period the company's road range consisted mainly of lightweights, the mainstay of production being 175cc models like the Tonale. Below the Tonale in the pecking order were various two-stroke lightweights and mopeds such as this unidentified machine, the fan-cooled engine and swinging-arm rear suspension of which are unusual features. There are no documents with this Lot, which is offered for restoration and sold strictly as viewed.

£250 - 350

€290 - 400

No Reserve



508

507^{NMT} N

C.1970 BM 50CC MOPED

Frame no. BM/N 04109 Engine no. none visible

BM (Bonvicini Marino), was founded in Bologna, Italy in 1950 by Mario Bonvicini. The company commenced production of lightweight motorcycles powered by two-stroke engines of 125cc and 160cc supplied by the German manufacturers, Jlo and NSU. The line-up expanded and by 1955 BM's top-of-the-range model was an own-design overhead-camshaft 250cc twin. A new addition for 1956, the Minarelli-powered Pockerino motor scooter was also marketed by Negrini and Beta under different names. In the late 1960s BM offered the stylish Jaguarino, which was available in Touring, Sport, Cross and Cross Special versions powered by a Franco Morini engine. By the beginning of the 1980s, production had dwindled to only a few models and the firm folded in 1988. Currently displaying a total of only 237km on the odometer, this BM had already been restored when purchased. There are no documents with this Lot, which is offered for re-commissioning.

£500 - 800

€570 - 920

No Reserve

508^N

C.1972 VÉLOSOLEX 5000 49CC MOPED

Frame no. 7045975 Engine no. 9028857

Developed in the late 1930s, the French VéloSolex first appeared in 1946, just in time to exploit the post-war boom in moped sales. In what many considered an act of Gallic eccentricity, the designers chose not to put the engine in the conventional position in the centre of the frame, but above the front wheel, which the single-cylinder two-stroke motor drove via a roller. The VéloSolex was also assembled in the UK but was nowhere near as successful over here where it was subject to the same licensing requirements as a motorcycle. Pressure from rival manufacturers eventually forced the introduction of more conventional models but the original VéloSolex remained an immutable fixture of the range. Introduced for 1971, the 5000 model, as seen here, was a restyled development of the preceding 3800 boasting smaller (16") wheels. There are no documents with this machine, which is offered for re-commissioning.

£150 - 250

€170 - 290

No Reserve



509



510

509^N

C.1973 MOTO MORINI ZETAZETA

Frame no. ZZ42055 Engine no. P/4

Moto Morini founder Alfonso Morini split from MM in 1937, setting up a foundry in Bologna. Post-WW2 he returned to motorcycle manufacture, commencing with a 125cc two-stroke and then a similar-sized SOHC four-stroke single. Within a few years the range would consist of four-strokes only. One of the smallest machines in Moto Morini's range at the time of its introduction in 1963, the 50cc 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. Its engine was also used for the ZetaZeta sports roadster, though the design of this example's power unit is quite different. We are advised that the engine's bottom-end has been modified by Giancarlo Morbidelli, and that this machine may be a prototype. There are no documents with this Lot.

£800 - 1,400

€920 - 1,600

No Reserve

510^N

C.1965 ITALJET 49CC SPORTS ROADSTER

Frame no. 25833 Engine no. unable to locate

Italjet was founded in 1959 by ex-Italian road-race champion Leopoldo Tartarini, a gifted engineer and designer whose many collaborations with Ducati include styling the Darmah range of v-twins. Over the years Italjet used proprietary engines from numerous suppliers including Minarelli, CZ, MZ, Yamaha, and Triumph. Almost every conceivable type of motorcycle was made, including competition and schoolboy models and a succession of stylish scooters. In the 1990s, Italjet launched the Dragster, Formula and Velocifero scooters, and in 1998 an Italjet Formula was exhibited as part of The Art of the Motorcycle exhibition at the Guggenheim Museum of Modern Art in New York City. Apparently original and complete, this rare early Minarelli-engined Italjet is offered for restoration (it should be noted that the carburettor float chamber is damaged). There are no documents with this Lot, which is sold strictly as viewed.

£700 - 1,100

€800 - 1,300

No Reserve



511



512

511^N

C.1950 MOSQUITO/BERTOCCHI 38CC CYCLEMOTOR

Frame no. none visible Engine no. 577790

The late 1940s and early 1950s were austere times in Europe, where a populace worn down by six years of war was eager to get its hands on any kind of motorised transport, no matter how modest. This period was the cyclemotor's heyday, one of the most successful designs being the Mosquito, which was produced by the famous Garelli factory in Italy. Described by a contemporary road tester as 'an attractive little power unit that can be fitted in a few minutes to any standard bicycle', the first Mosquito was fixed to the bicycle frame beneath the bottom bracket and drove the rear wheel by means of a friction roller. Top speed of a Mosquito-equipped bicycle was reckoned to be around 20mph. Apparently restored, this Mosquito-powered Bertocchi bicycle is offered for re-commissioning. There are no documents with this Lot.

£500 - 800

€570 - 920

No Reserve

512^N

C.1947 BERTOCCHI 48CC CUCCILO

Frame no. 2042 Engine no. 206813

Designed for bicycle attachment, the Cucciolo ('little pup') was the Bologna-based Ducati factory's first product and was sold widely outside Italy including the UK, where it was imported by Britax, which later offered complete machines. The Cucciolo power unit had been designed in wartime by Aldo Farinelli, enabling production to commence almost as soon as hostilities ceased. Farinelli's design was first taken up by SIATA, who took Ducati on board when demand swiftly outstripped their capacity to supply. By 1947 Ducati had assumed full control of Cucciolo production. Unusual in being a four-stroke at a time when most such utility units were two-strokes, the overhead-valve Cucciolo was of unitary construction incorporating a two-speed transmission, and was described by Motor Cycling magazine as 'beautifully engineered'. This Cucciolo powers a Bertocchi moped of advanced design, featuring front and rear suspension. There are no documents with this machine, which is offered for restoration.

£400 - 800

€460 - 920

No Reserve



513



514

513 NMT N

C.1986 VICINI 50CC MOPED

Frame no. V RA 1279 Engine no. 1151

Not only is Vicini unusual in being an NIT (Not In Tragatsch) make, it does not feature in the Wheels of Italy database either! One source suggests that the make took its name from the well-known Cesena-based bicycle manufacturer founded by champion cyclist Mario Vicini (1913-1995). Manufactured between 1984 and 1988, Vicini mopeds were powered by engines supplied by Franco Morini. Not to be confused with the much older and more famous Moto Morini, Motori Franco Morini built proprietary engines for a host of Italian and other European moped manufacturers, often supplying them with the customer's name on the side. Founded in Bologna in 1954 when Franco Morini dissolved his partnership with Vittorio Minarelli, the firm also built some ultra-lightweight motorcycles of its own in the 1960s. This Vicini moped displays a total of 3,324km on the odometer and is offered for re-commissioning. There are no documents with this Lot.

£150 - 250

€170 - 290

No Reserve

514 N

C.1950 MOSQUITO/EUSEBI 38CC CYCLEMOTOR

Frame no. none visible Engine no. none visible

The late 1940s and early 1950s were austere times in Europe, where a populace worn down by six years of war was eager to get its hands on any kind of motorised transport, no matter how modest. This period was the cyclemotor's heyday, one of the most successful designs being the Mosquito, which was produced by the famous Garelli factory in Italy. Described by a contemporary road tester as 'an attractive little power unit that can be fitted in a few minutes to any standard bicycle', the first Mosquito was fixed to the bicycle frame beneath the bottom bracket and drove the rear wheel by means of a friction roller. The top speed of a Mosquito-equipped bicycle was reckoned to be around 20mph. Apparently restored, this Mosquito-powered Eusebi bicycle is offered for re-commissioning. There are no documents with this Lot.

£500 - 800

€570 - 920

No Reserve



515



516

515 N

1949 MOTOM 48CC MOPED

Frame no. not visible Engine no. 12A 5209

Founded in Italy in 1947 and active until the early 1970s, Motom was unusual among European manufacturers of mopeds and ultra-lightweight motorcycles in favouring the four-stroke engine. Pressed-steel spine frames were another Motom trademark although, as time progressed, models with tubular frames were introduced and proprietary Peugeot and Zündapp two-stroke engines adopted. Apparently an older restoration, this 48cc Motom moped comes with an old-style Italian logbook (issued in Rome in 1951) recording the year of manufacture as 1949. The machine has the overhead-valve engine and three-speed gearbox. Offered for re-commissioning, it represents a rare opportunity to acquire a European four-stroke moped of a type rarely seen in the UK.

£1,200 - 1,800

€1,400 - 2,100

No Reserve

516 N

C.1950 MOTOM 48CC MOPED

Frame no. 12E 108.262 Engine no. E 106832

Founded in Italy in 1947 and active until the early 1970s, Motom was unusual among European manufacturers of mopeds and ultra-lightweight motorcycles in favouring the four-stroke engine. Pressed-steel spine frames were another Motom trademark although, as time progressed, models with tubular frames were introduced and proprietary Peugeot and Zündapp two-stroke engines adopted. Apparently an older restoration, this 48cc Motom moped has the overhead-valve engine and three-speed gearbox. Offered for re-commissioning, it represents a rare opportunity to acquire a European four-stroke moped of a type rarely seen in the UK.

£1,200 - 1,800

€1,400 - 2,100

No Reserve



517



518

517^N

C.1951 MOTOM 48CC MOPED

Frame no. S 36250 Engine no. E 156833

Founded in Italy in 1947 and active until the early 1970s, Motom was unusual among European manufacturers of mopeds and ultra-lightweight motorcycles in favouring the four-stroke engine. Pressed-steel spine frames were another Motom trademark although, as time progressed, models with tubular frames were introduced and proprietary Peugeot and Zündapp two-stroke engines adopted. Already restored when purchased by the Morbidelli Museum, this 48cc Motom moped has the overhead-valve engine and three-speed gearbox, while other noteworthy features of this obviously up-market version include a blade-type girder fork and plunger rear suspension. Offered for re-commissioning, it represents a rare opportunity to acquire a European four-stroke moped of a type rarely seen in the UK.

£1,000 - 1,400

€1,100 - 1,600

No Reserve

518^N

C.1951 MOTOM 48CC MOPED

Frame no. AA 40449 Engine no. 72215

Founded in Italy in 1947 and active until the early 1970s, Motom was unusual among European manufacturers of mopeds and ultra-lightweight motorcycles in favouring the four-stroke engine. Pressed-steel spine frames were another Motom trademark although, as time progressed, models with tubular frames were introduced and proprietary Peugeot and Zündapp two-stroke engines adopted. Already restored when purchased by the Morbidelli Museum, this 48cc Motom moped has the overhead-valve engine and three-speed gearbox, while other noteworthy features of this obviously up-market version include a blade-type girder fork and plunger rear suspension. Offered for re-commissioning, it represents a rare opportunity to acquire a European four-stroke moped of a type rarely seen in the UK. It should be noted that the speedometer is missing.

£1,000 - 1,400

€1,100 - 1,600

No Reserve



519



520

519^N

1941 MATCHLESS 348CC G3L PROJECT

Frame no. illegible Engine no. 41/G3L 59964

The outbreak of war in September 1939 found the British Army ill prepared for hostilities, not the least with regard to its transportation arrangements. The result was the wholesale commandeering of civilian motorcycles for despatch, reconnaissance, convoy patrol and other duties. Almost every major British manufacturer supplied machines to the Army, although these were invariably adapted pre-war roadsters rather than purpose-built military designs. Among the most popular was the Matchless G3, a relatively lightweight and sporty 350cc model that had first been assessed for possible military use in 1933. Updated with a single down-tube frame and telescopic front fork, the 'Matchbox' continued as the G3L from 1941. By the time hostilities ceased in 1945, more than 63,000 G3Ls had been delivered. An ex-military motorcycle, this incomplete G3L is offered for restoration. There are no documents with this Lot, which is sold strictly as viewed.

£1,000 - 1,400

€1,100 - 1,600

No Reserve

520^N

1955 GILERA 125 TURISMO

Frame no. 182-8363 Engine no. 186-5064

Gilera first sprang to prominence in the late 1930s when its supercharged four-cylinder racers trounced BMW in Grands Prix and snatched the world speed record away from the German marque. Throughout the early 1950s it was Gilera's racers that again grabbed the headlines, taking five manufacturer's titles and six individual championships in the hands of riders such as Duke, Liberati and Masetti. 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 125cc single that had appeared in prototype form in 1948. Developed and enlarged first to 150cc and then 175cc, these simple OHV singles, built in both Turismo and Sport versions, proved top sellers throughout the 1950s. Believed to be a 125, this incomplete Gilera is offered for restoration. The machine comes with an old Italian registration document, and it should be noted that the engine has been changed.

£1,200 - 1,800

€1,400 - 2,100

No Reserve



521



523



522

521 N

C.1955 ISO 125CC

Frame no. S34222 Engine no. S44252

Nowadays Iso is best remembered for its muscular V8-engined Grifo supercar of the 1960s but the company's origins were more mundane. Renzo Rivolta's Isothermos company had begun life pre-war making refrigerators, turning to the manufacture of scooters and motorcycles after the war and thence to the highly successful Isetta 'bubblecar'. After the failure of its first scooter, the Furetto, Iso produced the Isoscooter and Isomoto lightweight motorcycle, both of which used a Puch-style 125cc 'split single' two-stroke engine. Although it was a major manufacturer with more than 2,500 agents in Italy and Europe, Iso had its sights firmly set on the Gran Turismo car market and ceased making two-wheelers in the early 1960s. Believed of 125cc, this Iso is offered for restoration and sold strictly as viewed. There are no documents with this Lot.

£400 - 600

€460 - 690

No Reserve

522 N

1950 DKW RT125 PROJECT

Frame no. 2650055 Engine no. 2650055

DKW was founded in 1919 by Danish engineer Jorgen Rasmussen and built its first motorcycle power unit, a single-cylinder, clip-on engine for bicycle attachment, in 1921. This 122cc motor was a two-stroke, and DKW would remain faithful to this engine type from then on, becoming world leaders in two-stroke design in the 1930s. DKW was Continental Europe's largest motorcycle maker at this time, manufacturing a diverse range of roadsters throughout the 1930s. One of its last introductions immediately prior to WW2 was the immensely influential RT125, which was manufactured after the war by Harley-Davidson as the Model 'S' and BSA as the Bantam. DKW themselves recommenced production of the RT125 in 1949, and in February 1951 introduced an enlarged derivative: the RT200. Apparently original and complete, this DKW RT125 is offered for restoration and sold strictly as viewed. There are no documents with this Lot.

£200 - 400

€230 - 460

No Reserve



524

523 N

C.1952 CAPRIOLO 75CC SPORT

Frame no. 08239 Engine no. 07465

Named after the roe deer, the Capriolo marque emerged in 1948 from the ashes of the giant Caproni group, formerly one of Italy's largest manufacturing concerns. Between the world wars, Caproni manufactured mostly bombers and light transport aircraft, and only turned to motorcycle production after WW2. The firm commenced two-wheeled production with a 50cc ultra-lightweight before swiftly moving on to a 75cc model, the Capriolo 75, which was notable for its use of a pressed-steel frame and an unusual four-stroke engine of the overhead 'face cam' type, which also featured a longitudinal (rather than transverse) crankshaft. Sports versions won their class in the 1954 Milan-Taranto and 1955 Giro Motociclistico d'Italia, proving the effectiveness of this seemingly eccentric design. A type rarely seen outside its native Italy, this incomplete Capriolo 75 is offered for restoration and sold strictly as viewed. The machine is offered with an old Italian registration document (1960).

£600 - 1,000

€690 - 1,100

No Reserve

524 N

C.1954 DUCATI 98 SUPER SPORT (SEE TEXT)

Frame no. 14027 Engine no. 10075

Ducati's first departure from the Cucciolo-type engine was the '98', which took its name from the engine's cubic capacity. Introduced in 1952, the 98 featured an overhead-valve four-stroke engine with forward-inclined cylinder and integral three-speed gearbox, which was carried in a pressed-steel, spine-type frame. Variations were not long in coming: 98N, 98T, 98TL and 98 Sport models being introduced over the next couple of years, the latter being Ducati's first truly sporting motorcycle. First seen in 1953, the 98 Sport featured dropped 'bars and a sporty-looking fuel tank, while the up-rated engine incorporated a four-speed gearbox and finned oil cooler in front of the crankcase. Produced only during 1954/1955, the Super Sport featured a slightly more powerful engine, new suspension, and a handlebar-mounted fairing. Incomplete and offered for restoration, this rare machine is believed to be a Ducati Super Sport, albeit minus fairing. The machine comes with an Italian registration document (1960).

£1,200 - 1,600

€1,400 - 1,800

No Reserve



525



526

525^N

C.1953 DUCATI 65T PROJECT

Frame no. 51558 Engine no. 460029

Facing fierce competition in the auxiliary motor market, Ducati took the logical next step and in 1949 introduced a complete machine of its own. Powered by a 60cc derivative of the Cucciolo engine, designed by Giovanni Fiorio, this new motorcycle used a Caproni-built pressed steel frame with cantilever rear suspension, though Ducati was soon compelled to make its own chassis when Caproni ended the collaboration. Fiorio quickly drew up another engine: a 65cc unit with pushrod-operated overhead valves (pullrods had been used hitherto), which went into a new model: the 60 Sport. Early versions had the Caproni chassis, later ones featured Ducati's own, as did the successor 65T (Turismo) and 65TL (Turismo Lusso) models introduced in 1952. Apparently original and complete, this Ducati 65T is offered for restoration. There are no documents with this Lot, which is sold strictly as viewed.

£800 - 1,200

€920 - 1,400

No Reserve

526^N

C.1953 DUCATI 98

Frame no. 12020 Engine no. 18144

Ducati's first departure from the Cucciolo-type cyclemotor engine was the '98', which took its name from the engine's cubic capacity and like its immediate predecessor – the Ducati 60 – had been designed by Giovanni Fiorio. Introduced in 1952, the 98 featured an overhead-valve four-stroke engine with forward-inclined cylinder and integral three-speed gearbox, which was carried in a new pressed-steel, spine-type frame. Suspension was by swinging arm and shock absorbers at the rear, and what would nowadays be termed a USD (upside down) fork at the front. Variations were not long in coming: 98N, 98T, 98TL and 98 Sport models being introduced over the next couple of years, the latter being Ducati's first truly sporting motorcycle. Rusty and incomplete, this rare early Ducati is offered for restoration and sold strictly as viewed. There are no documents with this Lot.

£200 - 400

€230 - 460

No Reserve



527



528

527^N

C.1953 CAPRIOLO 75

Frame no. 09162 Engine no. 19208

Named after the roe deer, the Capriolo marque emerged in 1948 from the ashes of the giant Caproni group, formerly one of Italy's largest manufacturing concerns. Between the world wars, Caproni manufactured mostly bombers and light transport aircraft, and only turned to motorcycle production after WW2. The firm commenced two-wheeled production with a 50cc ultra-lightweight before swiftly moving on to a 75cc model, the Capriolo 75, which was notable for its use of a pressed-steel frame and an unusual four-stroke engine of the overhead 'face cam' type, which also featured a longitudinal (rather than transverse) crankshaft. Sports versions won their class in the 1954 Milan-Taranto and 1955 Giro Motociclistico d'Italia, proving the effectiveness of this seemingly eccentric design. A type rarely seen outside its native Italy, this four-speed Capriolo 75 is offered for restoration and sold strictly as viewed. There are no documents with this Lot.

£600 - 1,000

€690 - 1,100

No Reserve

528^N

C.1960 BETA 150 SPORT

Frame no. 15247 Engine no. 15247

Best known for its hugely successful trials and enduro models, the Italian firm that would become Beta was founded in Firenze (Florence) in 1904 by Giuseppe Bianchi and began life making high-quality bicycles. It was only after WW2 that the company adopted the 'Beta' name, which was derived from the initials of proprietors Enzo Bianchi and Arrigo Tosi. The firm commenced making clip-on motors for attachment to bicycles before producing its first proper motorcycle in 1950. Proprietary engines were used at first before Beta progressed to making its own power units. Long-distance races on public roads were immensely popular in Italy at this time and Beta's products did well in events such as the Milan-Taranto and Moto Giro. Apparently original and complete, this overhead-valve Beta is offered for restoration and sold strictly as viewed. The machine comes with Italian registration papers (1960).

£1,000 - 1,400

€1,100 - 1,600

No Reserve



529



531



530

529^N

C.1976 HKS SPEEDWAY 'SPECIAL'

Frame no. 11451 Engine no. H54/H54

Founded in 1973 by former Yamaha engineer Hiroyuki Hasegawa and his business partner Goichi Kitagawa, HKS (Hasegawa Kogyu Seisakushu) specialises in manufacturing after-market automotive performance components and accessories. One of the first products to emerge from its factory at the base of Mount Fuji was a pioneering bolt-on turbocharger kit for passenger cars, a successful line of business that the company still pursues today. HKS has competed in many forms of motor sport, both on four and two wheels, including the Japanese Autorace, a form of speedway racing on tarmac rather than cinders. The company's involvement with Autorace began in the mid-1980s, with both twin- and single-cylinder engines being offered. Purchased by Mr Morbidelli in the USA, this machine has one of HKS's 600cc long-stroke single-cylinder engines, believed to be of 600cc capacity; the maker of the frame is not known. There are no documents with this Lot.

£250 - 350

€290 - 400

No Reserve

530^N

C.1956 MARIANI PROJECT

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

According to Tragatsch, Mariani (Società Italiana Motocicli a Nafta Mariani) was extant from 1930 to 1934 and built interesting 496cc single-cylinder sidevalve machines supplied with two valves for petrol or three valves for running on naphtha. Mariani is described in the Wheels of Italy database as 'not well known', which seems an understatement to say the least. However, the company, which was founded in Milan by Enrico Mariani, must have existed for far longer than a few years in the 1930s, as the Mariani motorcycle offered here obviously dates from the mid/late 1950s. Incomplete and offered for restoration, the machine is powered by an overhead-camshaft twin-cylinder engine of 250cc, while the gearbox appears to be either integral or directly bolted on. There are no documents with this Lot.

£250 - 350

€290 - 400

No Reserve



532

531^N

C.1952 GILERA 150 TURISMO (SEE TEXT)

Frame no. 15-214 Engine no. 15-214

Gilera first sprang to prominence in the late 1930s when its supercharged four-cylinder racers trounced BMW in Grands Prix and snatched the world speed record away from the German marque. Throughout the early 1950s it was Gilera's racers that again grabbed the headlines, taking five manufacturer's titles and six individual championships in the hands of riders such as Duke, Liberati and Masetti. 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 125cc single that had appeared in prototype form in 1948. Developed and enlarged first to 150cc and then 175cc, these simple OHV singles, built in both Turismo and Sport versions, proved top sellers throughout the 1950s. Believed to be a 150, this incomplete Gilera is offered for restoration. There are no documents with this Lot.

£250 - 350

€290 - 400

No Reserve

532^N

C.1960 MOTOBİ PICNIC 75 SCOOTER

Frame no. 303630 Engine no. none visible

Motobi originated when the eldest of the six Benelli brothers, Giuseppe, left the family firm in 1949 to found his own company: Moto 'B' Pesaro, later Motobi. The latter's first design was a 98cc single-cylinder two-stroke lightweight motorcycle with horizontal engine, a layout that would characterise its offerings from then onwards. Six years after Giuseppe's death in 1957, Motobi merged with Benelli and its models continued to be manufactured, although often with 'Benelli' on the tank. Motobi's first scooter was shown in prototype form in 1956, with production of both two-stroke (Ardizio) and four-stroke (Imperiale and Catria) models commencing the following year. In 1959 Motobi introduced the Picnic, which looked like a scooter/step-thru hybrid and was powered by a 75cc four-stroke engine. A 125cc version followed. A 'must have' for the serious scooter collector, this rare Motobi Picnic is offered for restoration and sold strictly as viewed. There are no documents with this Lot.

£150 - 250

€170 - 290

No Reserve



533



534

533^N

C.1957 GITAN LIBECCIO 125 TURISMO

Frame no. 447201 Engine no. 447201

Taking its name from company founder Gino Tansini, Moto Gitan was based in his hometown of Caorso, located approximately halfway between Milan and Bologna in Northwest Italy. A producer of lightweight motorcycles and mopeds, the company was founded in 1951 and remained active throughout the 1950s, '60s and '70s. Early models were fitted with Mi-Val engines before Gitan began manufacturing its own. In the Netherlands, Gitan products were marketed under the Tansini name to avoid confusion with the French Gitane brand. A rare survivor of a relatively obscure make, this Libeccio Turismo is powered by a 125cc two-stroke engine, which is carried in a set of cycle parts typical of Italian machines of the period. Apparently original and complete, the machine is offered for restoration and sold strictly as viewed. There are no documents with this Lot.

£700 - 1,100

€800 - 1,300

No Reserve

534^N

C.1960 MOTOBİ PROJECT

Frame no. 9405 Engine no. 9405

The now-defunct Italian manufacturer Motobi is closely related to Benelli. In 1949 the eldest of the six Benelli brothers, Giuseppe, left to found his own company: Moto 'B' Pesaro, later Motobi. The latter's first design was a 98cc single-cylinder two-stroke lightweight with horizontal engine, a layout that would characterise its offerings from then onwards. In the early 1950s a new range of all-aluminium engines was introduced whose profile resembled that of an egg or rugby ball, and this style was deliberately retained when Motobi switched to overhead-valve four-strokes towards the decade's end. Six years after Giuseppe's death in 1957, Motobi merged with Benelli and its models continuing to be manufactured, although often with 'Benelli' on the tank. This incomplete Motobi is offered for restoration and sold strictly as viewed. There are no documents with this Lot.

£800 - 1,200

€920 - 1,400

No Reserve



535



536

535^N

C.1982 PEUGEOT TLX 125

Frame no. TXE125 9448993 Engine no. 119 002466

One of the pioneering firms of the French motorcycle industry, Peugeot followed the familiar progression, first adding proprietary clip-on engines to its bicycles before building complete machines of its own manufacture. In the years immediately before and after WWI, the works Peugeots were a dominant force in racing, thanks to a succession of innovative overhead-camshaft designs by Jean Antoinescu. A wide range of machines was manufactured between the wars but after WW2 the firm concentrated mainly on the manufacture of two-stroke lightweights, mopeds and scooters. There had been dual-purpose on/off-road motorcycles before, of course, but it was not until the 1970s that the 'trail bike' caught the motorcycling public's imagination in a big way. Dating from the early 1980s, this Peugeot TLX is typical of the breed and appears original and complete. There are no documents with this Lot.

£400 - 600

€460 - 690

No Reserve

536^N

1967 MOTO GUZZI 125 STORNELLO SPORT

Frame no. T 02LR Engine no. T 62LR

A close relative of the Lodola, the Stornello (starling) debuted at the Milan Show in December 1959. Powered by a 124cc overhead-valve unitary construction engine featuring parallel valves and an inclined cylinder, carried in a twin-down-tube frame, the Stornello combined adequate performance with excellent fuel economy and sound handling. Its designer was the legendary race engineer Giulio Carcano, the man responsible for Moto Guzzi's spectacular V8. A Sport version, equipped with a totally different cylinder head and larger carburettor, followed in 1961. Motor Cycle tested a Stornello Sport in its 14th December 1961 issue, and although the riding position was not to the tester's liking he found that the little Guzzi "has ample punch and handles like a thoroughbred". Displaying a total of 32,251km (20,040 miles) on the odometer, this rare Stornello Sport is offered for restoration. The machine comes with an instruction manual and an Italian registration document (1967).

£800 - 1,200

€920 - 1,400

No Reserve



537



539



538

537^N

C.1969 MOTO GUZZI 160CC STORNELLO

Frame no. SA 55AM Engine no. none visible

A close relative of the Lodola, the Stornello (starling) debuted at the Milan Show in December 1959. Powered by a 124cc overhead-valve unitary construction engine featuring parallel valves and an inclined cylinder, carried in a twin-down-tube frame, the Stornello combined adequate performance with excellent fuel economy and sound handling. Its designer was the legendary race engineer Giulio Carcano, the man responsible for Moto Guzzi's spectacular V8. A Sport version, equipped with a totally different cylinder head and larger carburettor, followed in 1961. Offered here is an example of the 160cc Stornello, an extensively revised and improved model introduced towards the end of 1968. Apparently original and complete, the machine displays a total of 35,454km (22,031 miles) on the odometer and is offered for restoration. There are no documents with this Lot.

£700 - 1,100

€800 - 1,300

No Reserve

538^N

C.1958 MOTO GUZZI 192CC GALLETTO (SEE TEXT)

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

Like Velocette's LE, Moto Guzzi's Galletto (cockrel) was intended to offer scooter-type weather protection and comfort allied to the superior handling qualities of a true motorcycle. But whereas Velocette started afresh when designing the LE's engine, Guzzi kept with tradition, specifying an overhead-valve, air-cooled 'flat single' with outside flywheel. The Galletto cycle parts consisted of a tubular steel spine frame combined with sheet metal pressings, complemented by a leading-link front fork and single-sided rear swinging arm. In scooter fashion the Galletto came with a spare wheel, all three wheels being interchangeable. Launched in March 1950 in 160cc/three-speed form, the Galletto was upgraded to 175cc and four speeds in 1952, and then to 192cc in 1954. This apparently original Galletto is offered for restoration and comes with a (copy) owner's manual and an original workshop manual. It should be noted that its precise date of manufacture is not known, though it must be prior to 1961.

£300 - 500

€340 - 570

No Reserve



540

559^N

C.1960 MOTO GUZZI 125 STORNELLO

Frame no. N 44NB Engine no. N 84NB

A close relative of the Lodola, the Stornello (starling) debuted at the Milan Show in December 1959. Powered by a 124cc overhead-valve unitary construction engine featuring parallel valves and an inclined cylinder, carried in a twin-down-tube frame, the Stornello combined adequate performance with excellent fuel economy and sound handling. Its designer was the legendary race engineer Giulio Carcano, the man responsible for Moto Guzzi's spectacular V8. A Sport version, equipped with a totally different cylinder head and larger carburettor, followed in 1961. Motor Cycle tested a Stornello Sport in its 14th December 1961 issue, and although the riding position was not to the tester's liking he found that the little Guzzi "has ample punch and handles like a thoroughbred". Displaying a total of 17,725km (11,014 miles) on the odometer, this Stornello is offered for restoration and sold strictly as viewed. There are no documents with this Lot.

£200 - 300

€230 - 340

No Reserve

540^N

C.1957 CECCATO 125CC PROJECT

Frame no. 37332 Engine no. 37332

Few motorcycle enthusiasts outside its native Italy are likely to have heard of Ceccato, though its stylish and well-made products are unmistakably Italian. The company was founded in the mid-1930s by pharmacist Pietro Ceccato, occupying premises at Montecchio Maggiore and then Alte Ceccato near Vicenza in northern Italy. Ceccato manufactured industrial equipment and only turned to motorcycle making after WW2, commencing in 1948. The company started out by producing a 38cc (later 48cc) moped - the Romeo - before developing a range of lightweight motorcycles. Argentina was a major market, where Ceccato's motorcycles were marketed under the 'Zanella Ceccato' name. As well as motorcycles, Ceccato produced bicycles, air compressors, gas cylinders and service station equipment, and remained active in those fields after it ceased motorcycle manufacture in 1963. This incomplete Ceccato is offered for restoration and sold strictly as viewed. There are no documents with this Lot.

£600 - 1,000

€690 - 1,100

No Reserve



541



542

541 N

C.1957 ISOMOTO 125CC

Frame no. 4D37554

Engine no. 4 37658

Nowadays Iso is best remembered for its muscular V8-engined Grifo supercar of the 1960s but the company's origins were more mundane. Renzo Rivolta's Isothermos company had begun life pre-war making refrigerators, turning to the manufacture of scooters and motorcycles after the war and thence to the highly successful Isetta 'bubblecar'. After the failure of its first scooter, the Furetto, Iso produced the Isoscooter and Isomoto lightweight motorcycle, both of which used a Puch-style 125cc 'split single' two-stroke engine. Although it was a major manufacturer with more than 2,500 agents in Italy and Europe, Iso had its sights firmly set on the Gran Turismo car market and ceased making two-wheelers in the early 1960s. Believed of 125cc, this incomplete Isomoto is offered for restoration and sold strictly as viewed. There are no documents with this Lot.

£500 - 800

€570 - 920

No Reserve

542 N

C.1957 ISOMOTO 125CC

Frame no. 60244

Engine no. 978

Nowadays Iso is best remembered for its muscular V8-engined Grifo supercar of the 1960s but the company's origins were more mundane. Renzo Rivolta's Isothermos company had begun life pre-war making refrigerators, turning to the manufacture of scooters and motorcycles after the war and thence to the highly successful Isetta 'bubblecar'. After the failure of its first scooter, the Furetto, Iso produced the Isoscooter and Isomoto lightweight motorcycle, both of which used a Puch-style 125cc 'split single' two-stroke engine. Although it was a major manufacturer with more than 2,500 agents in Italy and Europe, Iso had its sights firmly set on the Gran Turismo car market and ceased making two-wheelers in the early 1960s. Believed of 125cc, this incomplete Isomoto is offered for restoration and sold strictly as viewed. There are no documents with this Lot.

£200 - 300

€230 - 340

No Reserve



543



544

543 N

C.1962 MV AGUSTA 99CC CHECCA GT SPORT

Frame no. MVGTE 580913 Engine no. S-580878

MV's only new introduction for 1960, the Checca was offered in two engine capacities: 83cc and 99cc, its single-cylinder overhead-valve power unit being based on that of the 125 introduced for the previous year. Built in unit with a four-speed gearbox, the Checca engine went into MV's familiar set of lightweight cycle parts. Three models were offered: the 83cc GT; 99cc GT Extra; and 99cc GT Sport, the latter featuring a slightly more powerful engine. Like their larger siblings, the small MVs were very expensive, typically costing as much as a British 500 in the UK, which explains why so few of these the exquisitely engineered little bikes were sold in this country. An inexpensive route to MV ownership and a potentially most rewarding project, this apparently original and complete Checca GT Sport displays a total of 16,026km (9,958 miles) on the odometer and is offered for restoration. There are no documents with this Lot.

£600 - 1,000

€690 - 1,100

No Reserve

544 N

1957 MV AGUSTA 125CC SUPER PULLMAN PROJECT

Frame no. 902253 Engine no. 902242

Much better engineered than many contemporaries, MV's 125cc two-stroke was powered by a neat, unitary construction, single-cylinder engine featuring detachable transfer ports. A development of this engine went into the unusual Pullman model of 1953, which combined elements of both the scooter and motorcycle. In 1955 it was joined by the Super Pullman, a proper motorcycle of entirely new design, albeit still a 125cc stoker. A pressed-steel spine frame, foot-operated gearchange, leading-link front forks and 18" diameter wheels were some of the most obvious differences. The Super Pullman was produced from 1955 to 1958. Apparently original and complete, this example of a rarely seen MV lightweight is offered for restoration and sold strictly as viewed. Accompanying documentation consists of an Italian registration document (1957) confirming matching numbers.

£400 - 600

€460 - 690

No Reserve



545



546

545 N

C.1958 MV AGUSTA 83CC OTTANTATRE

Frame no. 83-551179 Engine no. 83-551165

After the launch of its first production four-stroke (a 175cc single) in 1952, MV followed up with a succession of related models. The smallest of these was the Ottantatre (the name means '83', referring to both the engine's capacity in cubic centimetres and the model's dry weight in kilograms) which featured an overhead-valve engine with inclined cylinder, suspended beneath a spine-type frame. The engine's maximum output of 3.69bhp was transmitted via a three-speed gearbox, giving a top speed of around 45mph, though the Ottantatre's exceptional frugality – up to 200mpg was claimed – would have been of greater interest to the majority of potential customers. Like their larger siblings, the small MVs were relatively expensive, which explains why so few of these the exquisitely engineered and undeniably very pretty little bikes were sold in the UK. This Ottantatre is offered for restoration and sold strictly as viewed. There are no documents with this Lot.

£400 - 800

€460 - 920

No Reserve

546 N

C.1958 MV AGUSTA 83CC OTTANTATRE

Frame no. 83-551038 Engine no. 83-551059

After the launch of its first production four-stroke (a 175cc single) in 1952, MV followed up with a succession of related models. The smallest of these was the Ottantatre (the name means '83', referring to both the engine's capacity in cubic centimetres and the model's dry weight in kilograms) which featured an overhead-valve engine with inclined cylinder, suspended beneath a spine-type frame. The engine's maximum output of 3.69bhp was transmitted via a three-speed gearbox, giving a top speed of around 45mph, though the Ottantatre's exceptional frugality – up to 200mpg was claimed – would have been of greater interest to the majority of potential customers. Like their larger siblings, the small MVs were relatively expensive, which explains why so few of these the exquisitely engineered and undeniably very pretty little bikes were sold in the UK. This Ottantatre is offered for restoration and sold strictly as viewed. There are no documents with this Lot.

£500 - 900

€570 - 1,000

No Reserve



547



548

547 N

1954 MI-VAL 125CC

Frame no. 40467 Engine no. 54387

One of Italy's lesser known marques, Mi-Val (Metalmeccanica Italiana Valtrompio) started out as a manufacturer of machine tools and built motorcycles - mainly lightweights - from 1950 to circa 1967. Its first motorcycle was a copy of the immensely influential pre-war DKW RT125. The firm produced its own engines, both two-stroke and four-stroke types, some of the latter featuring twin overhead camshafts, and supplied power units to Norman for its Nippy III moped. It also built the Messerschmitt 'bubblecar' under license as the Mivalino. Looking very much like the lightweight MV Agusta two-strokes of the same period, this stylish 125cc model appears to be an example Mi-Val's RT125 clone. Offered for restoration and sold strictly as viewed, the machine comes with an Italian registration document (1960). It should be noted that the engine has been changed.

£300 - 500

€340 - 570

No Reserve

548 N

C.1965 AERMACCHI HARLEY-DAVIDSON ML 125

Frame no. 600398 Engine no. 600398

In 1960, an unlikely alliance between the Italian Aermacchi concern and Harley-Davidson resulted in the former's lightweight motorcycles being sold in the USA alongside H-D's traditional v-twins. Marketed as Harley-Davidsons in the USA and as Aermacchi Harley-Davidsons elsewhere, the first models offered were re-badged versions of Aermacchi's 250cc and 350cc four-stroke horizontal singles. The latter remained in the Harley range until the end of the 1974 model year, falling sales forcing their discontinuation. Aermacchi's two-strokes also formed part of the line-up until 1978, at which point H-D's new owners - AMF - sold off their share of the Italian concern to Cagiva. In recent years there has been an upsurge in interest in these Italian-built Harley motorcycles, some 50,000 of which were sold in the USA during the two firms' 18-year association. This Aermacchi Harley-Davidson ML 125 is offered for restoration and sold strictly as viewed. There are no documents with this Lot.

£400 - 600

€460 - 690

No Reserve



549



550

549^N

C.1955 GILERA 125 TURISMO (SEE TEXT)

Frame no. 196-313 Engine no. 196-313

Gilera first sprang to prominence in the late 1930s when its supercharged four-cylinder racers trounced BMW in Grands Prix and snatched the world speed record away from the German marque. Throughout the early 1950s it was Gilera's racers that again grabbed the headlines, taking five manufacturer's titles and six individual championships in the hands of riders such as Duke, Liberati and Masetti. 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 125cc single that had appeared in prototype form in 1948. Developed and enlarged first to 150cc and then 175cc, these simple OHV singles, built in both Turismo and Sport versions, proved top sellers throughout the 1950s. This incomplete Gilera is offered for restoration. It should be noted that at time of cataloguing it had not been possible to determine the engine's capacity.

£500 - 900

€570 - 1,000

No Reserve

550^N

C.1955 GILERA 125 TURISMO (SEE TEXT)

Frame no. 181-6059 Engine no. 181-10651

Gilera first sprang to prominence in the late 1930s when its supercharged four-cylinder racers trounced BMW in Grands Prix and snatched the world speed record away from the German marque. Throughout the early 1950s it was Gilera's racers that again grabbed the headlines, taking five manufacturer's titles and six individual championships in the hands of riders such as Duke, Liberati and Masetti. 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 125cc single that had appeared in prototype form in 1948. Developed and enlarged first to 150cc and then 175cc, these simple OHV singles, built in both Turismo and Sport versions, proved top sellers throughout the 1950s. This incomplete Gilera is offered for restoration. It should be noted that at time of cataloguing it had not been possible to determine the engine's capacity.

£400 - 900

€460 - 1,000

No Reserve



551



552

551^N

C.1955 GILERA 125 TURISMO (SEE TEXT)

Frame no. 186-5668 Engine no. 186-5668

Gilera first sprang to prominence in the late 1930s when its supercharged four-cylinder racers trounced BMW in Grands Prix and snatched the world speed record away from the German marque. Throughout the early 1950s it was Gilera's racers that again grabbed the headlines, taking five manufacturer's titles and six individual championships in the hands of riders such as Duke, Liberati and Masetti. 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 125cc single that had appeared in prototype form in 1948. Developed and enlarged first to 150cc and then 175cc, these simple OHV singles, built in both Turismo and Sport versions, proved top sellers throughout the 1950s. This incomplete Gilera is offered for restoration. It should be noted that at time of cataloguing it had not been possible to determine the engine's capacity.

£400 - 800

€460 - 920

No Reserve

552^N

C.1980 LAVERDA LZ125

Frame no. LAV.125LZ1 134 Engine no. 9883187

In the late 1970s, Laverda turned to outside suppliers for engines to power its enduro and lightweight roadster ranges, choosing Husqvarna for the former and Zündapp for the latter. Company boss Massimo Laverda had visited Zündapp's Munich factory in mid-1978, and the first Laverdas to be powered by the German firm's excellent two-stroke engines began leaving the Breganze factory before the year's end. These were the LZ125 and LZ175, both of which were powered by water-cooled single-cylinder engines and shared essentially the same set of cycle parts. Built up to 1983, these Zündapp-powered lightweights were an immense commercial success for Laverda, with some 20,000 of the smaller model sold. Displaying a total of 19,104km (11,871 miles) on the odometer, this apparently complete LZ125 is offered for restoration. There are no documents with this Lot.

£300 - 500

€340 - 570

No Reserve



553



554

553 N

C.1956 BM 98CC (SEE TEXT)

Frame no. 1644 Engine no. 3100121

BM (Bonvicini Marino) was founded in Bologna in 1950 by Mario Bonvicini and commenced production of lightweight motorcycles powered by two-stroke engines of 125cc and 160cc supplied by the German manufacturers, Jlo and NSU. The line-up expanded and by 1955 BM's top-of-the-range model was an own-design overhead-camshaft 250cc twin. A new addition for 1956, the Minarelli-powered Pokerino motor scooter was also marketed by Negrini and Beta under different names. In the late 1960s BM offered the stylish Jaguarino, which was available in Touring, Sport, Cross and Cross Special versions powered by a Franco Morini engine. By the beginning of the 1980s, production had dwindled to only a few models and the firm folded in 1988. This BM lightweight is powered by a four-stroke NSU engine, believed to be a 98cc Fox unit. Currently displaying a total of 13,040km (8,103 miles) on the odometer, this incomplete BM is offered for restoration. There are no documents with this Lot.

£300 - 500

€340 - 570

No Reserve

554 N

C.1965 OSSA 160T (SEE TEXT)

Frame no. B-102537 Engine no. M-203780

The motorcycle arm of Orpheo Sincronic Sociedad Anónima (OSSA) was founded by Barcelona-based industrialist, Manuel Giró. Giró's company manufactured film projectors and other related products, and part of the factory was turned over to the production of motorcycles, which commenced in 1949 with the introduction of a 125cc single-cylinder two-stroke. Some early models used four-stroke engines but by the 1960s all OSSAs were two-strokes. Designed by Giró's gifted son, Eduardo, and first seen in 1962, OSSA's 160cc single-cylinder two-stroke engine would set the pattern for the next 20-plus years. The first models with this new engine were the 160T and 160GT, which differed only in the position of the gear lever and kickstarter: left side on the former and right on the latter. A 175cc derivative followed in 1965. Believed to be a 160T, this incomplete machine is offered for restoration and sold strictly as viewed. There are no documents with this Lot.

£150 - 250

€170 - 290

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.



555



556

555 N

C.1971 MOTOBÉCANE MOBYLETTE 50CC AV92 MOPED

Frame no. 91031702 Engine no. unable to locate

Founded in 1923, the French Motobécane company had by the 1970s become the world's largest manufacturer of mopeds and bicycles. The firm built lightweight motorcycles before WW2 and into the early 1960s, before changes to France's licensing laws made such machines unpopular there. This change also brought about the demise of Motobécane's scooter range, leaving only the immensely successful mopeds, the first of which had appeared in 1939. The best known of these is the Mobylette, which was launched in November 1949 and would be produced in countless versions over the years. Apparently original and complete, this Mobylette AV92 carries an Italian licensing document dated 1995, which is almost certainly when it was last used. Currently displaying a total of 6,064km (3,768 miles) on the odometer, the machine is offered for restoration and sold strictly as viewed.

£300 - 500

€340 - 570

No Reserve

556 N

MOTOBI PROJECT

Frame no. 521464 Engine no. 521464

The now-defunct Italian manufacturer Motobi is closely related to Benelli. In 1949 the eldest of the six Benelli brothers, Giuseppe, left to found his own company: Moto 'B' Pesaro, later Motobi. The latter's first design was a 98cc single-cylinder two-stroke lightweight with horizontal engine, a layout that would characterise its offerings from then onwards. In the early 1950s a new range of all-aluminium engines was introduced whose profile resembled that of an egg or rugby ball, and this style was deliberately retained when Motobi switched to overhead-valve four-strokes towards the decade's end. Six years after Giuseppe's death in 1957, Motobi merged with Benelli and its models continuing to be manufactured, although often with 'Benelli' on the tank. This unidentified and incomplete Motobi is offered for restoration and sold strictly as viewed. There are no documents with this Lot.

£250 - 350

€290 - 400

No Reserve



557



558

557 N

C.1985 MOTOBİ MOTORELLA-GL MOPED

Frame no. 33549 Engine no. unable to locate

The now-defunct Italian manufacturer Motobi is closely related to Benelli. In 1949 the eldest of the six Benelli brothers, Giuseppe, left to found his own company: Moto 'B' Pesaro, later Motobi. The latter's first design was a 98cc single-cylinder two-stroke lightweight with horizontal engine, a layout that would characterise its offerings from then onwards. In the early 1950s a new range of all-aluminium engines was introduced whose profile resembled that of an egg or rugby ball, and this style was deliberately retained when Motobi switched to overhead-valve four-strokes towards the decade's end. Six years after Giuseppe's death in 1957, Motobi merged with Benelli and its models continuing to be manufactured, although often with 'Benelli' on the tank. Looking like a cross between a moped and a mini-bike, the Motobi Motorella was also marketed under the Benelli name. This apparently original and complete example is offered for restoration and sold strictly as viewed. There are no documents with this Lot.

£200 - 300

€230 - 340

No Reserve

558 N

MOTOBİ MOPED PROJECT

Frame no. A 833922 Engine no. obscured

The now-defunct Italian manufacturer Motobi is closely related to Benelli. In 1949 the eldest of the six Benelli brothers, Giuseppe, left to found his own company: Moto 'B' Pesaro, later Motobi. The latter's first design was a 98cc single-cylinder two-stroke lightweight with horizontal engine, a layout that would characterise its offerings from then onwards. In the early 1950s a new range of all-aluminium engines was introduced whose profile resembled that of an egg or rugby ball, and this style was deliberately retained when Motobi switched to overhead-valve four-strokes towards the decade's end. Six years after Giuseppe's death in 1957, Motobi merged with Benelli and its models continuing to be manufactured, although often with 'Benelli' on the tank. Apparently original and complete, this unidentified Motobi moped is offered for restoration and sold strictly as viewed. There are no documents with this Lot.

£200 - 300

€230 - 340

No Reserve



559



560

559 N

C.1962 MOTOBİ 98CC

Frame no. 2013 Engine no. 2013

The now-defunct Italian manufacturer Motobi is closely related to Benelli. In 1949 the eldest of the six Benelli brothers, Giuseppe, left to found his own company: Moto 'B' Pesaro, later Motobi. The latter's first design was the Model B, a 98cc single-cylinder two-stroke lightweight with horizontal engine, a layout that would characterise its offerings from then onwards. In the early 1950s a new range of all-aluminium engines was introduced whose profile resembled that of an egg or rugby ball, and this style was deliberately retained when Motobi switched to overhead-valve four-strokes towards the decade's end. Derivatives of the Model B continued to be offered into the 1960s, the later example seen here having twin-shock rear suspension rather than the leaf-sprung arrangement of earlier models. There are no documents with this incomplete machine, which is offered for restoration and sold strictly as viewed.

£150 - 250

£170 - 290

No Reserve

560 N

C.1963 MOTOBİ 98CC

Frame no. 2538 Engine no. 2538

The now-defunct Italian manufacturer Motobi is closely related to Benelli. In 1949 the eldest of the six Benelli brothers, Giuseppe, left to found his own company: Moto 'B' Pesaro, later Motobi. The latter's first design was the Model B, a 98cc single-cylinder two-stroke lightweight with horizontal engine, a layout that would characterise its offerings from then onwards. In the early 1950s a new range of all-aluminium engines was introduced whose profile resembled that of an egg or rugby ball, and this style was deliberately retained when Motobi switched to overhead-valve four-strokes towards the decade's end. Derivatives of the Model B continued to be offered into the 1960s, the later example seen here having twin-shock rear suspension rather than the leaf-sprung arrangement of earlier models. There are no documents with this incomplete machine, which is offered for restoration and sold strictly as viewed.

£150 - 250

£170 - 290

No Reserve



561



563



562



564

561 N

C.1956 BENELLI 125CC LEONCINO

Frame no. L63048N Engine no. L32044N

Italy's oldest surviving motorcycle manufacturer, Benelli was founded in 1911 by the six Benelli brothers. Now Chinese owned, although still based in its home town of Pesaro, Benelli is best known for its Grand Prix successes in the 1950s and 1960s when it secured two 250cc World Championships, and also for its outrageous six-cylinder road bikes of the 1970s. The Italian manufacturer has, of course, always produced less exotic fare such as the Leoncino two-stroke lightweight offered here, one of which won its class in the 1953 Moto Giro d'Italia. Unusually, the Leoncino was also built with a four-stroke engine. A model rarely seen outside its home country, this incomplete Leoncino is offered for restoration and sold strictly as viewed. The machine comes with an original parts catalogue.

£500 - 800

€570 - 920

No Reserve

562 N

BENELLI MOPED PROJECT

Frame no. A 836869 Engine no. unable to locate

Italy's oldest surviving motorcycle manufacturer, Benelli was founded in 1911 by the six Benelli brothers. Now Chinese owned, although still based in its home town of Pesaro, Benelli is best known for its Grand Prix successes in the 1950s/1960s when it secured two 250cc World Championships, and also for its outrageous six-cylinder road bikes of the 1970s. The Italian manufacturer has, of course, always produced less exotic fare. Most Italian manufacturers offered similar lightweights and mopeds in the years immediately following WW2, fuelling the public's demand for cheap transport. Being Italian, most of these offerings were infinitely more stylish than their British counterparts. Apparently original and complete, this unidentified Benelli moped is offered for restoration and sold strictly as viewed. There are no documents with this Lot.

£250 - 350

€290 - 400

No Reserve

563 N

C.1955 BENELLI 125CC LEONCINO

Frame no. L28232N Engine no. L32235S

Italy's oldest surviving motorcycle manufacturer, Benelli was founded in 1911 by the six Benelli brothers. Now Chinese owned, although still based in its home town of Pesaro, Benelli is best known for its Grand Prix successes in the 1950s and 1960s when it secured two 250cc World Championships, and also for its outrageous six-cylinder road bikes of the 1970s. The Italian manufacturer has, of course, always produced less exotic fare such as the Leoncino two-stroke lightweight offered here, one of which won its class in the 1953 Moto Giro d'Italia. Unusually, the Leoncino was also built with a four-stroke engine. A model rarely seen outside its home country, this incomplete Leoncino is offered for restoration and sold strictly as viewed. There are no documents with this Lot.

£200 - 300

€230 - 340

No Reserve

564 N

BENELLI PROJECT

Frame no. IS-7452 Engine no. IS-7417

Italy's oldest surviving motorcycle manufacturer, Benelli was founded in 1911 by the six Benelli brothers. Now Chinese owned, although still based in its home town of Pesaro, Benelli is best known for its Grand Prix successes in the 1950s/1960s when it secured two 250cc World Championships, and also for its outrageous six-cylinder road bikes of the 1970s. The Italian manufacturer has, of course, always produced less exotic fare such as the Letizia two-stroke lightweight offered here, a model rarely seen outside its home country. Most Italian manufacturers offered similar lightweights in the years immediately following WW2, fuelling the public's demand for cheap transport. This unidentified and incomplete Benelli is offered for restoration and sold strictly as viewed. There are no documents with this Lot.

£200 - 300

€230 - 340

No Reserve



565



567



566



568

565^N

BENELLI MOPED PROJECT

Frame no. U 717560 Engine no. unable to locate
Italy's oldest surviving motorcycle manufacturer, Benelli was founded in 1911 by the six Benelli brothers. Now Chinese owned, although still based in its home town of Pesaro, Benelli is best known for its Grand Prix successes in the 1950s/1960s when it secured two 250cc World Championships, and also for its outrageous six-cylinder road bikes of the 1970s. The Italian manufacturer has, of course, always produced less exotic fare. Most Italian manufacturers offered similar lightweights and mopeds in the years immediately following WW2, fuelling the public's demand for cheap transport. Being Italian, most of these offerings were infinitely more stylish than their British counterparts. Apparently original and complete, this unidentified Benelli moped is offered for restoration and sold strictly as viewed. There are no documents with this Lot.

£200 - 300

€230 - 340

No Reserve

567^N

BENELLI MOPED PROJECT

Frame no. CE 91622 Engine no. unable to locate
Italy's oldest surviving motorcycle manufacturer, Benelli was founded in 1911 by the six Benelli brothers. Now Chinese owned, although still based in its home town of Pesaro, Benelli is best known for its Grand Prix successes in the 1950s/1960s when it secured two 250cc World Championships, and also for its outrageous six-cylinder road bikes of the 1970s. The Italian manufacturer has, of course, always produced less exotic fare. Most Italian manufacturers offered similar lightweights and mopeds in the years immediately following WW2, fuelling the public's demand for cheap transport. Being Italian, most of these offerings were infinitely more stylish than their British counterparts. Apparently original and complete, this unidentified Benelli moped is offered for restoration and sold strictly as viewed. There are no documents with this Lot.

£150 - 250

€170 - 290

No Reserve

566^N

C.1955 BENELLI 125CC LEONCINO

Frame no. L34034N

Engine no. L/12967/S (side cover) L17611N (engine mount)

Italy's oldest surviving motorcycle manufacturer, Benelli was founded in 1911 by the six Benelli brothers. Now Chinese owned, although still based in its home town of Pesaro, Benelli is best known for its Grand Prix successes in the 1950s and 1960s when it secured two 250cc World Championships, and also for its outrageous six-cylinder road bikes of the 1970s. The Italian manufacturer has, of course, always produced less exotic fare such as the Leoncino two-stroke lightweight offered here, one of which won its class in the 1953 Moto Giro d'Italia. Unusually, the Leoncino was also built with a four-stroke engine. A model rarely seen outside its home country, this incomplete Leoncino is offered for restoration and sold strictly as viewed.

£150 - 250

€170 - 290

No Reserve

568^N

C.1970 MOTOM 50CC NOVA MOPED PROJECT

Frame no. 37428 Engine no. unable to locate

Founded in Italy in 1947 and active until the early 1970s, Motom was unusual among European manufacturers of mopeds and ultra-lightweight motorcycles in preferring the four-stroke engine rather than the ubiquitous two-stroke. Pressed-steel spine frames were another Motom trademark although, as time progressed, models with tubular frames were introduced and proprietary Peugeot and Zündapp two-stroke engines adopted. The first Motom was exhibited at the 1947 Geneva Salon and production of Motom motorcycles continued until 1971. Apparently original and complete, this Motom Nova moped is offered for restoration and sold strictly as viewed. There are no documents with this Lot.

£150 - 250

€170 - 290

No Reserve



569



571



570



572

569 NMT N

C.1998 SUZUKI TR50 STREET MAGIC MOPED

Frame no. JS1AH5112001031 Engine no. A194-103145

The very embodiment of the term 'funky moped', though in fact it was more like a mini-bike, the Suzuki TR50 Street Magic first appeared in 1997 and was built until 2005 when the revised Street Magic II arrived. The Street Magic featured a 49cc fan-cooled two-stroke engine producing 7.1bhp, which was suspended beneath a spine-type frame. Copied from much larger machines, many of the SM's features are seldom found on mopeds: single-sided swinging arm, upside-down front fork, disc front brake, electric starter, and alloy wheels. As one would expect of a machine of this class, transmission is by means of the user-friendly twist-'n-go automatic variety, with final drive by belt. Seat height is a manageable 705mm (27.75") and the bike weighs in at only 75kg (165lb). Apparently original and complete, this example has only 3.8km recorded on the odometer and is offered for re-commissioning. There are no documents with this Lot.

£400 - 600

€460 - 690

No Reserve

570 N

COMA MOTOR SCOOTER

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

Easily the most mysterious machine in a collection packed with rare delights, this Coma motor scooter does not appear in Dregni & Dregni's Illustrated Motor Scooter Buyer's Guide, nor in Erwin Tragatsch's The Illustrated History of Motorcycles. Indeed, we cannot even be sure of whether the name applies to the model or the manufacturer. The machine is styled along typically Italian lines, though the deeply valanced front mudguard wrapping around the leading link fork is an unusual feature. Offered for restoration and sold strictly as viewed, it affords the prospect of hours of researching fun for the next owner. There are no documents with this Lot.

£200 - 300

€230 - 340

No Reserve

571 N

C.1980 MBA PANDA MOPED (SEE TEXT)

Frame no. MBA B 00058 Engine no. none visible

MBA (initially Morbidelli Benelli Armi and later Motori Benelli Armi) was founded towards the end of 1975 to manufacture production versions of Morbidelli's successful 125cc and 250cc Grand Prix racers. Morbidelli had been founded in Pesaro, Italy by Giancarlo Morbidelli, whose line of business was manufacturing woodworking machinery, which provided the means to fund his passion for motorcycle racing. Much less well known is the fact that MBA also made mopeds, a Sachs-engined example of which (believed to be a Panda) is offered here; indeed, the make does not appear in Dregni & Dregni's encyclopaedic Motor Scooter Buyer's Guide. It appears that this model was also sold under the Hercules brand name. Apparently original and complete, the machine is offered for restoration and sold strictly as viewed. There are no documents with this Lot.

£200 - 300

€230 - 340

No Reserve

572 N

C.1970 PIAGGIO 49CC CIAO MOPED

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

By far and away Piaggio's most famous product is the Vespa motor scooter. Forbidden by the Allies from resuming his aviation business, Enrico Piaggio instructed his chief designer Corradino d'Ascanio to design a scooter, for which he believed a potential market existed, particularly among women. Millions have been made since 1946 and countless different versions come and gone, yet today's Vespa remains recognisably related to the first one made over 60 years ago. Over the years Piaggio's empire has expanded considerably, and the group now owns the Aprilia, Derbi, Gilera, and Moto Guzzi brands. Although its best known, the Vespa was not Piaggio's only two-wheeled product, being built alongside others such as the Ciao moped, which was produced in various forms from 1967 to 2006 and also sold as the Vespa Ciao. This apparently original and complete Ciao is offered for restoration and sold strictly as viewed. There are no documents with this Lot.

£150 - 250

€170 - 290

No Reserve



573



575



574

573^N

C.1985 PIAGGIO 49CC BRAVO MOPED

Frame no. unable to locate Engine no. unable to locate
By far and away Piaggio's most famous product is the Vespa motor scooter. Forbidden by the Allies from resuming his aviation business, Enrico Piaggio instructed his chief designer Corradino d'Ascanio to design a scooter, for which he believed a potential market existed, particularly among women. Millions have been made since 1946 and countless different versions come and gone, yet today's Vespa remains recognisably related to the first one made over 60 years ago. Over the years Piaggio's empire has expanded considerably, and the group now owns the Aprilia, Derbi, Gilera, and Moto Guzzi brands. Although its best known, the Vespa was not Piaggio's only two-wheeled product, being built alongside others such as the Bravo moped, which was also sold under the Vespa brand name. This apparently original and complete Bravo is offered for restoration and sold strictly as viewed. There are no documents with this Lot.

£200 - 300

€230 - 340

No Reserve

574^N

C.1970 MINI-DEMM 45CC MOPED

Frame no. DEMM16 0341 Engine no. DEMM AL 10358
The Demm motorcycle company's origins date back to 1919 when Messrs Daldi and Matteucci established a small company in Milan to manufacture automotive components. Production of motorcycles began around 1952/1953. Demm concentrated on producing mopeds and lightweights, adding three-wheelers to the range later on, while there were also motorcycles powered by overhead-camshaft engines of 125cc and 175cc. In later years Demm concentrated on 50cc mopeds and ultra-lightweights, offering a bewildering plethora of models, often with quirky names. Offered here is a Mini-Demm moped, the prototype of which first appeared in 1969, which features an engine built into the rear wheel, an idea that has enjoyed periodic revival over the years, and what must be one of the simplest frame designs ever applied to a two-wheeled vehicle. There are no documents with this apparently original and complete machine, which is offered for restoration and sold strictly as viewed.

£200 - 400

€230 - 460

No Reserve



576

575^N

C.1953 AERMACCHI 125N

Frame no. 12517886 Engine no. illegible
A household name among motorcyclists thanks to its heroic achievement of producing the most highly developed and successful overhead-valve racing single ever, Aermacchi was a relative latecomer to motorcycle manufacture, building its first in the late 1940s. Designed by Lino Tonti, previously with Benelli, the 125 was a scooter-like machine with open frame, which was powered by a 123cc two-stroke engine that was mounted horizontally and pivoted with the rear suspension. Unlike most scooters, the Aermacchi used 17" wheels, so handled more like a conventional motorcycle. Fuel was carried in a tank under the seat, the forward compartment being intended for tools or luggage. By 1953 there were three versions on offer: the base model U, deluxe N and M sports roadster, the latter boasting a fuel tank in the conventional motorcycle position. This rare early Aermacchi is offered for restoration and sold strictly as viewed. There are no documents with this Lot.

£150 - 250

€170 - 290

No Reserve

576^N

C.1957 AERMACCHI ZEFFIRO (SEE TEXT)

Frame no. 552337 Engine no. 552337
Aermacchi was a relative latecomer to motorcycle manufacture, building its first in the late 1940s. Designed by Lino Tonti, previously with Benelli, the 125 was a scooter-like machine with open frame, which was powered by a 123cc two-stroke engine that was mounted horizontally and pivoted with the rear suspension. Unlike most scooters, the Aermacchi used 17" wheels, so handled more like a conventional motorcycle. Fuel was carried in a tank under the seat, the forward compartment being intended for tools or luggage. The ultimate development of these early open-frame scooter-like Aermacchis was the Zeffiro, which featured greatly improved styling and a telescopic front fork. The newcomer was also available as the Zeffiro 150, with 147.9cc engine. This rare early Aermacchi is offered for restoration and sold strictly as viewed. There are no documents with this Lot. It is not known if the machine is a 125 or a 150.

£100 - 200

€110 - 230

No Reserve



577



578

577 N

C.1952 AERMACCHI 125N

Frame no. 12511729 Engine no. 12511729

A household name among motorcyclists thanks to its heroic achievement of producing the most highly developed and successful overhead-valve racing single ever, Aermacchi was a relative latecomer to motorcycle manufacture, building its first in the late 1940s. Designed by Lino Tonti, previously with Benelli, the 125 was a scooter-like machine with open frame, which was powered by a 123cc two-stroke engine that was mounted horizontally and pivoted with the rear suspension. Unlike most scooters, the Aermacchi used 17" wheels, so handled more like a conventional motorcycle. Fuel was carried in a tank under the seat, the forward compartment being intended for tools or luggage. By 1953 there were three versions on offer: the base model U, deluxe N and M sports roadster, the latter boasting a fuel tank in the conventional motorcycle position. This rare early Aermacchi is offered for restoration and sold strictly as viewed. There are no documents with this Lot.

£100 - 200

€110 - 230

No Reserve

578 NMT N

1954 MOTOM 163CC DELFINO

Frame no. 30A 3250 Engine no. unable to locate

The post-war scooter boom influenced certain motorcycle manufacturers, particularly in Italy, giving rise to strange-looking hybrids such as the Aermacchi Chimera, Moto Guzzi Galletto, MV Agusta Pullman, and Motom Delfino. Looking like something out of Flash Gordon, the futuristic Delfino (Dolphin) featured an enclosed fan-cooled engine, voluminous mudguards, and 15"-diameter wheels. The engine's eight horsepower were delivered to the road via a four-speed gearbox, and a top speed of 90km/h (56mph) was claimed. An older restoration by a specialist, this rare Motom Delfino displays a total of 3,639km on the odometer and comes with an operating and maintenance manual.

£3,000 - 5,000

€3,400 - 5,700

No Reserve



579



580

579 N

1955 MOTOM 98CC TS

Frame no. unable to locate

Engine no. unable to locate

Founded in Italy in 1945 and active until the early 1970s, Motom was unusual among European manufacturers of mopeds and ultra-lightweight motorcycles in preferring the four-stroke engine rather than the ubiquitous two-stroke. Pressed-steel spine frames were another Motom trademark although, as time progressed, models with tubular frames were introduced and proprietary Peugeot and Zündapp two-stroke engines adopted. The post-war scooter boom influenced certain motorcycle manufacturers, particularly in Italy, giving rise to strange-looking hybrids such as the Aermacchi Chimera, Moto Guzzi Galletto, and MV Agusta Pullman. This Motom 98 TS is another example of the trend, featuring an enclosed engine and a fuel tank housed within the frame members. Weighing 65kg (143lb) and with 7.3bhp on tap, the 98 TS had a top speed of 100km/h (62mph). An older restoration by a specialist, this rare Motom ultra-lightweight is offered with an operating and maintenance manual.

£2,000 - 4,000

€2,300 - 4,600

No Reserve

580 N

1956 CAPRIOLO 150CC SPORT

Frame no. none visible Engine no. 24189

Named after the roe deer, Capriolo emerged from the ashes of the giant Caproni group, which had been founded in the first decade of the 20th Century as an aircraft manufacturer and only turned to motorcycle production after WW2. At the Milan Show in November 1953, Capriolo launched the Cento 50, one of the very few Italian motorcycles to be powered by a BMW-style flat-twin engine. The pressed-steel frame and face-cam valve gear were carryovers from the single-cylinder Cento 75, while other noteworthy features included flashing indicators integral with the taillight, and a neutral indicator light. Weighing 103kg (227lb) and with a maximum of 7.5bhp on tap, the Cento 50 had a top speed of 95km/h (59mph). It is estimated that only some 500-or-so were made. A later model identifiable as such by its full-width hubs, this ultra-rare Capriolo had been restored by a specialist prior to its acquisition by the Morbidelli Museum.

£3,000 - 5,000

€3,400 - 5,700

No Reserve



581



582

581 N

1952 BENELLI 125CC LEONCINO

Frame no. L33080N Engine no. L17002N

Italy's oldest surviving motorcycle manufacturer, Benelli was founded in 1911 by the six Benelli brothers. A relatively 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 1950s/1960s when it secured two 250cc World Championships, and also for its outrageous six-cylinder road bikes of the 1970s. The Italian manufacturer has, of course, always produced less exotic fare such as the Leoncino lightweight offered here, a model that won its class in the 1953 Moto Giro d'Italia (see photocopied press report on file). Unusually, the Leoncino was offered in both two-stroke and four-stroke variants. A model rarely seen outside its home country, this Leoncino two-stroke was restored in the Morbidelli Museum's workshop. The machine is offered with an operating and maintenance manual (in Italian).

£2,000 - 4,000

£2,300 - 4,600

No Reserve

582 N

1953 BENELLI 125CC LEONCINO SS

Frame no. L24634Ss Engine no. L12967Ss

Italy's oldest surviving motorcycle manufacturer, Benelli was founded in 1911 by the six Benelli brothers. A relatively 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 1950s/1960s when it secured two 250cc World Championships, and also for its outrageous six-cylinder road bikes of the 1970s. The Italian manufacturer has, of course, always produced less exotic fare such as the Leoncino two-stroke lightweight offered here, a model that won its class in the 1953 Moto Giro d'Italia (see photocopied press report on file). A model rarely seen outside its home country, this pristine Leoncino was restored in the Morbidelli Museum's workshop. The machine is offered with an old Italian registration document (issued in 1963), an operating and maintenance manual (in Italian), and a selection of period and before-restoration photographs.

£2,000 - 4,000

£2,300 - 4,600

No Reserve



583



584

583 N

1955 BENELLI 250CC LEONESSA

Frame no. B1008 Engine no. B-929

The Benelli Leonessa was launched at the Milan Show in January 1952, coincidentally with the related Motobi marque's Spring Lasting model, and was powered by a 250cc twin-cylinder four-stroke overhead-valve engine that gave it an edge over the 200cc Motobi. This all-alloy unitary construction power unit was carried in a set of conventional cycle parts consisting of a tubular duplex frame, telescopic front fork and swinging-arm rear suspension. Production began in 1954 and the Leonessa remained a top-seller for Benelli for the rest of the decade. The Leonessa weighed 145kg (319lb) and with a maximum power output of 16bhp was good enough for a top speed of 120km/h (74mph). This example has some parts missing (handlebar grips, cables, etc) and is offered for restoration. The machine is offered with an original parts catalogue.

£2,000 - 4,000

£2,300 - 4,600

No Reserve

584 N

1956 BENELLI 125CC 4T LEONCINO SPORT

Frame no. L2903N Engine no. L2112N

Italy's oldest surviving motorcycle manufacturer, Benelli was founded in 1911 by the six Benelli brothers. A relatively 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 1950s/1960s when it secured two 250cc World Championships, and also for its outrageous six-cylinder road bikes of the 1970s. The Italian manufacturer has, of course, always produced less exotic fare such as the Leoncino lightweight, a model that won its class in the 1953 Moto Giro d'Italia. The Leoncino was built in various configurations, both two-stroke and four-stroke, the example offered here being powered by an overhead-camshaft version of the latter. A model rarely seen outside its home country, this Leoncino displays a total of 2,981 kilometres on the odometer and appears to be in original and un-restored condition. The machine is offered with an original operating and maintenance manual (in Italian).

£2,000 - 3,000

£2,300 - 3,400

No Reserve



585



587



586



588

585 N

1954 BENELLI 98CC LETIZIA

Frame no. L310 Engine no. L515

Now Chinese owned, although still based in its home town of Pesaro, Benelli is best known for its Grand Prix successes in the 1950s/1960s when it secured two 250cc World Championships, and also for its outrageous six-cylinder road bikes of the 1970s. The Italian manufacturer has, of course, always produced less exotic fare such as the Letizia two-stroke lightweight offered here, a model rarely seen outside its home country. Most Italian manufacturers offered similar lightweights in the years immediately following WW2, fuelling the public's demand for cheap transport. Being Italian, most of these offerings were infinitely more stylish than their British counterparts. The Letizia weighed a mere 63kg (139lb) and had 4.5bhp on tap, which was good enough for a top speed of 70-75km/h (43-47mph). The handlebar-mounted gear change lever is an unusual feature. This example is believed to be an older restoration.

£1,500 - 2,500

€1,700 - 2,900

No Reserve

586 N

1984 BENELLI S125 MOTOR SCOOTER

Frame no. ME 10225 Engine no. 1035

Now Chinese owned, although still based in its home town of Pesaro, Benelli is best known for its Grand Prix successes of the 1950s/1960s when it secured two 250cc World Championships, and also for its outrageous six-cylinder road bikes of the 1970s. The Italian manufacturer has, of course, always produced less exotic fare such as the S125 motor scooter offered here. Many Italian motorcycle manufacturers tried climbing aboard the scooter bandwagon in the years immediately following WW2, sometimes with peculiar motorcycle/scooter hybrids, but none was as successful as either Vespa or Lambretta. The 125cc machine offered here dates from the period that Benelli was owned by Alejandro de Tomaso. The S125 weighs 90kg (198lb) and has a top speed of around 60mph. Purchased in its present condition, this example displays a total of only 4,346km (2,700 miles) on the odometer and is believed un-restored. There are no documents with this Lot.

£800 - 1,200

€920 - 1,400

No Reserve

587 N

1948 MOTO MORINI 125CC TURISMO

Frame no. T4845 Engine no. T4845

Before the arrival of its family of 72-degree v-twin roadsters in 1973, Morini's reputation had rested mainly on its highly successful double-overhead-cam single-cylinder racers that came within a whisker of snatching the 1963 250cc World Championship from Honda. Founder Alfonso Morini split from MM in 1937, setting up a foundry in Bologna. Post-WW2 he returned to motorcycle manufacture, commencing with a 125cc two-stroke that was followed by a range of fast overhead-camshaft roadsters. These were replaced during the 1960s by a range of overhead-valve models and a 48cc two-stroke, which kept the firm afloat until the arrival of the v-twins. Almost certainly an older restoration, this 125cc Moto Morini two-stroke retains the plaque of its supplier: G Castrucci of Firenze (Florence). The machine comes with an old Italian registration document, issued in 1963.

£2,000 - 3,000

€2,300 - 3,400

No Reserve

588 N

1946 MOTO GUZZI CARDELLINO 65

Frame no. 15801 Engine no. 15801

Two-strokes did not feature in the Moto Guzzi 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 lightweights, the Cardellino was light-years in advance of foreign contemporaries: reliable, comfortable and endowed with excellent roadholding and handling despite rather crude suspension. This Cardellino had been restored prior to its acquisition by the Morbidelli Museum. The machine is offered with an original workshop manual. There is no registration document with this Lot.

£1,500 - 2,500

€1,700 - 2,900

No Reserve



589



590

589 N

1952 MV AGUSTA 150CC SUPER SPORT

Frame no. 024897/15 Engine no. S203721

First introduced in 1947 and better engineered than any British contemporary, MV's 125cc two-stroke was powered by a neat unitary construction single-cylinder engine featuring detachable transfer ports. The cycle parts comprised a twin-downtube swinging-arm frame and blade-type girder forks. Designated 'TEL' (Tourism E Lusso = Touring and Luxury) for 1949, the 125 was joined in 1952 by a broadly similar 150cc version. The latter had 7.5bhp on tap and could exceed 50mph, but the biggest advantage conferred by the larger engine was one of improved flexibility. For 1953 both TEL models could be ordered with hydraulically damped telescopic forks (an option) and came with full-width alloy hubs as seen in this example, which has been restored by a specialist. The machine is offered with an ACI Certificate and an old Italian registration document.

£2,000 - 4,000

€2,300 - 4,600

No Reserve

590 N

C.1956 CM FRANCOLINO 175

Frame no. CM814 Engine no. CM175FS 814

CM was founded in Bologna in 1930 by rider/engineers Oreste Drusiani (whose son Alfonso would later find fame with Mondial) and Mario Cavedagna. Powered by overhead-valve and overhead-camshaft engines of various capacities up to 500cc, CM's motorcycles soon gained a reputation for both indestructibility and speed, its 'cammy' 350 ridden successfully by Guglielmo Sandri in the mid-1930s being particularly noteworthy. The company kept faith with the four-stroke engine in the immediately post-war years and then in 1949 introduced the first of a range of two-strokes, the ultimate expression of which was a 250cc twin. But the company was not yet done with four-stroke models, launching the overhead-cam Francolino 175 sports roadster in 1956. Belatedly climbing aboard the scooter bandwagon in 1958, the firm had ceased production by the decade's end. This exquisite CM Francolino had already been restored when acquired for the Morbidelli Museum.

£2,500 - 4,500

€2,900 - 5,200

No Reserve



591



592

591 NMT N

1955 ISOSCOOTER 125CC MOTOR SCOOTER

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

Nowadays Iso is best remembered for its muscular V8-engined Grifo supercar of the 1960s but the company's origins were more mundane. Renzo Rivolta's Isothermos company had begun life pre-war making refrigerators, turning to the manufacture of scooters and motorcycles after the war and thence to the highly successful Isetta 'bubblecar'. After the failure of its first scooter, the Furetto, Iso produced the Isoscooter and Isomoto lightweight motorcycle, both of which used a Puch-style 125cc 'split single' two-stroke engine. Although it was a major manufacturer with more than 2,500 agents in Italy and Europe, Iso had its sights firmly set on the Gran Turismo car market and ceased making two-wheelers in 1960. A 'must have' for the serious scooter collector, this charming Isoscooter had already been restored by a specialist when it was purchased by the Morbidelli Museum. Displaying a total of 2,194km on the odometer, this rare machine is offered with an original instruction manual.

£3,000 - 5,000

€3,400 - 5,700

No Reserve

592 N

C.1957 PIATTI 125CC MOTOR SCOOTER

Frame no. none visible Engine no. 10449

Designed by London-based Italian engineer Vincenzo Piatti, the Piatti motor scooter was, despite its name, a British product, manufactured in the UK by Cyclomaster. Following the display of a prototype at the 1952 Brussels Show, the rights to the design were secured by Cyclomaster a couple of years later, although production did not begin until 1956 (the Piatti was also built by d'Ieteren in Holland). The Piatti was certainly one of the more unusual-looking scooters, its pressed-steel monocoque body having the appearance of an inverted bathtub, which concealed the horizontally-mounted 125cc two-stroke engine and almost completely shrouded the 7"-diameter wheels. A seat mounted on a pillar and adjustable for height – bicycle style – was another unusual feature. Believed to be in original condition, this example of what is now an extremely rare scooter was purchased in the UK circa 2012. The machine is offered with copies of marque-related literature.

£2,000 - 4,000

€2,300 - 4,600

No Reserve

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



593



595



594

593 N

1955 MOTO GUZZI 192CC GALLETTO

Frame no. GDE23 Engine no. GDE23

Like Velocette's LE, Moto Guzzi's Galletto (cockerell) was intended to offer scooter-type weather protection and comfort allied to the superior handling qualities of a true motorcycle. But whereas Velocette started afresh when designing the LE's engine, Guzzi kept with tradition, specifying an overhead-valve, air-cooled 'flat single' with outside flywheel. The Galletto cycle parts consisted of a tubular steel spine frame combined with sheet metal pressings, complemented by a leading-link front fork and single-sided rear swinging-arm. In scooter fashion the Galletto came with a spare wheel, all three wheels being interchangeable. Launched in March 1950 in 160cc/three-speed form, the Galletto was upgraded to 175cc and four speeds in 1952 and then to 192cc in 1954. This Galletto is an older restoration purchased in Pesaro. The machine is offered with an old Italian registration document issued in 1963.

£2,000 - 4,000

€2,300 - 4,600

No Reserve

594 N

1957 BERNEG 160 IRIDEA

Frame no. unable to locate Engine no. 20175

Founded in Casalecchio di Reno near Bologna, Berneg exhibited its first motorcycle at the Milan Trade Fair in 1955. Sold as the Rainbow, this machine was powered by a 158cc twin-cylinder overhead-camshaft engine designed by FB Mondial engineer, Alfonso Drusiani. The four-speed gearbox was integral with crankcase and this advanced power unit was all aluminium apart from the cast-iron cylinder block. Later Berneg models such as the Fario were powered by a 173cc development of the same engine. By 1959, only the Fario Gran Turismo and Sport were listed, and in 1962 the company, whose products had always been built to the highest standards, closed its doors for the last time. Currently showing 448km on the odometer, this motorcycle from one of Italy's more obscure makes is an older restoration purchased from a collector in Udine, Italy. There are no documents with this Lot.

£2,500 - 4,500

€2,900 - 5,200

No Reserve



596

595 N

C.1951 DKW RT125 PROJECT

Frame no. 195 Engine no. 2653919

DKW was founded in Zschopau in 1919 by Danish engineer Jorgen Rasmussen and built its first motorcycle power unit, a single-cylinder, clip-on engine for bicycle attachment, in 1921. This 122cc motor was a two-stroke, and DKW would remain faithful to this engine type from then on, becoming world leaders in two-stroke design in the 1930s. DKW was Continental Europe's largest motorcycle maker at this time, manufacturing a huge and diverse range of roadsters throughout the 1930s. One of its last introductions immediately prior to WW2 was the immensely influential RT125, which was manufactured after the war by Harley-Davidson as the Model 'S' and BSA as the Bantam. DKW themselves recommenced production of the RT125 in 1949, and in February 1951 introduced an enlarged derivative: the RT200. Apparently original and complete, this DKW RT125 is offered for restoration and sold strictly as viewed. There are no documents with this Lot.

£1,000 - 2,000

€1,100 - 2,300

No Reserve

596 N

1976 GILERA 50CC CB1

Frame no. none visible Engine no. 6638

Taken over by Piaggio in 1969, Gilera displayed an entirely new range of models at the Milan Show in November 1971 ranging in size from 50cc to 175cc. The smaller motorcycles and mopeds shared the same all-new 50cc single-cylinder air-cooled two-stroke engine, which came in different states of tune and with either four or five speeds in the gearbox depending on the model. Offered here is the Gilera CB1 moped, a machine undeniably stylish despite the fact that the designer had such limited material to work with, but then it is Italian. Surely no model from any manufacturer better embodied the idea of the 'funky moped' than the gorgeous CB1? This example currently displays a total of 24,511km (15,231 miles) on the odometer and is presented in un-restored age-related condition. There are no documents with this Lot.

£1,500 - 2,500

€1,700 - 2,900

No Reserve



597



598

597^N

1952 LAVERDA TURISMO 75

Frame no. 526645 Engine no. 526645

Formerly producers of farm machinery, Laverda turned to motorcycle manufacture in the immediate aftermath of WW2. Its first product, the four-stroke Motoleggera (lightweight motorcycle), helped meet the unprecedented upsurge in demand for basic motorised transport, and modified versions were soon winning their class in the long-distance road races popular at the time. Seen here in Turismo 75 guise, the Motoleggera was powered by a 74cc engine producing 3bhp, which was carried in a pressed-steel semi-open spine frame equipped with a blade-type girder fork and swinging arm rear suspension, making it one of the best-specified offerings in its class. The Motoleggera weighed 72kg (158lb) and has a top speed of 70km/h (44mph). A three-speed model, this Laverda Turismo 75 had already been restored when it was purchased for the Morbidelli Museum. Presented in beautiful condition, the machine comes with ACI paperwork and an old Italian registration document (issued 1961).

£2,000 - 3,000

€2,300 - 3,400

No Reserve

598^N

1955 MOTOBİ 250CC SPRING LASTING SPORT

Frame no. 720191 Engine no. 720191

The now-defunct Italian manufacturer Motobi is closely related to Benelli. In 1949 the eldest of the six Benelli brothers, Giuseppe, left to found his own company: Moto 'B' Pesaro, later Motobi. The latter's first design was a 98cc single-cylinder two-stroke lightweight with horizontal engine, a layout that would characterise its offerings from then onwards. In the early 1950s a new range of all-aluminium engines was introduced whose profile resembled that of an egg or rugby ball, and this style was deliberately retained when Motobi switched to overhead-valve four-strokes towards the decade's end. The Spring Lasting was powered by Motobi's trademark egg-shaped engine, in this Sport version's case a 250cc two-stroke twin. The latter produced 13.5bhp, which was sufficient to propel the 110kg (242lb) machine to a top speed of 130km/h (80mph). This machine is believed to be an older restoration by the Morbidelli Museum. There are no documents with this Lot.

£3,000 - 6,000

€3,400 - 6,900

No Reserve



599



600

599^N

1961 MOTOBİ 125CC IMPERIALE SPORT

Frame no. IS 433590 Engine no. 3544

The now-defunct Italian manufacturer Motobi is closely related to Benelli. In 1949 the eldest of the six Benelli brothers, Giuseppe, left to found his own company: Moto 'B' Pesaro, later Motobi. The latter's first design was a 98cc single-cylinder two-stroke lightweight with horizontal engine, a layout that would characterise its offerings from then onwards. In the early 1950s a new range of all-aluminium engines was introduced whose profile resembled that of an egg or rugby ball, and this style was deliberately retained when Motobi switched to overhead-valve four-strokes towards the decade's end. Apparently original and un-restored, this Imperiale Sport is powered by Motobi's trademark egg-shaped engine, in this case a 125cc four-stroke single. The latter was claimed to produce 9.8bhp, sufficient to propel the 93kg (205lb) Imperiale Sport to a top speed of 110km/h (68mph). There are no documents with this machine, which shows a total of only 59km on the odometer.

£2,000 - 4,000

€2,300 - 4,600

No Reserve

600^N

1957 GILERA 175CC ROSSA EXTRA

Frame no. 180-115 Engine no. 180-115

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 125cc 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. Introduced for 1957, the Rossa Extra was essentially a deluxe version of the 175 Sport. A matching-numbers example, this Gilera Rossa Extra had already been restored when it was acquired for the Morbidelli Museum. This machine would have had double-decker Silentium silencers originally. Offered with an original parts catalogue.

£2,500 - 4,500

€2,900 - 5,200

No Reserve



601



603



602

601 N

C.1955 CIMATTI 160CC

Frame no. 1027 Engine no. 1027

Cimatti was founded in Bologna in 1937 by gold medal-winning Olympic cyclist Marco Cimatti. Not surprisingly, the company manufactured bicycles at first, only turning to powered two-wheelers in 1950. The firm prospered, and its products were widely exported, being sold in the USA through the Gambles department stores. By the mid-1960s the range had expanded to include a motor scooter and a three-wheeled deliver truck in addition to mopeds and lightweights, usually powered by either Moto Morini or Moto Minarelli two-stroke engines. Cimatti survived the 1960s 'Japanese Invasion' but succumbed to the early 1980s recession, closing its doors in 1984. An older restoration by Mr Pirro Loretti, the beautiful Cimatti offered here is a credit to its restorer, all the more so given the poor condition it was in beforehand (see photographs on file). There are no documents with this Lot.

£3,000 - 5,000

€3,400 - 5,700

No Reserve

602 N

1977 JAWA 498CC TYPE 895 LONG-TRACK RACING MOTORCYCLE

Frame no. 14889 Engine no. K895-1502

The British JAP engine's stranglehold on the speedway world loosened in the 1960s with the arrival of Czechoslovakian ESO machines. Founded in 1949, ESO specialised in speedway and other off-road competition motorcycles and was part of the Jawa-CZ group. In 1966 the ESO name was dropped, the firm's DT5 speedway model becoming the Jawa DT500 (or 500DT) Type 680, a machine that would come to dominate its sport until well in to the succeeding decade. Its speedway supremacy challenged by the four-valve Weslake engine, Jawa responded by introducing a new double-overhead-camshaft, four-valve motor in the late 1970s. Available in speedway/long-track variants as the Type 894/895, this engine was adequately powerful, producing up to 65bhp, but rather top heavy, and was superseded by the more compact, single-overhead-camshaft Type 896/897, this being the final development of Jawa's classic vertical single. There are no documents with this Lot.

£1,500 - 2,000

€1,700 - 2,300

No Reserve



604

603 N

1981 MOTO GUZZI 125CC 2C 4T

Frame no. BV 11505 Engine no. BV 11552

During the 1970s, Benelli and Moto Guzzi were owned by Alejandro De Tomaso, a situation that resulted in the two marques sharing a number of lightweight models, the only discernible difference being the badge. Thus the Benelli 2C two-stroke twin and 254 four-stroke four-cylinder models both appeared with Moto Guzzi badges. The machine offered here is an example of Guzzi's 2C 4T, the twin-cylinder engine of which was effectively half the Benelli 254's. Air-cooled, it was built along typically Japanese lines, boasting a chain-driven single-overhead camshaft, two valves per cylinder, and an integral five-speed gearbox. The Guzzi's angular lines had been penned by the celebrated car stylist Giorgetto Giugiaro, then going through what is known as his 'folded paper' period. This example currently displays a total of 9,553km (5,936 miles) on the odometer and is presented in believed original condition. The machine is offered with its original Italian registration document.

£2,000 - 4,000

€2,300 - 4,600

No Reserve

604 N

1974 MONTESA 247CC COTA

Frame no. 21M7400 Engine no. none visible

Montesa was founded in the mid-1940s in Barcelona by Pedro Permanyer and Francisco Bulto. The latter would leave in 1958 to found Bultaco, but before then his engineering genius had bequeathed Montesa a range of popular two-stroke roadsters. The company entered road racing in the early 1950s with a successful 125cc single, but its major impact on motorcycle sport would be away from the tarmac, the Scorpion and Capra motocrossers and the Cota trials being the equal of any of their contemporaries. In the UK, six-time British trials champion Malcolm Rathmell, previously contracted to Bultaco, did much to promote Montesa after he joined as development rider in 1974, winning the Scott Trial for the Spanish factory in 1975 and 1976. This Cota has covered only 59 miles since restoration and was in its present condition when purchased. The machine is offered with its original Italian registration document and other paperwork.

£1,500 - 2,500

€1,700 - 2,900

No Reserve



605



606

605 N

1956 PEGASO 48CC

Frame no. 4294 Engine no. 56/3769

Not to be confused with Spanish car manufacturer of that name, Pegaso (Pegasus) motorcycles were manufactured in Milan by SIM (Società Italiana Motori), which had been founded by former employees of Motom. The company concentrated on the 50cc class and was unusual in favouring the four-stroke engine rather than the category's ubiquitous two-stroke. Mopeds and motorcycles were manufactured, all powered by essentially the same 48cc overhead-valve engine with integral three-speed gearbox. Most models featured pressed steel spine frames, telescopic forks and swinging-arm rear suspension. Pegaso was active between 1955 and 1964. This rare Italian ultra-lightweight was restored for Mr Morbidelli by a specialist. There is no registration document with this Lot.

£2,000 - 4,000

€2,300 - 4,600

No Reserve

606 N

C.1946 SIATA 48CC CUCCILO

Frame no. 434 Engine no. 20860

Designed for bicycle attachment, the Cucciolo ('little pup') was the Bologna-based Ducati factory's first product and was sold widely outside Italy including the UK, where it was imported by Britax, which later offered complete machines. The Cucciolo power unit had been designed in wartime by Aldo Farinelli, enabling production to commence almost as soon as hostilities ceased. Farinelli's design was first taken up by SIATA, who took Ducati on board when demand swiftly outstripped their capacity to supply. By 1947 Ducati had assumed full control of Cucciolo production. Unusual in being a four-stroke at a time when most such utility units were two-strokes, the overhead-valve Cucciolo was of unitary construction incorporating a two-speed transmission, and was described by Motor Cycling magazine as 'beautifully engineered'. This SIATA-built Cucciolo is attached to a SIATA ladies' bicycle of advanced design, featuring front and rear suspension. The machine is offered with an original instruction manual.

£2,000 - 4,000

€2,300 - 4,600

No Reserve



607



608

607 N

C.1949 DUCATI 60

Frame no. 10634 Engine no. 9815

Introduced in 1946, Bologna-based Ducati's first motorcycle product was the Cucciolo ('little pup'), a 48cc auxiliary engine designed for bicycle attachment. Facing fierce competition in the auxiliary motor market, Ducati took the logical next step and in 1949 introduced a complete machine of its own. Powered by a 60cc derivative of the Cucciolo engine, designed by Giovanni Fiorio, this new motorcycle used a Caproni-built pressed steel frame with cantilever rear suspension, though Ducati was soon compelled to make its own chassis when Caproni ended the collaboration. Dating from circa 1949, this Ducati 60 has the early Caproni-type chassis. The machine was in its present, believed un-restored, condition when purchased. There are no documents with this Lot.

£1,500 - 2,500

€1,700 - 2,900

No Reserve

608 N

C.1949 ALPINO 48CC CYCLEMOTOR & DONISELLI BICYCLE

Frame no. none visible Engine no. 5256

"Typical Italian post-war machines from 48cc to 174cc with two- and four-stroke ohv engines. 48cc models broke world records with Tamarozzi, Pennati, Pasini and Sozzani." – Tragatsch. Having manufactured motorcycles from 1925 to 1929, Pietro Trespici returned to the business of two-wheeled transport in 1944 with a highly successful cyclemotor. He set up a new factory at Stradella in Lombardy, where his company Motobici Srl commenced production of Alpino motorcycles immediately after WW2, offering a range of ultra-lightweights two-strokes ranging from 48cc mopeds to a 98cc motorcycle. Production of Alpino motorcycles ceased in 1962, Motobici's main export market in Argentina having collapsed. This rare cyclemotor from one of Italy's lesser known marques is attached to a Doniselli ladies' bicycle. The machine is presented in beautiful un-restored condition, complete with wicker baskets front and rear. There are no documents with this Lot.

£1,500 - 2,500

€1,700 - 2,900

No Reserve



609



610

609 N

1972 HONDA CB350F

Frame no. CB350F 1062910 Engine no. 1063042

Honda followed its sensational CB750 of 1968 with a range of smaller fours, the first of which - the CB500 - appeared in 1971. The half-litre newcomer was just as well specified as its larger brother, boasting an overhead-cam engine, five-speed gearbox, electric starter and disc front brake. A 347cc version appeared the following year catering for riders who valued the refinement of a four yet wanted the lower running and insurance costs of a 350. At the time, the CB350F was the smallest capacity multi-cylinder motorcycle ever to enter volume production. Produced into 1974, the model was sold in Europe but never officially imported into the UK. Currently displaying a total of 34,602km (21,502 miles) on the odometer, this example of a Honda only rarely seen in the UK was purchased in its present un-restored condition. The machine is offered with an Italian registration document and a photocopied workshop manual.

£3,800 - 4,800

€4,300 - 5,500

No Reserve

610 NMT N

Only 2 'push' kilometres from new

1997 HONDA CB50 DREAM

Frame no. AC15-1000488 Engine no. AC15E-1000497

A miniature masterpiece, the CB50 Dream was conceived to commemorate Honda's early racing history in the 'tiddler' class, which commenced on the latter's 1962 inauguration with the RC110. Part way through the 1962 season, Honda introduced a customer version: the CR110. The single-cylinder CR110 featured twin overhead camshafts and four tiny valves; its maximum power output of 8.5bhp arrived at 13,500rpm, while there were eight speeds in the gearbox. Introduced in 1997, its modern equivalent - the CB50 Dream - produces 7.0bhp at 13,500rpm with maximum revs a further 1,000 up the scale. The gearbox is a six-speeder and the Dream weighs in at an anorexic 157lbs dry. Immensely popular in Japan, the Dream 50 has been produced in various versions over the years, spawning an entire cottage industry of accessory and component suppliers. Displaying only 1.9km on the odometer, this early example was purchased new from Honda and is offered with an original manufacturer's brochure.

£3,000 - 5,000

€3,400 - 5,700

No Reserve



611



612

611 N

C.1966 HONDA P50 MOPED

Frame no. P50-A38781 Engine no. C22071

Having conquered the world during the early 1960s by producing millions of 'step-thru' mopeds based on its original C100 Super Cub of 1958, Honda went on to expand greatly its range of similarly utilitarian commuter machines. Introduced in 1966, the P50 (also known as the P25) represented a complete break from the Super Cub concept, mounting its single-cylinder four-stroke engine within the rear wheel assembly. BSA's 'Winged Wheel' was similar in layout and Honda itself had offered a 'clip-on' of this type (the F model Cub) back in 1952, though both of those had been two-strokes. Never used by the Museum, this un-restored Honda P50 is offered with its original Italian Certificato per Ciclomotore (Cyclomotor Certificate).

£1,500 - 2,500

€1,700 - 2,900

No Reserve

612 N

1980 BMW 473CC R45

Frame no. 6270059 Engine no. 6270059

BMW extended its range of horizontally opposed twins in the late 1970s with the introduction of the R45 and R65. Looking very much like scaled down versions of BMW's larger models, the duo, which shared identical cycle parts, featured sharper, more modern styling while both weight and overall dimensions were reduced. Tested by Bike magazine in 1979, the R45 recorded a top speed of 95mph while returning an overall fuel consumption of 56.2mpg. Few changes were made to these smaller twins before production ceased in 1985. Currently displaying a total of 28,650km (17,803 miles) on the odometer, this original and un-restored BMW 45 is registered to Giancarlo Morbidelli in Pesaro and comes with Italian registration papers. Presented in generally good age-related condition, the machine has been in the Museum for 20 years and is offered for re-commissioning.

£2,000 - 4,000

€2,300 - 4,600

No Reserve



613 N

C.1979 BENELLI 254 QUATTRO

Frame no. BH 11718 Engine no. BH 1842

Revitalised following its take-over by Argentine industrialist Alejandro de Tomaso, Benelli launched a range of new four- and six-cylinder sports bikes in the 1970s. Smallest of the range was the 254 (actually 231cc) quarter-litre roadster, its name deriving from '250cc/four cylinders'. When introduced in 1976, the 254 was one of the most expensive 250s on sale anywhere, but then its specification did include cast alloy wheels, Brembo disc brakes, and an electric starter. Stunningly styled and built like a watch, the high-revving lightweight had 27.8bhp on tap, which was good enough for a top speed of over 90mph (Motorcycle Mechanics achieved a best of 94.1mph at MIRA). A couple of years later the model was restyled, gaining a small handlebar fairing and some new colour schemes. Apparently original and correct, this example currently displays a total of 7,671km (4,767 miles) on the odometer. There are no documents with this Lot.

£2,000 - 4,000

€2,300 - 4,600

No Reserve



614 NMT N

C.1957 NSU 247CC SUPERMAX

Frame no. 1200597 Engine no. 781295

NSU produced some outstanding and influential designs in the 1950s, foremost of which was the 250cc Max, introduced in 1952. The Max used a pressed-steel frame (entirely enclosing the rear suspension) and a leading-link front fork, but its most unusual feature was the Albert Roder-designed 'Ultramax' connecting-link drive for the single overhead camshaft. A luxury tourer, the Max was no lightweight so acceleration was leisurely, but once at its maximum of 75-80mph could be cruised there all day with the minimum of fuss. The ultimate version, the Supermax, appeared in 1956 boasting conventional twin-shock rear suspension and a slightly more powerful engine. What hadn't changed though, was the exemplary standard of reliability, build quality and finish that had characterised the Max line from the start. Boasting a new saddle and replacement rubbers, this Supermax is believed to be in original condition and is offered for re-commissioning. Offered without documents, the machine currently displays a total of 4,317km on the odometer.

£3,000 - 5,000

€3,400 - 5,700

No Reserve



615 N

C.1950 MOTOBİ 98CC MODEL B

Frame no. unable to locate Engine no. 1135

In 1949 the eldest of the six Benelli brothers, Giuseppe, left to found his own company: Moto 'B' Pesaro, later Motobi. The latter's first design was the Model B, a 98cc single-cylinder two-stroke lightweight with horizontal engine, a layout that would characterise its offerings from then onwards. In the early 1950s a new range of all-aluminium engines was introduced whose profile resembled that of an egg or rugby ball, and this style was deliberately retained when Motobi switched to overhead-valve four-strokes towards the decade's end. Six years after Giuseppe's death in 1957, Motobi merged with Benelli and its models continuing to be manufactured, although often with 'Benelli' on the tank. An early model badged as a Moto 'B' Pesaro, this machine was restored by Giancarlo Morbidelli some 20 years ago, although the fuel tank was left original. 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.

616^N

1959 LAMBRETTA 125CC LI RACING SCOOTER

Frame no. 125LI 533525

Engine no. 125LI 507332

Manufactured by the Italian industrial giant Innocenti, the Lambretta scooter gained instant acceptance in the immediate post-war years, its cleanliness and convenience in particular appealing to those who regarded the true motorcycle with suspicion. Following the unreliable TV 175 Series 1, Lambretta went back to the drawing board to create one of its all-time greats: the Li. Built as a 125 or 150, the classic Li used the bore/stroke dimensions of the preceding 'D' Series but housed its entirely new engine in modern bodywork similar to that of the TV. Motor scooters have been raced since their earliest days, not the least in Italy, and this Lambretta Li was built by Giancarlo Morbidelli specifically to compete in the 1994 historical rerunning of the famous Milan-Taranto long-distance road race. The Lambretta was one of four machines entered by the Binova-Cucine team and was ridden by Giampiero Findanno, who led the race into the final day only to be delayed by an engine seizure; even so, he managed to finish 1st in class and 2nd overall. Its surprising result notwithstanding, the Morbidelli-prepared Lambretta was the most talked-about machine in the field, being much admired for its technical innovation. Still carrying its Milan-Taranto competitor's plates, this unique machine is offered with a selection of contemporary press cuttings and photographs.

£5,000 - 10,000

€5,700 - 11,000

No Reserve



617^N

C.1948 LAMBRETTA 125CC TIPO B MOTOR SCOOTER

Frame no. 1054

Engine no. TIPO B 18024

Manufactured by the Italian industrial giant Innocenti, the Lambretta gained instant acceptance in the immediate post-war years, not the least because of its cleanliness and convenience. Introduced in 1947, the Lambretta was a less radical design than Piaggio's rival Vespa, using a traditional tube frame rather than the Vespa's pressed-steel monocoque chassis. The engine was exposed in the Lambretta and the leg shields were smaller than the Vespa's, but in its favour the Innocenti product had a larger engine and a pillion seat, making ownership potentially a more sociable experience. The 125cc engine produced 4.3bhp, which was good enough for a top speed of 65-70km/h (40-44mph). The first Lambretta - the Tipo 'A' - was relatively crude but the 'B' model (1948-1950) boasted rear suspension, a twist-grip gear change, and larger (8") wheels. The A's small wheels had not been liked but in its new form the Lambretta gained mass acceptance, and by the end of 1950 Innocenti was producing up to 100 per day. The early Lambretta offered here is an older restoration by a marque specialist. The machine is offered with operating/instruction manuals. There are no registration documents with this Lot.

£3,000 - 5,000

€3,400 - 5,700

No Reserve



618 N

1950 GILERA 499CC SATURNO COMPETIZIONE

Frame no. 26278

Engine no. 26278

- *Rare competition version*
- *Delivered new to Romania*
- *Restored by a specialist*



The best known and most successful large-capacity Gilera roadster of the immediate post-WW2 period was the 500cc Saturno. First seen in 1940 in competition guise, the Saturno - a 499cc, overhead-valve, four-stroke single - did not enter production until 1946 when it appeared with the horizontally-sprung, friction-damped, swinging-arm rear suspension first seen on the pre-war blown 'four' racer. In the late 1940s the factory built a limited number of Competizione versions of the Saturno for sale to privateers, and this model resulted in the more highly developed San Remo racer that featured a more powerful engine, a blade-type girder fork, and a full-width front hub.

Ridden by major stars of the day, the San Remo established an enviable competition record, proving capable of beating multi-cylinder rivals around tighter circuits on numerous occasions. The design's next development, the Corsa, arrived in 1951 boasting a revised engine with increased finning and a larger sump.

A telescopic front fork and conventional hydraulically damped rear shock absorbers made their first appearance on this model, giving rise to the name Piuma (feather) because of the ease of handling these advances brought with them. Major changes to the Turismo and Sport roadsters were mainly confined to the cycle parts, which were updated with a telescopic front fork and full-width alloy front brake for 1951, and conventional coil-sprung dampers at the rear soon after. Production of the Saturno roadsters continued until 1959, their passing marking the end of the line for one of Italy's truly great classic motorcycles.

Copies of factory despatch records on file show that Saturno Competizione number '26278' was delivered new to Bucharest, Romania from where it was purchased in 1991. Raced by a privateer and restored by a specialist, the machine also comes with copies of other documents (in Italian) and an original parts catalogue.

£14,000 - 18,000

€16,000 - 21,000

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.

619^N

1954 GILERA 247CC NETTUNO SPORT

Frame no. 216799

Engine no. 216799

Gilera first sprang to prominence in the late 1930s, when its supercharged four-cylinder racers trounced BMW in Grands Prix, and snatched the world speed record away from the German marque. Throughout the early 1950s it was the racers which again grabbed the headlines, the Arcore marque's fours taking five manufacturer's titles and six individual championships in the hands of riders such as Duke, Liberati, and Masetti. Although racing generated valuable publicity, it was sales of road bikes that paid the bills. Best known and most successful large-capacity Gilera roadster of the period was the 500cc Saturno. Less familiar outside Italy was its baby brother the Nettuno (Neptune) - a 247cc, overhead-valve, four-stroke single - which, like its larger contemporary, employed the horizontally-sprung, friction-damped, swinging-arm rear suspension first seen on the pre-war blown four. The Turismo produced 11bhp while the more powerful Sport, with alloy cylinder head, came with 13 horsepower on tap. Top speeds were 64mph and 78mph respectively. Production of both models ended in 1954. This Nettuno Sport has been restored by a friend of Giancarlo Morbidelli. There is no registration document with this Lot.

£6,000 - 10,000

€6,900 - 11,000

No Reserve



620^N

C.1946 GILERA 247CC NETTUNO

Frame no. 212405

Engine no. 212405

Gilera first sprang to prominence in the late 1930s, when its supercharged four-cylinder racers trounced BMW in Grands Prix, and snatched the world speed record away from the German marque. Throughout the early 1950s it was the racers which again grabbed the headlines, the Arcore marque's fours taking five manufacturer's titles and six individual championships in the hands of riders such as Duke, Liberati, and Masetti. Although racing generated valuable publicity, it was sales of road bikes that paid the bills. Best known and most successful large-capacity Gilera roadster of the period was the 500cc Saturno. Less familiar outside Italy was its baby brother the Nettuno (Neptune) - a 247cc, overhead-valve, four-stroke single - which, like its larger contemporary, employed the horizontally-sprung, friction-damped, swinging-arm rear suspension first seen on the pre-war blown four. The Turismo produced 11bhp while the more powerful Sport, with alloy cylinder head, came with 13 horsepower on tap. Top speeds were 64mph and 78mph respectively. Production of both models ended in 1954. This Nettuno has been restored by a specialist. The machine is offered with a combined instruction manual/parts list. There is no registration document with this Lot.

£4,000 - 6,000

€4,600 - 6,900

No Reserve





621 N

1947 SERTUM 250CC VT4

Frame no. 80788

Engine no. 50788

Founded in 1922 in Milan, engineer Fausto Alberti's factory specialised in the manufacture of industrial engines and out board motors before producing its first motorcycle under the Sertum brand name - a 175cc single-cylinder four-stroke - in 1932. Many types of machine were made during the 1930s, ranging from a humble 120cc two-stroke single to a sturdy 500cc unitary construction sidevalve twin. Sertums competed in many endurance trials, including the ISDT, proving quite successful in this role, and contracts were secured for the supply of machines to the Italian Army. Despite a reputation for first class quality, Sertum stopped production in 1952, its new models having failed to catch the imagination of the public, which was more interested in mopeds and scooters. The 250cc single-cylinder overhead valve VT4 model offered here is typical strongly built and well designed. Unitary construction of engine/gearbox, cast-iron cylinder barrel and head, friction-damped rear suspension, girder forks, and full-width alloy hubs are a few notable features. A maximum of 12bhp was claimed for the VT4, which was good enough for a top speed of 65mph (105km/h). This smartly turned-out VT4 has been restored by a specialist in Milan. There are no documents with this Lot.

£6,000 - 10,000

€6,900 - 11,000

No Reserve



622 N

1951 FB MONDIAL 125CC 4T SPORT

Frame no. 1127

Engine no. 1127

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. The 125cc FB Mondial 4T sports roadster offered here is an older restoration by an Italian specialist. A superb acquisition for any collection and a welcome entry in next year's Moto Giro d'Italia, the machine is offered with an old Italian registration document (1963) and ACI papers.

£5,000 - 8,000

€5,700 - 9,200

No Reserve



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623^N

1949 NSU 251 OSL

Frame no. 1198884

Engine no. 625711

Yet another motorcycle manufacturer with its roots in the bicycle industry, NSU built its first powered two-wheeler in 1900. Proprietary engines were used initially, but within a few years NSU was making its own and was one of the first manufacturers to fit two-speed transmission. The marque established a strong presence in the UK market, ranking second only to Indian among imported makes prior to WWI. In 1929 the German firm succeeded in recruiting designer Walter Moore from Norton. Moore had been responsible for Norton's first successful overhead-camshaft machine, the CS1, so it came as no surprise when distinctly Norton-esque 'cammy' NSU Super Sport models appeared a short time later. In 1932 NSU introduced the Moore-designed 'O' series of overhead-valve singles, which would form the mainstay of production thereafter. However, it was not for his contribution to the design of its medium and large-capacity four-strokes that NSU had most reason to thank Moore, but for his 98cc two-stroke Quick ultra-lightweight, almost a quarter of a million of which were manufactured between 1936 and 1953. Supplied by G Emminger und Sohne, Baden, this NSU OSL has been left in original and un-restored condition on Giancarlo Morbidelli's instructions. There are no documents with this Lot.

£6,000 - 10,000

€6,900 - 11,000

No Reserve



624^N

C.1952 MOTO GUZZI 250CC AIRONE

Frame no. MCD68

Engine no. MCD91

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. Carlo Guzzi's very first prototype motorcycle of 1919 was unconventional in so far as its 500cc single-cylinder engine was installed horizontally and built in unit with the gearbox, and although the company would eventually turn to other engine layouts, the 'flat single' had established itself as a Guzzi hallmark by the end of the 1930s. 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'. The Airone offered a 70mph top speed and the ability to cruise at 60mph all day, and remained a top-seller well into the 1950s. Believed to be an older restoration, this charmingly patinated Airone is offered with an Italian registration document issued in 1975 and other related paperwork.

£5,000 - 8,000

€5,700 - 9,200

No Reserve



625 N

1954 MV AGUSTA 175CC CS SPORT 'DISCO VOLANTE'

Frame no. 404353/36

Engine no. 450204SS

- *Iconic MV model*
- *Earles fork version*
- *One 'push' mile since restoration by a specialist*



"The single-cam 175, introduced in 1952 and put into production in 1954, was of fundamental importance to the technical, commercial and sporting evolution of the marque. From an engineering point of view, the 175 CS was important because it was the first 4-stroke MV to go into volume production..." – Colombo & Patrignani, MV Agusta.

Having commenced motorcycle production late in 1945 with a 98cc two-stroke, Meccanica Verghera (MV) introduced its first production four-strokes, the single-cylinder 175 CST and CSTL, at the Milan Show in 1952, the newcomers' advanced overhead-cam, unitary construction engine setting them apart from most of the opposition. Their cycle parts too were state-of-the-art, consisting of a duplex loop frame incorporating the engine as a stressed member, oil-damped telescopic front fork, swinging-arm rear suspension, and full-width alloy hubs. A year later the 175 CS Sport arrived featuring an engine in a higher state of tune that increased maximum power to 11bhp at 6,700rpm and pushed top speed to 117km/h (73mph).

Alternative versions with either a race-developed Earles-type leading-link fork (suggested by MV's Grand Prix rider, Les Graham) or conventional telescopic forks were offered. It was not just new sports roadster's cutting-edge technical specification that set the public's pulse racing but also its styling, for the model featured a sculpted fuel tank, almost circular when viewed from above, that soon gained it the popular sobriquet 'Disco Volante' (Flying Saucer). The ultimate development of the line arrived in 1955 in the shape of the 175 CS Super Sport, which came with 18bhp on tap and a top speed of around 135km/h (85mph). Not surprisingly, the 175 CS Sport Disco Volante was soon MV's best seller. Production of these highly successful models continued until 1958.

This Disco Volante has covered only one 'push' mile since being restored by a specialist. The machine is offered with an old Italian registration document issued Pesaro in 1966.

£12,000 - 18,000

€14,000 - 21,000

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.

626 N

1950 MV AGUSTA 125CC 2T RACING MOTORCYCLE

Frame no. 1687

Engine no. 206664

Although best known for their four-cylinder four-strokes, MV Agusta built lightweights throughout its manufacturing career and in early days listed small two-strokes and even a scooter. Indeed, one of the marque's earliest Grand Prix results - 5th place in the Dutch 125 round in 1950 - was achieved by a two-stroke. The 125 MV stroker was powered by a neat unitary construction single-cylinder engine featuring detachable transfer ports, while the cycle parts comprised a duplex swinging-arm frame and blade-type girder forks. As soon as the 125cc roadster appeared, the factory began developing a racing version. Its shortcomings soon became apparent, leading to a hasty redesign, the most obvious evidence of which was a new cylinder head with greatly enlarged finning. In this form the MV 125 racer achieved its first major success, winning at the Grand Prix des Nations at Faenza in 1948. For 1949 there was an entirely new version, featuring a more streamlined engine, a four-speed gearbox (replacing the earlier three-speed) and a new frame with swinging-arm rear suspension. An ideal machine for privateers, the racing 125cc two-strokes were a major success, winning the arduous Milan-Taranto road race in 1950, '51 and '52. A four-speed model, this beautiful little MV racer was restored in the Morbidelli Museum's workshop. There are no documents with this Lot.

£5,000 - 8,000

€5,700 - 9,200

No Reserve



627 N

1954 RUMI 125 SPORT BICARBURATORE

Frame no. 18051

Engine no. 2cXX12144

Previously producers of miniature submarines and torpedoes in WW2, the firm headed by Donino Rumi switched to motorcycle manufacture at the war's end, introducing its first Turismo model in 1950. This little gem was powered by what would become Rumi's trademark engine, a 125cc parallel twin two-stroke, the cylinders of which were inclined horizontally. Built in numerous different stages of tune, this wonderfully versatile motor was used to power standard, Sport and Competizione models, as well as a range of highly advanced scooters. Sadly, despite its technical innovation and engineering prowess, Rumi had gone by 1962. Better equipped and faster than the standard version, this Sport model is equipped with twin carburettors, which were available as an extra-cost option. Weighing a mere 85kg (187lb), it has nine horsepower on tap and is good for a top speed of 115km/h (71mph). The machine is registered with the Registro Storico Rumi (no. 140) and has covered only 11 kilometres since its restoration by a specialist. The machine is offered with an original instruction manual. There is no registration document with this Lot.

£6,000 - 10,000

€6,900 - 11,000

No Reserve



628 N

C.1954 MATCHLESS 498CC G45 RACING MOTORCYCLE

Frame no. none visible

Engine no. 54/20 19591

- *One of the most beautiful British racing motorcycles ever made*
- *An older restoration*



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.

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. Before then, the works team's best result at international level with the G45 had been Rod Coleman's 2nd place in the 1954 Ulster Grand Prix.

This restored G45 was bought from UK-based collector George Beale. It has not proved possible to locate a frame number, and the engine number prefix '54/20' suggests that the crankcases (at least) started life in a 1954 AJS Model 20. Accordingly, prospective purchasers should satisfy themselves with regard to the correctness or otherwise of this motorcycle's components prior to bidding. Sold strictly as viewed.

£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.

629 N

1954 NORTON 350CC MANX MODEL 40 RACING MOTORCYCLE

Frame no. J10M2 57851

Engine no. J10M2 57851

- *Matching frame and engine numbers*
- *Bought at a UK auction*
- *Seemingly restored to a good standard*



Dubbed 'Manx Grand Prix' in 1939, what would become the best-known racing motorcycle of all time had become simply 'Manx' when production resumed in 1946. Built in 350cc and 500c versions, the two Manxes were designated Model 40 and Model 30 respectively. Norton's over-the-counter Manx racers were much the same as their pre-war counterparts, with single-overhead-camshaft engine, 'square' cylinder head finning, upright gearbox and plunger-suspended 'garden gate' frames.

Only the presence of the hydraulically damped Roadholder telescopic front fork readily distinguished them from the '39 machines. 1949 brought the first significant change in engine specification, the Manx gaining a double-overhead-camshaft cylinder head like that enjoyed by the works bikes for many years, but the major development was the arrival of the Featherbed frame for 1951. The works' adoption of the McCandless-designed duplex-loop swinging-arm chassis the previous year had given the Nortons a new lease of life in Grand Prix racing, and Geoff Duke duly took both the 350cc and 500cc world titles in 1951.

The cycle parts remained essentially unchanged from then on apart from the adoption of a double-sided, twin-leading-shoe front brake for 1962. Manx engine development though, continued steadily, latterly under Doug Hele's direction until production ceased at the end of '62, among the most significant design changes being the adoption of 'square' bore and stroke dimensions for 1954, facilitating the use of larger valves, and a switch to coarser-pitch bevel teeth in 1957.

The vicissitudes of racing being what they are – crashes, blow-ups, rebuilds, engine swaps, etc – it is not surprising that so many old racing motorcycles no longer have their original engines, a state of affairs that makes this 'matching-numbers' Manx somewhat of a rarity.

Seemingly restored to a good standard, this Model 40 Manx was in its present condition when purchased at a UK auction. The factory records state that the machine was dispatched on 9/4/54 to H&M (possibly Hazell and Moore of New South Wales, Australia). Otherwise nothing is known of the machine's racing history (if any) and there are no documents present.

£18,000 - 26,000

€21,000 - 30,000

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.

630 N

C.1950 AJS 7R 350CC RACING MOTORCYCLE

Frame no. 11 (see text)

Engine no. 50/7R 847

- *Iconic over-the-counter racer*
- *An older restoration*
- *Bought from a well-known British marque specialist*



Built from 1948 to 1963, Associated Motor Cycles' AJS 7R - known as the 'Boy Racer' - was one of the most successful over-the-counter racing motorcycles of all time. Almost all of Britain's road-race stars of the 1950s and 1960s rode a 7R at some stage of their careers and the model remains a major force in classic racing today, being highly sought after by competitors and collectors alike. The 7R was conceived as a customer machine for sale to private owners but was also campaigned by the works team.

Although a new design by Phil Walker, the 7R, with its chain-driven overhead-camshaft, was very reminiscent of the AJS 'cammy' singles of pre-war days. Despite the fact that the 7R was not, initially, as powerful as its main rivals - the Velocette KTT and Junior Manx Norton - its robust and simple construction endeared the model to the privateer responsible for his own maintenance. While the duplex loop frame and Teledraulic front fork remained essentially unchanged throughout production, the engine underwent almost continuous revision, latterly under the supervision of Jack Williams. To this end the valve angle was progressively narrowed; the inlet port downdraft angle made steeper; the crankshaft strengthened; and, in 1956, engine dimensions changed from the original long-stroke 74x81mm bore/stroke dimensions to the 'squarer' 75.5x78mm, permitting higher revs.

AMC's own gearbox (also used on the Manx Norton) replaced the previous Burman in 1958, while engine development continued almost to the end of production, by which time the 7R was putting out around 41bhp. There was also a works-only three-valve 'triple knocker' - the 7R3A - which Rod Coleman used to win the 1954 Isle of Man Junior TT, while a Matchless-badged 500cc version of the production 7R - the G50 - was introduced towards the end of 1958.

Since the AMC factory records have been lost, nothing is known of the history of the 7R on offer, which had already been restored when Giancarlo Morbidelli bought it from a well-known British marque specialist. It should be noted that the frame number stamping is believed to be non-factory; accordingly, prospective purchasers should satisfy themselves with regard to the correctness or otherwise of this motorcycle's components prior to bidding. Sold strictly as viewed, the machine comes with a photocopied spares list and some other model-related literature.

£16,000 - 22,000

€18,000 - 25,000

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.

631 N

1968 BSA 650CC LIGHTNING

Frame no. A65LB3952

Engine no. A65LB3952

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 basic architecture of the preceding A7/A10 was retained, so the new engine remained an air-cooled parallel twin with 360-degree crankshaft and single camshaft mounted at the rear of the cylinder block. The cycle parts were much as before, comprising a duplex loop, swinging-arm frame fitted with a telescopic front fork. The first high-performance variant - the A65R Rocket - arrived in October 1963, only to be superseded the following year by the Lightning, the first of the unitary construction twins (along with its A50 equivalent, the Cyclone) to be equipped with the new splayed-port cylinder head fitted with twin-carburettors. Cycle parts remained unaltered except for the adoption of a 19" front wheel. For 1965, BSA's original A65 Star single-carburettor touring twin was replaced by the A65 Thunderbolt, joining the twin-carburettor Lightning, and both models continued after the range was given a major makeover for the 1971 season. One of the desirable, late, pre-oil-in-frame models, this Lightning had already been restored when it was purchased in November 2000 and has covered only 4,172km (2,592 miles) since the rebuild. Accompanying documentation consists of the original Italian registration document and associated paperwork.

£3,500 - 4,500

€4,000 - 5,200

No Reserve



632 N

C.1942 MATCHLESS 348CC G3L SPECIAL

Frame no. 54283

Engine no. 3L 69238

The outbreak of war in September 1939 found the British Army ill prepared for hostilities, not the least with regard to its transportation arrangements. The result was the wholesale commandeering of civilian motorcycles for despatch, reconnaissance, convoy patrol and other duties. Almost every major British manufacturer supplied machines to the Army, although these were invariably adapted pre-war roadsters rather than purpose-built military designs. Among the most popular was the Matchless G3, a relatively lightweight and sporty 350cc model that had first been assessed for possible military use in 1933. Updated with a single down-tube frame and telescopic front fork, the 'Matchbox' continued as the G3L from 1941. By the time hostilities ceased in 1945, more than 63,000 G3Ls had been delivered, and post-war the model would go on to establish itself as one of the finest trials bikes of the day. Believed to be an ex-military motorcycle, this G3L has been modified by the Benelli factory, which in the immediate aftermath of WW2 engaged in the rebuilding and sale of other makes. The plunger-suspended frame is particularly worthy of note, being distinctly Italian in appearance. Restored by one of Mr Morbidelli's technicians around ten years ago, the machine is offered with sundry photographs, a selection of reproduction manuals/parts lists, and some photocopied marque-related literature.

£3,000 - 5,000

€3,400 - 5,700

No Reserve



633 N

1953 MV AGUSTA 123.5CC BIALBERO RACING MOTORCYCLE

Frame no. 75005

Engine no. 75001

- *Believed works bike
ex-Cecil Sandford or Carlo Ubbiali*
- *An older restoration*
- *Found in Barcelona, Spain*



MV Agusta's racing 125cc two-strokes that first appeared in 1948 were a major success but at World Championship level the MVs were outclassed by the four-stroke FB Mondial with its twin-overhead-cam engine. Count Agusta's response was to hire Gilera's chief designer, Piero Remor, together with its chief mechanic, Arturo Magni in 1950. However, the new Remor-designed 125cc four-stroke was not an immediate success. It was only following Mondial's withdrawal from racing that MV bagged its first 125cc World Championship, Cecil Sandford taking the riders' title in 1952. MV's 125 had been extensively redesigned for '52, gaining telescopic forks, full-width alloy hubs and a sleeker fuel tank, while maximum power increased to 15bhp. Les Graham's influence saw the 125 equipped with Ernie Earles' leading-link front forks for 1953 and these also found their way onto the 500cc four. Graham won the Ultra-lightweight TT at the Isle of Man that year but his tragic death a few days later dealt a severe blow to the team's fortunes; NSU works rider Werner Haas took the riders' title in the 125cc class but MV did at least have the satisfaction of retaining the manufacturers' crown.

NSU continued its dominance of the 125cc class in 1954, works rider Rupert Hollaus being crowned World Champion at the year's end with MV's Carlo Ubbiali runner-up.

The German factory's withdrawal at the end of 1954 left no credible opposition in the lightweight classes for MV, which duly scooped its second 125cc World Championship in 1955, winning all six Grands Prix that year. Carlo Ubbiali's five wins ensured the Italian of his second world title. For the next five years the combination of Ubbiali and the 125 MV would prove almost unbeatable. The Italian would secure four more 125cc World Championships before retiring at the end of the 1960 season, an almost unprecedented run of success only interrupted in 1957 by Mondial-mounted Tarquinio Provini. Ubbiali also claimed the 250cc world title for MV in 1956, '59 and '60. Ubbiali's retirement coincided with MV's withdrawal from serious involvement in the lightweight classes at international level, but what an extraordinary achievement it had been.

Found in Barcelona, Spain, this MV Bialbero had already been restored when purchased (the original aluminium 'dustbin' fairing was found later). It is believed to be a works bike used in World Championship competition, possibly by Cecil Sandford or Carlo Ubbiali. The machine is offered with photocopied literature and an original photograph taken at Monza in August 1958 of Carlo Ubbiali on a full-faired MV.

£30,000 - 40,000

€34,000 - 46,000

No Reserve

634 N

1952 MV AGUSTA 123.5CC BIALBERO RACING MOTORCYCLE

Frame no. 75002

Engine no. 75002

- *Delivered new to Spain*
- *Believed used in the Spanish Championship*
- *An older restoration*



MV Agusta's racing 125cc two-strokes that first appeared in 1948 were a major success but at World Championship level the MVs were outclassed by the four-stroke FB Mondial with its twin-overhead-cam engine. Count Agusta's response was to hire Gilera's chief designer, Piero Remor, together with its chief mechanic, Arturo Magni in 1950. However, the new Remor-designed 125cc four-stroke was not an immediate success. It was only following Mondial's withdrawal from racing that MV bagged its first 125cc World Championship, Cecil Sandford taking the riders' title in 1952. MV's 125 had been extensively redesigned for '52, gaining telescopic forks, full-width alloy hubs and a sleeker fuel tank, while maximum power increased to 15bhp. Les Graham's influence saw the 125 equipped with Ernie Earles' leading-link front forks for 1953 and these also found their way onto the 500cc four. Graham won the Ultra-lightweight TT at the Isle of Man that year but his tragic death a few days later dealt a severe blow to the team's fortunes; NSU works rider Werner Haas took the riders' title in the 125cc class but MV did at least have the satisfaction of retaining the manufacturers' crown.

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This MV Bialbero has 'Avello' stamped to the left-side crankcase cover, this being the name of the Spanish MV importer. Believed used in the Spanish Championship, the machine had already been restored when purchased in the late 1980s/early 1990s. There are no documents with this Lot.

£18,000 - 24,000

€21,000 - 27,000

No Reserve

635 N

1954 MV AGUSTA 123.5CC MONOALBERO RACING MOTORCYCLE

Frame no. 150163

Engine no. 150162

- Used in the Italian Championship
- Purchased in Barcelona in the late 1980s/early 1990s
- An older restoration
- Original paintwork



Although best known for their four-cylinder four-strokes, multiple World Championship-winning MV Agusta built lightweights throughout its manufacturing career and in its early days listed small two-strokes and even a scooter. The racing 125cc two-strokes were a major success, winning the arduous Milan-Taranto road race in 1950, '51 and '52, but at World Championship level the MVs were outclassed by the four-stroke FB Mondial with its twin-overhead-cam engine. Count Agusta's response was to hire Gilera's chief designer Piero Remor together with its chief mechanic, Arturo Magni. However, the new Remor-designed 125cc four-stroke was not an immediate success, and it was only following Mondial's withdrawal from racing that MV bagged its first 125cc World Championship, Cecil Sandford taking the riders' title in 1952.

The following year MV offered an over-the-counter racer for privateers, which was developed directly from the works bikes. Italian regulations for the domestic 'Formula Sport' stipulated that machines should have only a single camshaft and four gears, and so the monoalbero (single-camshaft) 125 racer was born. Like its bialbero (twin-cam) progenitor, the SOHC 125 employed a train of gears to drive its upstairs cam.

Bore and stroke were 53x56mm and the motor breathed via a 27mm Dell'Orto racing carburettor, eventually producing a maximum of 16bhp at 10,300rpm. The cycle parts were virtually an exact copy of the '52 works bikes', featuring a tubular duplex loop frame, telescopic front fork with central hydraulic damper, and swinging-arm rear suspension. Brakes were full-width aluminium-alloy: 7" diameter at the front, 6" at the rear. Dry weight was 165lbs and the top speed over 90mph. Because Italy's long-distance road races, such as the Moto Giro d'Italia and Milan-Taranto required that machines be street legal and possess lights, a flywheel generator formed part of the specification. The MV Agusta monoalbero 125 racer proved an enormous success, remaining in production until 1956 and continuing to offer privateers a competitive ride in the 125cc class for many years thereafter.

Previously used in the Italian Championship, this monoalbero was purchased in Barcelona in the late 1980s/early 1990s. We are advised that the machine has been restored while retaining its original paintwork. There are no documents with this Lot.

£18,000 - 24,000

€21,000 - 27,000

No Reserve

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636 N

**1957 LAVERDA 100 SPORT BIALBERO PRODUCTION
RACING MOTORCYCLE**

Frame no. 571530

Engine no. obscured

Laverda's first product, the 75cc four-stroke Motoleggera (lightweight motorcycle) helped meet the unprecedented upsurge in demand for basic motorised transport, and modified versions were soon winning their class in the long-distance road races popular at the time. In 1951, Laverda's new 'MT' (Milan-Taranto) sports model crushed the opposition, filling the top five positions in the 75cc category while in 1953 there were 75cc-class wins in the Moto Giro d'Italia and Milan-Taranto again. In 1954 the new 98cc '100 MT' scored a debut win in the Giro and occupied six out of the first seven places in the Milan-Taranto's 100cc category, victory going to Laverda rider Giovanni Larquier. The engine of this Laverda 100 Sport has been modified by Giancarlo Morbidelli to incorporate twin overhead camshafts (the valves were originally opened via pushrods). The project took six months to complete and was finished just in time for the 1992 Moto Giro d'Italia. Giancarlo finished the six-day 1,800-kilometre event, run in rally format, and won the stage from Bellaggio to Modena. Restored in the Morbidelli Museum's workshop, the machine is offered with paperwork, correspondence, articles and certificates relating to Giancarlo Morbidelli's successful participation in the 1992 Moto Giro.

£6,000 - 10,000

€6,900 - 11,000

No Reserve



637 N

**1957 LAVERDA 100 SPORT PRODUCTION
RACING MOTORCYCLE**

Frame no. 543455

Engine no. 571530 S

Founded in 1873, Laverda started out making farm machinery, only turning to motorcycle manufacture in the immediate aftermath of WW2. Its first product, the 75cc four-stroke Motoleggera (lightweight motorcycle) helped meet the unprecedented upsurge in demand for basic motorised transport, and modified versions were soon winning their class in the long-distance road races popular at the time. Foremost of these was the famous Milan-Taranto, which Laverda first entered in 1950. That first venture ended in retirement for the factory's single entry but the following year all four machines entered finished the race. The following year Laverda's new 'MT' (Milan-Taranto) sports model crushed the opposition, filling the top five positions in the 75cc category while in 1953 there were 75cc-class wins in the Giro d'Italia and Milan-Taranto again. In 1954 the new 98cc '100 MT' scored a debut win in the Giro and occupied six out of the first seven places in the Milan-Taranto's 100cc category, victory going to Laverda rider Giovanni Larquier. This Laverda 100 Sport has been signed on the fuel tank by Primo Zanzani, the well-known rider and race engineer who worked with both the Laverda and Motobi racing departments, and who also designed and built racing frames, brakes, etc. Restored in the Morbidelli Museum's workshop, the machine is offered with an original spare parts list.

£5,000 - 8,000

€5,700 - 9,200

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.



638 N

1956 LAVERDA 75 SPORT F2 PRODUCTION RACING MOTORCYCLE

Frame no. 54982 S

Engine no. 54982

The first motorcycle raced by Giancarlo Morbidelli was a Laverda, and the make has always been of special importance to him. Founded in 1873, Laverda started out making farm machinery, only turning to motorcycle manufacture in the immediate aftermath of WW2. Its first product, the 75cc four-stroke Motoleggera (lightweight motorcycle), helped meet the unprecedented upsurge in demand for basic motorised transport, and modified versions were soon winning their class in the long-distance road races popular at the time. Foremost of these was the famous Milan-Taranto, which Laverda first entered in 1950. That first venture ended in retirement for the factory's single entry but the following year all four machines entered finished the race. The following year Laverda's new 'MT' (Milan-Taranto) sports model crushed the opposition, filling the top five positions in the 75cc category, while in 1953 there were 75cc-class wins in the Giro d'Italia and Milan-Taranto again. A four-speed model, this Laverda 75 Sport was formerly ridden by Benito Boiani, a friend of Giancarlo Morbidelli, who is one of a trio of riders (including Giancarlo) pictured with their machines in 1956 (photograph on file). Presented in restored condition, the machine also comes with some other photographs, some marque-related literature, and an old Italian registration document (issued 1958).

£4,000 - 8,000

€4,600 - 9,200

No Reserve



639 N

C.1958 DUCATI 125CC SPORT

Frame no. 200953

Engine no. 200953

Designed by newly arrived engineer, Fabio Taglioni, formerly with Mondial, Ducati's first overhead-camshaft single - the 100 Gran Sport, nicknamed 'Marianna' - appeared on the racetrack in 1955. The existing 98cc overhead-valve engine had reached the limit of its development, at least as far as racing was concerned, hence the need for a design with greater potential. The Gran Sport's overhead cam was driven by a vertical shaft and bevel gears, and this advanced design would form the basis for all Ducati's OHC singles for the next two decades. An outstanding success, the Gran Sport spawned a host of larger-engined derivatives, commencing in 1957 with the 175 Sport, which was swiftly followed by the 125 Sport and 100 Sport. Virtually identical, the latter were scaled-down versions of the 175, equipped with 17" wheels as opposed to the large model's 18" hoops. With 10bhp on tap and weighing only 100.5kg (221lb) the diminutive 125 Sport had a top speed of around 70mph. Produced until 1965, the 125 Sport was sold as the Monza in the UK and the 125 Super Sport in the USA. This Ducati 125 Sport is believed to be in original condition and retains the supplier's plaque to the front mudguard. There are no documents with this Lot.

£4,000 - 6,000

€4,600 - 6,900

No Reserve



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640 N

1957 RUMI 125 JUNIOR

Frame no. 155SS012

Engine no. 2XX11905

Rumi was founded in Bergamo, Italy at the beginning of the 20th Century. The company originally supplied components to the textile industry and during World War 2 produced miniature submarines and torpedoes. Headed by Donnino Rumi, it switched to motorcycle manufacture at the war's end, introducing its first Turismo model in 1950. This little gem was powered by what would become Rumi's trademark engine, a 125cc parallel twin two-stroke, the cylinders of which were inclined horizontally. Built in numerous different stages of tune, this wonderfully versatile motor was used to power standard, Sport and Competizione models, as well as a range of highly advanced scooters. It is for the latter that Rumi is best remembered today, particularly the Formichino (Little Ant) and its derivatives, which were among the fastest scooters of their day. Sadly, despite its technical innovation and engineering prowess, Rumi had gone by 1962. Offered here is an example of the Junior model, the Corsa (racing) version of which superseded the Competizione in 1955. Weighing a mere 85kg (187lb), it has nine horsepower on tap and is good for a top speed of 115km/h (71mph). Restored by Giancarlo Morbidelli, this machine is believed to have competed in long-distance classics such as Milan-Taranto and the Moto Giro d'Italia. There are no documents with this Lot.

£8,000 - 12,000

€9,200 - 14,000

No Reserve



641 N

1953 RUMI 125 TURISMO

Frame no. 8060

Engine no. 1B9469

Rumi was founded in Bergamo, Italy at the beginning of the 20th Century. The company originally supplied components to the textile industry and during World War II produced miniature submarines and torpedoes. Headed by Donnino Rumi, it switched to motorcycle manufacture at the war's end, introducing its first Turismo model in 1950. This little gem was powered by what would become Rumi's trademark engine, a 125cc parallel twin two-stroke, the cylinders of which were inclined horizontally. Built in numerous different stages of tune, this wonderfully versatile motor was used to power standard, Sport and Competizione models, as well as a range of highly advanced scooters. It is for the latter that Rumi is best remembered today, particularly the Formichino (Little Ant) and its derivatives, which were among the fastest scooters of their day. Sadly, despite its technical innovation and engineering prowess, Rumi had gone by 1962. Wonderfully stylish, this beautiful Turismo model weighs a mere 85kg (187lb), has six horsepower on tap and is good for a top speed of 90km/h (56mph). The machine is an older restoration by a specialist. There are no documents with this Lot.

£4,000 - 6,000

€4,600 - 6,900

No Reserve



642 N

C.1950 LINTO 75CC BIALBERO RACING MOTORCYCLE

Frame no. 15005

Engine no. 0752

- *Unique creation by Lino Tonti*
- *Raced in period by Massimo Pasolini*
- *Restored by a specialist*



The celebrated Italian motorcycle engineer Lino Tonti is best remembered for his Aermacchi-based Linto 500cc Grand Prix racer of the late 1960s/early 1970s, the engine of which comprised two Ala D'Oro 250 top ends on a common crankcase. Most textbooks date Tonti's activities as a motorcycle constructor in his own right from this point - 1969 - yet the existence of the unique machine offered here shows that his first racing motorcycle was built much earlier.

Tonti's first job was at Benelli, where he worked on their supercharged four-cylinder 250 racer of 1939. Following a spell with Aermacchi after WW2, he went to work for FB Mondial in 1957, helping them break MV's dominance of Grand Prix racing's lightweight classes that year. Tonti's next job was running Bianchi's racing and development department, for whom he designed a series of double-overhead-camshaft twins for the 250, 350, and 500 classes. After Bianchi's closure in the mid-1960s, Tonti moved to Moto Guzzi, developing its Giulio Carcano-designed v-twin around an entirely new frame, a move that transformed the big Guzzi from capable tourer into a proper sports bike.

The 75cc class was an important one in Italy during the 1950s and 1960, with most of the Italian manufacturers offering machines in this capacity. It was also an important racing category, particularly in the long-distance road races of the era such as Milan-Taranto and the Moto Giro d'Italia. Looking every inch the 'tool room special', Tonti's unique creation is powered by a single-cylinder four-stroke engine with inclined cylinder and chain-driven twin overhead camshafts, which is mounted in a tubular spine-type chassis featuring a leading-link front fork and swinging-arm rear suspension. The Linto's rider was Massimo Pasolini, who raced it in national events including the Circuito di Riccione and Circuito di Forlì, winning the latter in 1950 at an average speed of 75km/h (47.2mph). Copies of period photographs are on file, including one of Linto Tonti lifting the diminutive machine off the ground!

This - almost certainly - first Linto was tracked down by Giancarlo Morbidelli with the assistance of Mr Augusto Farnetti, one of the foremost experts in historic Italian motorcycles. Restored by a specialist, it represents a wonderful opportunity to own a unique piece of Italian motorcycle-racing history.

£8,000 - 14,000

€9,200 - 16,000

No Reserve

643 N

1956 CAPRIOLO 75CC SPORT

Frame no. none visible

Engine no. 24189

- *Rare model*
- *Unusual engine design*
- *An older restoration by a specialist*



Named after the roe deer, the Capriolo marque emerged in 1948 from the ashes of the giant Caproni group, formerly one of Italy's largest manufacturing concerns. Caproni had been founded in the first decade of the 20th Century as an aircraft manufacturer. Based in Taliedo, a suburb of Milan, Caproni made the first aircraft of Italian manufacture in 1911 and during World War I produced a series of successful heavy bombers used by the Allied air forces. Between the world wars, Caproni manufactured mostly bombers and light transport aircraft, and only turned to motorcycle production after WW2.

The firm commenced two-wheeled production with a 50cc ultra-lightweight before swiftly moving on to a 75cc model, the Capriolo 75, which was notable for its use of a pressed-steel frame and an unusual four-stroke engine of the overhead 'face cam' type, which also featured a longitudinal (rather than transverse) crankshaft. Sports versions won their class in the 1954 Milan-Taranto and 1955 Giro Motociclistico d'Italia, proving the effectiveness of this seemingly eccentric design.

At the Milan Show in November 1953, Capriolo launched the 'Cento 50', one of the very few Italian motorcycles to be powered by a BMW-style horizontally opposed engine. This was followed, in 1955, by the more conventional Capriolo 125, which featured a single-cylinder overhead-camshaft engine, the 'face cam' type having been temporarily dropped. When engineer Giovanni Caproni died in 1957, the company was reorganised and adopted the 'Aeromere' name, a shortened form of 'Aero Meccanica Regionale'. Its motorcycles continued to be badged as 'Capriolo' until production ceased in 1963.

A type rarely seen outside its native Italy, this charming Capriolo 75 Sport had been restored by a specialist prior to its acquisition for the Morbidelli Museum. Presented in beautiful condition, this rare machine is offered with an operating and maintenance manual (in Italian), a selection of photographs, and some marque-related literature (also in Italian).

£8,000 - 14,000

€9,200 - 16,000

No Reserve

644 N

1950 MONDIAL 125CC GRAND PRIX RACING MOTORCYCLE

Frame no. 1039

- SOHC production racer
- Believed raced by Nello Pagani
- Partially restored condition



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.

Founded in Bologna in 1929, Mondial concentrated on the manufacture of commercial vehicles prior to WW2, only turning to motorcycle making in 1948 following a meeting between co-founder Guiseppe Boselli and engineer Alfonso Drusiani. Flying in the face of accepted wisdom, Drusiani believed that it was possible for a four-stroke to compete against the two-strokes - fielded by MV Agusta and Morini - then dominating the ultra-lightweight class. To obtain the necessary power output, Drusiani specified twin overhead camshafts for Mondial's 123cc single, driven from the crankshaft by shaft and bevel gears. Although the all-aluminium, unitary construction engine was state-of-the-art at the time, the Mondial racer's cycle parts were somewhat dated, consisting as they did of a spindly duplex cradle frame, blade-type girder forks, plunger rear suspension, and wheels and tyres of a narrowness more usually associated with autocycles. Nevertheless, the Mondial's maximum power of 11bhp allied to a dry weight of only 195lbs gave it a performance advantage that more than offset the deficiencies of its chassis. There was also a single-overhead-camshaft version built for sale to privateers.

After a successful debut season in 1948 which saw works rider Nello Pagani win the Italian Grand Prix, the little Mondial was further improved for 1949. Maximum power was raised to 13bhp and Pagani duly brought Mondial its first World Championship, winning two of the three rounds and finishing sixth in the other, which was won by team-mate Giani Leoni. Mondial's dominance of the 125-class remained just as overwhelming for the next two years, Bruno Ruffo taking the title in 1950 and Carlo Ubbiali in 1951, before Cecil Sandford struck back for MV Agusta in 1952.

The machine offered here is an example of Mondial's SOHC production racer. It is believed to have been raced by Nello Pagani at World Championship level in 1950, a season when Pagani's only works contract was with Gilera in the 500 class. Purchased by Giancarlo Morbidelli in its present condition, the machine appears partially restored apart from the rear mudguard, which carries Pagani's number. There are no documents with this Lot.

£14,000 - 18,000

€16,000 - 21,000

No Reserve

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645 N

**C.1956 MOTO MORINI 175CC SETTEBELLO
RACING MOTORCYCLE**

Frame no. L15113

Engine no. L15113

Moto Morini founder Alfonso Morini split from MM in 1937, setting up a foundry in Bologna. Post-WW2 he returned to motorcycle manufacture, commencing with a 125cc two-stroke and then a similar-sized overhead-camshaft four-stroke single. The company was active in racing right from the start, winning the Italian national 125 championship in 1949. Although never a Grand Prix category, the 175cc class was an important one in Continental Europe. Introduced for the 1954 model year, the Moto Morini Settebello (Seven of Diamonds) was a high-performance sports roadster that commenced a run of models named after card games. Although intended for production-class racing, the Settebello was sold with full road equipment and could be distinguished from Morini's other 175s by its larger cylinder head containing hairpin valve springs (all the rest used coils). Also offered alongside the less-exotic family members was an out-and-out racer, the twin-overhead-camshaft Rebello, which was one of the most advanced designs available when introduced in 1955. This Moto Morini is of a type used by future World Champion Giacomo Agostini in his first mountain races such as Bologna-San Luca and Trento-Bondone. An older restoration, it would make a superb acquisition for any collection and an ideal mount for next year's Moto Giro d'Italia.

£10,000 - 14,000

€11,000 - 16,000

No Reserve



646 N

1954 MOTO MORINI 175CC SETTEBELLO SUPERSPORT

Frame no. B15010

Engine no. B15010

Moto Morini founder Alfonso Morini split from MM in 1937, setting up a foundry in Bologna. He returned to motorcycle manufacture after WW2, commencing with a 125cc two-stroke and then a similar-sized overhead-camshaft four-stroke single. The company was active in racing right from the start, winning the Italian national 125 championship in 1949. Although never a Grand Prix category, the 175cc class was an important one in Continental Europe. Introduced for the 1954 model year, the Moto Morini Settebello (Seven of Diamonds) was a high-performance sports roadster that commenced a run of models named after card games. Although intended for production-class racing, the Settebello was sold with full road equipment and could be distinguished from Morini's other 175s by its larger cylinder head containing hairpin valve springs (all the rest used coils). Following the budget-priced Biscola (trumps) the last of the card game-themed 175s was the Tresette (Three Sevens) which was newly introduced for 1958 together with the sporting Tresette Sprint. There was also an out-and-out racer, the twin-overhead-camshaft Rebello, which was one of the most advanced designs available when introduced in 1955. This Moto Morini formerly belonged to a friend of Giancarlo Morbidelli, Ennio Boiani. An older restoration, the machine is offered with marque-related literature, numerous photographs, old Italian registration papers, and various instruction and parts manuals for other Morini models.

£4,000 - 6,000

€4,600 - 6,900

No Reserve





647 N

1958 MOTO MORINI 175CC SETTEBELLO RACING MOTORCYCLE

Frame no. A28416

Engine no. not visible

Moto Morini founder Alfonso Morini split from MM in 1937, setting up a foundry in Bologna. Post-WW2 he returned to motorcycle manufacture, commencing with a 125cc two-stroke and then a similar-sized overhead-camshaft four-stroke single. The company was active in racing right from the start, winning the Italian national 125 championship in 1949. Although never a Grand Prix category, the 175cc class was an important one in Continental Europe. Introduced for the 1954 model year, the Moto Morini Settebello (Seven of Diamonds) was a high-performance sports roadster that commenced a run of models named after card games. Although intended for production-class racing, the Settebello was sold with full road equipment and could be distinguished from Morini's other 175s by its larger cylinder head containing hairpin valve springs (all the rest used coils). GP rider Angelo Bergamonti helped in developing the Settebello for racing. Following the budget-priced Bisciola (trumps) the last of Morini's card game-themed 175s was the Tresette (Three Sevens), which was newly introduced for 1958 together with the sporting Tresette Sprint. There was also an out-and-out racer, the twin-overhead-camshaft Rebello, which was one of the most advanced designs available when introduced in 1955. This Moto Morini Settebello racer is an older restoration. The machine is offered with ACI paperwork and an old Italian registration document issued in 1976.

£8,000 - 14,000

€9,200 - 16,000

No Reserve



648 N

1955 AWO/SIMSON 250CC RACING MOTORCYCLE

Frame no. unable to locate

Engine no. 1009

Along with MZ, Simson was owned by the East German (DDR) government. Post-WW2, motorcycle production resumed in 1952 at the former Simson-Supra car factory with a range of 250cc four-strokes sold under the AWO brand name. Renamed Simson, the firm concentrated on lightweight motorcycles of less than 100cc from the 1960s onwards, leaving the larger-capacity classes to MZ. Its first introduction - the 247cc AWO 425 - was, not surprisingly, BMW influenced, being an overhead-valve single with inline crankshaft and four-speed shaft-drive transmission, while the cycle parts comprised a tubular cradle frame equipped with telescopic front fork, plunger rear suspension and 180mm diameter brakes on both wheels. Although the first racing version kept to the original's OHV architecture, subsequent developments featured single-overhead and twin-overhead-camshaft engines with varying methods of valve actuation. These racing developments of the AWO 425 enjoyed considerable domestic success, taking the DDR National Road Racing Championship in 1953, '54 and '55, a state of affairs that led to the introduction of a sports version for the road: the 425S. This 250cc AWO racer has a twin-overhead-cam engine with the camshafts driven by chain. A beautiful older restoration, this rare Eastern Bloc racing motorcycle is offered with technical information and photocopied literature relating to the marque (all in German).

£8,000 - 14,000

€9,200 - 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.

649 N

1957 BENELLI 125CC LEONCINO F3 RACING MOTORCYCLE

Frame no. L64806S56

Engine no. L-4551 and L.14561S54

Italy's oldest surviving motorcycle manufacturer, Benelli was founded in 1911 by the six Benelli brothers. A relatively 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 1950s/1960s when it secured two 250cc World Championships, and also for its outrageous six-cylinder road bikes of the 1970s. The Italian manufacturer has, of course, always produced less exotic fare such as the Leoncino two-stroke lightweight offered here, a model that won its class in the 1953 Moto Giro d'Italia. In Competizione configuration, as seen here, the Leoncino weighed 80kg (176lb) and had a maximum of 12bhp on tap, which was good enough for a top speed of 130km/h (80mph). A model rarely seen outside its home country, this pristine Leoncino road-racer was restored in the Morbidelli Museum's workshop. The machine has been finished to look like the Leoncino ridden by Paolo Campanelli to win its class in the 1957 Moto Giro d'Italia. Mr Campanelli has signed the front number plate. Contemporary black-and-white photographs of Campanelli and his Benelli are on file together with later colour images of other examples.

£6,000 - 10,000

€6,900 - 11,000

No Reserve



650 NMT N

C.1956 CM 175CC PRODUCTION RACING MOTORCYCLE

Frame no. CMA1286

Engine no. SCM A1269

CM was founded in Bologna in 1930 by rider/engineers Oreste Drusiani (whose son Alfonso would later find fame with Mondial) and Mario Cavedagna. Powered by overhead-valve and overhead-camshaft engines of various capacities up to 500cc, CM's motorcycles soon gained a reputation for both indestructibility and speed, its 'cammy' 350 ridden successfully by Guglielmo Sandri in the mid-1930s being particularly noteworthy. The company kept faith with the four-stroke engine in the immediately post-war years and then in 1949 introduced the first of a range of two-strokes, the ultimate expression of which was a 250cc twin. But the company was not yet done with four-stroke models, launching the overhead-cam Francolino 175 sports roadster in 1956. Belatedly climbing aboard the scooter bandwagon in 1958, the firm had ceased production by the decade's end. An older restoration by the Morbidelli Museum, now somewhat deteriorated, this two-stroke CM is presented in competizione specification typical of lightweight machines prepared for the long-distance road races of their day such as Milan-Taranto and the Moto Giro d'Italia. In this specification its top speed would have been in the region of 130-135km/h (80-84mph). There are no documents with this Lot.

£4,000 - 6,000

€4,600 - 6,900

No Reserve

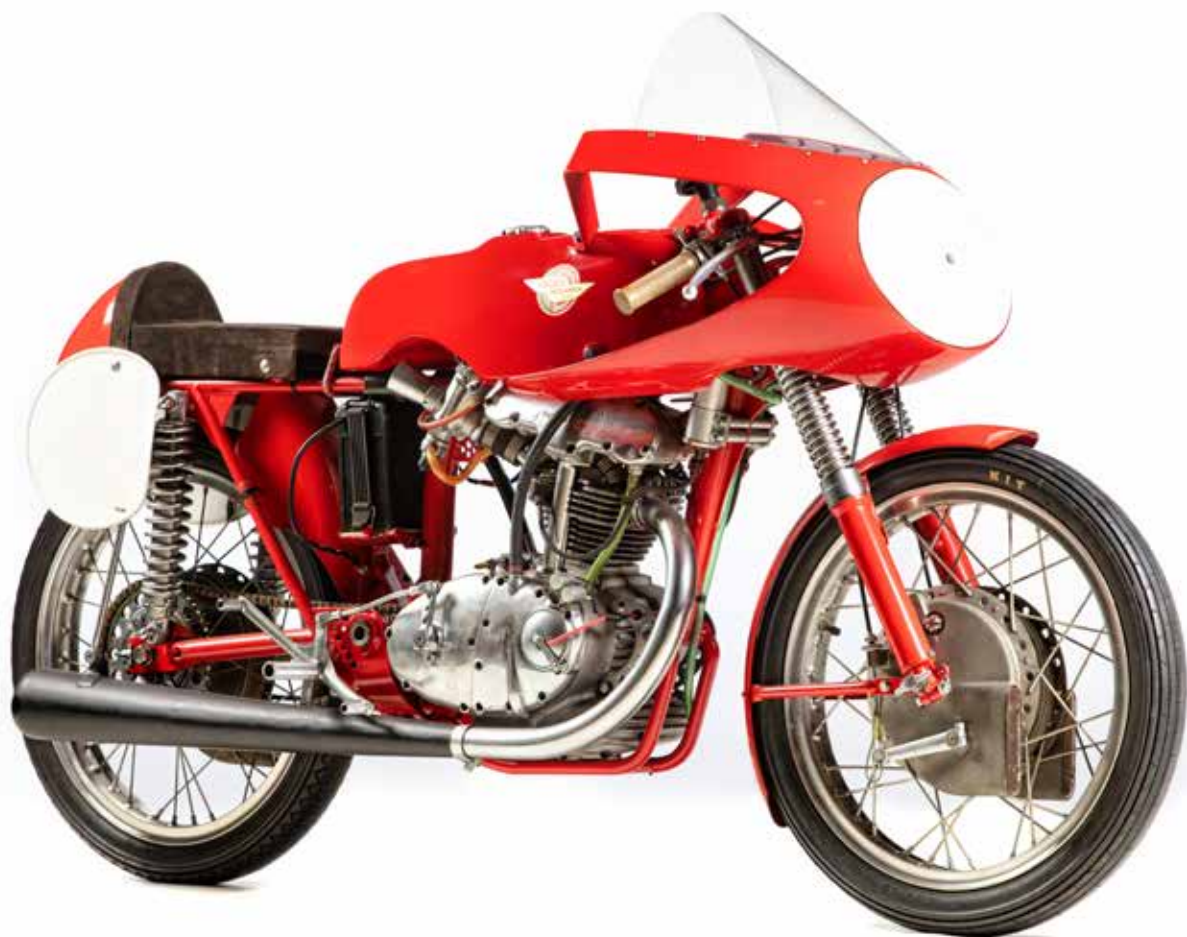


651 N

1956 DUCATI 125CC BIALBERO GRAND PRIX RACING MOTORCYCLE

Frame no. DM542DM
Engine no. DM542DM

- Believed to have raced in World Championship events
- Purchased for the Morbidelli Museum in the early 1990s
- Rebuilt in the Morbidelli Museum's workshop



Its senior management having decided that racing success was the best way to promote the fledgling manufacturer, Ducati recruited engineer Fabio Taglioni, formerly with Ceccato and Mondial, to oversee its racing and development programmes. Commencing work in May 1954, Taglioni designed the first of Ducati's now legendary sporting singles: the 98cc Gran Sport, nicknamed 'Marianna', which made its racetrack debut in 1955. The Gran Sport's overhead cam was driven by a vertical shaft and bevel gears, and this method was carried over to Ducati's 125cc twin-cam (bialbero) and triple-cam (trialbero) racers, the latter featuring Taglioni's famous 'desmodromic' method of valve actuation that dispensed with springs.

The first significant development of Taglioni's original design arrived early in 1956 in the form of a massive twin-cam (bialbero) cylinder head, which retained the exposed hairpin valve springs of the single-cam motor. Producing 16bhp, almost double the output of the 98cc Gran Sport, this new engine went into cycle parts that were essentially unchanged apart from the adoption of a more powerful double-sided front brake, a move necessitated by the bialbero's greatly increased speed.

Campaigned by the factory on a limited basis and offered for sale to privateers, the bialbero was merely a stepping stone on the way to Taglioni's final refinement of his original single-cylinder design – the desmodromic trialbero – which made its spectacularly successful race debut at the Swedish Grand Prix in July 1956 when works rider Degli Antoni lapped the entire field on his way to victory. Antoni's untimely death in August 1956 was a major setback for Ducati's plans, and it would be 1958 before they mounted another serious challenge at World Championship level. Having hitherto relied on single-cylinder designs for the 125 class, Ducati introduced a 125 twin at Monza in 1958, the final round of that year's World Championship. Although the Ducati 125s proved capable of winning Grands Prix (three in 1958 and one in 1959, all by trialbero singles), they lacked the consistency to challenge the dominant MVs for World Championship honours. And when the Japanese manufacturers arrived en masse in the early 1960s, bringing multi-cylinder technology to the lightweight classes, the writing seemed well and truly on the wall for the European opposition.

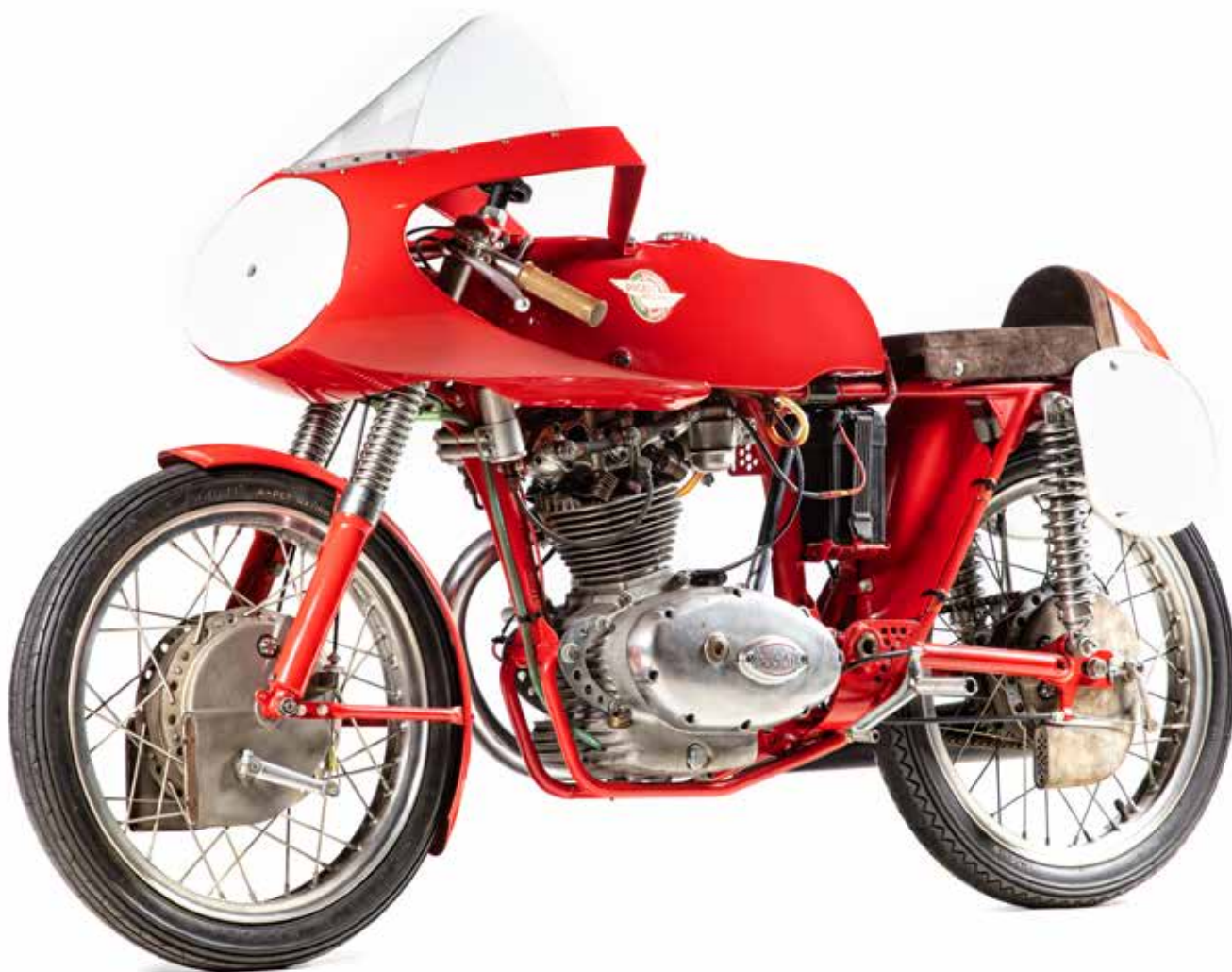
This Ducati bialbero 125 dates from 1956 and is believed to have raced in World Championship events. The machine was purchased for the Morbidelli Museum in the early 1990s and has been restored by Giancarlo Morbidelli.

£40,000 - 60,000

€46,000 - 69,000

No Reserve

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652 N

C.1954 DUCATI 125CC GRAN SPORT 'MARIANNA'

Frame no. 515

Engine no. 515

- *Rare competition model*
- *Designed by Fabio Taglioni*
- *Restored by Giancarlo Morbidelli*



"The Gran Sport, particularly in 100 and 125cc versions, was incredibly successful between 1955 and 1958, and even after it was replaced by the F3 many riders in Italy continued to campaign the Gran Sport. As it was hand-built and produced in very small numbers for Italian racing, the Gran Sport is rarely seen today outside Italy." – Ian Falloon, Standard Catalog of Ducati Motorcycles.

Its senior management having decided that racing success was the best way to promote the fledgling manufacturer, Ducati recruited engineer Fabio Taglioni, formerly with Ceccato and Mondial, to oversee its racing and development programmes. Commencing work in May 1954, Taglioni designed the first of Ducati's now legendary sporting singles: the 100 Gran Sport, nicknamed 'Marianna', which made its racetrack debut in 1955. The existing 98cc overhead-valve engine had reached the limit of its development, at least as far as racing was concerned, hence the need for a design with greater potential.

The Gran Sport's overhead cam was driven by a vertical shaft and bevel gears, and this method was carried over to Ducati's twin-cam (bialbero) and triple-cam (trialbero) racers, the latter featuring Taglioni's famous 'desmodromic' method of valve actuation that dispensed with springs. Incorporating a four-speed gearbox, the Gran Sport engine was carried in a simple single-downtube frame and acted as a stressed member.

Apart from the Italian Grand Prix, the most important motorcycle races in Italy at this time were the long-distance events, held on public roads, such as the Moto Giro d'Italia and Milan-Taranto. Hence even competition-orientated models like the Marianna had to have lights and a horn, as required by the FMI (Italian Motorcycle Federation) regulations. Almost all the Italian manufacturers contested these events, victory bringing with it much valuable publicity. Ducati's overhead-valve racers had been outclassed by the Laverdas in 1954, but from the time of its arrival the 'Marianna' proved unbeatable in its class.

This rare Ducati Gran Sport 'Marianna' was restored by Giancarlo Morbidelli. There are no documents with this Lot.

£30,000 - 40,000

€34,000 - 46,000

No Reserve

653 N

1951 DUCATI 65CC MONOALBERO RACING MOTORCYCLE

Frame no. V2 003650

Engine no. 450880

- Rare early Ducati motorcycle
- Converted to overhead-camshaft configuration by Giancarlo Morbidelli
- 1993 Moto Giro d'Italia competitor



Introduced in 1946, Bologna-based Ducati's first motorcycle product was the Cucciolo ('little pup') – a 48cc auxiliary engine designed for bicycle attachment - derivatives of which would still be powering its lightweight offerings some two decades later. Ducati had started out as a maker of radios and other electronic products, and by the start of WW2 was Italy's second largest company. When its factory was destroyed by Allied bombing in October 1944, Ducati was all but wiped out. By an amazing piece of good fortune, SIATA (Società Italiana Auto Trasformazioni Accessori), a Turin-based tuning firm specialising in the modification of FIATs, was looking for a commercial partner to produce a clip-on engine for bicycles and turned to Ducati.

The Cucciolo power unit had been designed in wartime by Aldo Farinelli, enabling production to commence soon after hostilities ceased. Unusual in being a four-stroke at a time when most such utility units were two-strokes, the overhead-valve Cucciolo was of unitary construction, incorporating a two-speed transmission, and was described by Motor Cycling magazine as "beautifully engineered".

Facing fierce competition in the auxiliary motor market, Ducati took the logical next step and in 1949 introduced a complete machine of its own.

Powered by a 60cc derivative of the Cucciolo engine, designed by Giovanni Fiorio, this new motorcycle used a Caproni-built pressed steel frame with cantilever rear suspension, though Ducati was soon compelled to make its own chassis when Caproni ended the collaboration.

Fiorio quickly drew up another engine: a 65cc unit with pushrod-operated overhead valves (pullrods had been used hitherto), which went into a new model: the 60 Sport. Early versions had the Caproni chassis, later ones featured Ducati's own. Ducati being Ducati, there was, of course, a competition version of the Cucciolo, and on one of these 60cc racers Franco Petrucci finished 3rd in the 75cc class of the 1951 Milan-Taranto.

This early Ducati motorcycle was restored by Giancarlo Morbidelli and converted by him from pushrod to overhead-camshaft valve actuation. Bought in the early 1990s, the machine was ridden by Mr Morbidelli in the 1993 Moto Giro d'Italia and still carries its competitor number plates. This unique machine is offered with its FMI registration card and 1993 Moto Giro d'Italia competitor's logbook and other paperwork.

£15,000 - 20,000

€17,000 - 23,000

No Reserve

654 N

1965 DUCATI 125CC FOUR-CYLINDER GRAND PRIX RACING MOTORCYCLE

Frame no. 1400.1.601

Engine no. DM125/MS2

- *Unique machine*
- *Original engine and frame*
- *Rebuilt in the Morbidelli Museum's workshop*
- *Has been run*



One of motorcycle racing's many 'might-have-beens', the unique machine offered here is Ducati's fabled 125cc four-cylinder Grand Prix racer, which took so long to develop that it had been rendered obsolete by the time the project was completed. Its senior management having decided that racing success was the best way to promote the fledgling manufacturer, Ducati recruited engineer Fabio Taglioni, formerly with Ceccato and Mondial, to oversee its racing and development programmes. Commencing work in May 1954, Taglioni designed the first of Ducati's now legendary sporting singles: the 100 Gran Sport, nicknamed 'Marianna', which made its racetrack debut in 1955. The Gran Sport's overhead cam was driven by a vertical shaft and bevel gears, and this method was carried over to Ducati's 125cc twin-cam (bialbero) and triple-cam (trialbero) racers, the latter featuring Taglioni's famous 'desmodromic' method of valve actuation that dispensed with springs.

Having relied hitherto on single-cylinder designs for the 125 class, Ducati introduced a 125 twin at Monza in 1958, the final round of that year's World Championship. Although the Ducati 125s proved capable of winning Grands Prix, they lacked the consistency to challenge the dominant MVs for World Championship honours. And when the Japanese manufacturers arrived en masse in the early 1960s, bringing multi-cylinder technology to the lightweight classes, the writing seemed well and truly on the wall for the European opposition. Hence Taglioni's decision to build a 125 four.

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.



Faced with mounting financial difficulties, Ducati withdrew its works team from Grand Prix racing at the end of 1959, which may explain the project's apparent lack of urgency. It would not be resurrected until 1964, and only then at the behest of Ducati's Spanish subsidiary, Moto Trans. In its 16th June 1965 edition, Motor Cycle News reported that, following extensive bench tests, the machine had been tried recently by Ducati's test rider, former racer Franco Farne.

However, by this time Honda had been running a similar machine for almost two years and in '66 debuted a five-cylinder 125, moving the game out of Ducati's reach. Although the tests were deemed successful, the 125 four was never raced; instead it was reduced to touring motorcycle shows around Europe, including London's Earls Court in 1966 and '67. Nevertheless, this machine is notable in several ways, being Ducati's first four-cylinder motorcycle and its first to use four valves per cylinder, albeit closed by springs rather than desmodromically. Like the two Honda 125s, the Ducati was equipped with an eight-speed gearbox.

How Ducati's 125 four ended up behind the Iron Curtain remains a mystery, for that is where it would be rediscovered decades later. The engine turned up in the Technical Museum in Riga, Latvia while the frame was found in former Yugoslavia. When Giancarlo Morbidelli was managing his factory, he travelled widely throughout Europe, which is how he found the engine. The frame, though, had been purchased towards the end of the 1960 by Gilberto Parlotti, who fitted a different Ducati engine. Among other places, Parlotti raced the machine in Yugoslavia, which is how the frame ended up there. It was discovered by one of Mr Morbidelli's friends, who did not recognise it; Franco Farne confirmed its identity.

Its major components reunited, the Ducati 125 four was rebuilt by Giancarlo Morbidelli and his team. The fuel tank was made by Mr Morbidelli himself, as were other parts (the Museum curator remembers finding Mr Morbidelli in the factory on Christmas Day, working on the tank!) while the brakes, forks, hubs, etc used in the rebuild are of correct type. A wonderful monument to the engineering genius of Fabio Taglioni, the machine has been run since the restoration's completion but most of the time has been kept on display. Accompanying documentation consists of a selection of photographs and copies of marque-related literature (in Italian, German, and English).

£400,000 - 600,000
€460,000 - 690,000

655 N

1955 MOTOBİ 250CC GRAN SPORT RACING MOTORCYCLE

Frame no. 720133

Engine no. 720133

- One of an estimated 70 made
- 2nd in class in the 1955 Milan-Taranto race
- Restored by Giancarlo Morbidelli



The now-defunct Italian manufacturer Motobi is closely related to Benelli. Italy's oldest surviving motorcycle manufacturer, Benelli was founded in Pesaro in 1911 by the six Benelli brothers, starting out as a general engineering firm repairing cars and motorcycles before turning to the manufacture of automotive and aircraft components in WWI. The firm diversified into the field of powered transport immediately after hostilities ceased, offering a two-stroke 'clip-on' power unit for attachment to a bicycle, and it was this 98cc engine, installed in a purpose-built set of cycle parts, which was used for the first proper Benelli motorcycle of 1921. Within a few years the firm was actively engaged in competitions, taking the first steps along a path to Grand Prix glory that would see Benelli established as one of Italy's foremost racing marques post-WW2.

In 1949 the eldest of the six Benelli brothers, Giuseppe, left to found his own company: Moto 'B' Pesaro, later Motobi. The latter's first design was a 98cc single-cylinder two-stroke lightweight with horizontal engine, a layout that would characterise its offerings from then onwards.

In the early 1950s a new range of all-aluminium engines was introduced whose profile resembled that of an egg or rugby ball, and this style was deliberately retained when Motobi switched to overhead-valve four-strokes towards the decade's end. Six years after Giuseppe's death in 1957, Motobi merged with Benelli and its models continuing to be manufactured, although often with 'Benelli' on the tank.

One of an estimated 70 made, this rare, two-stroke, twin-cylinder Motobi was ridden by Benito Mariani to 2nd in class and 8th overall in the 1955 Milan-Taranto race (see photographs and Motobi advertisements on file). Mariani's was one of seven Motobi works entries in the '55 Milan-Taranto, one of which, ridden by Silvano Rinaldi, won its class and came home 7th overall. In a remarkable display of speed and reliability, Motobis filled the first five places in the 250cc category. Restored by Giancarlo Morbidelli, this beautiful Gran Sport would – following re-commissioning – be an ideal mount for the 2020 Moto Giro d'Italia.

£10,000 - 14,000

€11,000 - 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.

656 N

1958 BENELLI 125CC LEONCINO RACING MOTORCYCLE

Frame no. L52200Ss

Engine no. L32840Ss56

Italy's oldest surviving motorcycle manufacturer, Benelli was founded in 1911 by the six Benelli brothers. Now Chinese-owned, although still based in its hometown of Pesaro, Benelli is best known for its Grand Prix successes in the 1950s/1960s when it secured two 250cc World Championships, and also for its outrageous six-cylinder road bikes of the 1970s. The Italian manufacturer has, of course, always produced more run-of-the-mill fare such as the Leoncino two-stroke lightweight offered here, a model that won its class in the 1953 Moto Giro d'Italia. In Competizione configuration, as seen here, the Leoncino weighed 80kg (176lb) and had a maximum of 12bhp on tap, which was good enough for a top speed of around 130km/h (80mph). A model rarely seen outside its home country, this Leoncino road-racer was discovered in Argentina where it was raced by one A Parolo, whose name is inscribed on the fairing's left side. Unlike its less exotic cousins, this particular model of Competizione has disc valve induction. The Benelli is offered with a photocopied specification sheet and a selection of contemporary black-and-white photographs of Silvio Grassetti and Tonino Grossi on similar machines.

£5,000 - 8,000

€5,700 - 9,200

No Reserve



657 N

1954 MOTOBİ GRAN LUSO 200

Frame no. 4328

Engine no. 4328

The now-defunct Italian manufacturer Motobi is closely related to Benelli. Italy's oldest surviving motorcycle manufacturer, Benelli was founded in Pesaro in 1911 by the six Benelli brothers, starting out as a general engineering firm repairing cars and motorcycles before turning to the manufacture of automotive and aircraft components in WWI. The firm diversified into the field of powered transport immediately after hostilities ceased, offering a two-stroke 'clip-on' power unit for attachment to a bicycle, and it was this 98cc engine, installed in a purpose-built set of cycle parts, which was used for the first proper Benelli motorcycle of 1921. In 1949 the eldest of the six Benelli brothers, Giuseppe, left to found his own company: Moto 'B' Pesaro, later Motobi. The latter's first design was a 98cc single-cylinder two-stroke lightweight with horizontal engine, a layout that would characterise its offerings from then onwards. In the early 1950s a new range of all-aluminium engines was introduced whose profile resembled that of an egg or rugby ball, and this style was deliberately retained when Motobi switched to overhead-valve four-strokes towards the decade's end. The two-stroke Motobi offered here is an older restoration by the Morbidelli Museum's workshop. Offered without documents, the machine currently displays a total of 1,653km on the odometer.

£4,000 - 6,000

€4,600 - 6,900

No Reserve





658 N

1952 MOTOBI 200CC SPRING LASTING

Frame no. 3832

Engine no. 3832

The now-defunct Italian manufacturer Motobi is closely related to Benelli. In 1949 the eldest of the six Benelli brothers, Giuseppe, left to found his own company: Moto 'B' Pesaro, later Motobi. The latter's first design was a 98cc single-cylinder two-stroke lightweight with horizontal engine, a layout that would characterise its offerings from then onwards. In the early 1950s a new range of all-aluminium engines was introduced whose profile resembled that of an egg or rugby ball, and this style was deliberately retained when Motobi switched to overhead-valve four-strokes towards the decade's end. Six years after Giuseppe's death in 1957, Motobi merged with Benelli and its models continuing to be manufactured, although often with 'Benelli' on the tank. Hailed by its maker as "the most admired motorcycle of today", "built in the light of a half-century experience", the curiously named Spring Lasting was powered by Motobi's trademark egg-shaped engine, in this case a 200cc two-stroke twin. The latter produced 9bhp, which was sufficient to propel the 105kg (231lb) machine to a top speed of 105km/h (65mph). Badged as a Moto 'B' Pesaro, the Spring Lasting offered here is believed to be an older restoration. There are no documents with this Lot.

£4,000 - 6,000

€4,600 - 6,900

No Reserve



659 N

1954 MASERATI TIPO 160/T4

Frame no. 2069

Engine no. 2069

Contrary to popular belief, Maserati motorcycles were not manufactured at the eponymous car-maker's Modena factory but by another subsidiary of the Orsi Group parent company, Fabbbrica Candele e Accumulatori Maserati (FCAM), which manufactured spark plugs and other automotive electrical components. Demand for two-wheeled transportation was booming in post-WW2 Italy, prompting FCAM to purchase Italmoto, a small independent manufacturer in Bologna, in 1953. Production was transferred to FCAM's factory in Modena and the company reconstituted as Maserati Candele, Accumulatori e Moto, producing one of Italmoto's existing designs, a 158cc overhead-valve four-stroke single, while new Maserati-designed models were developed. Renamed the Tipo 160/T4, the 158cc model would remain in the Maserati line-up until motorcycle production ceased in 1959, latterly alongside the company's only other four-stroke model, the 250/T4. A compact lightweight of sporting appearance, the Tipo 160 produced its maximum output of 7.5bhp at 5,500rpm and was good for a top speed of around 65mph. Restored by a specialist, this beautiful Maserati motorcycle is offered with an old Italian registration document (issued 1979) and a manufacturer's range brochure in colour. A total of 4,930km (presumably since restoration) is showing on the odometer.

£6,000 - 10,000

€6,900 - 11,000

No Reserve



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660 N

1958 MV AGUSTA 250CC RAID

Frame no. 250020

Engine no. 250037

Having neglected the 250 class for the best part of a decade, MV Agusta returned to this popular category, launching the Raid (long-distance) touring model in late 1956. Obviously from the same mould as the MV's successful 125cc and 175cc roadsters, the Raid was powered by a single-cylinder overhead-valve engine producing 14bhp, which was good enough for a top speed of 72mph. Clearly, the Raid was not aimed at the sporting motorcyclist, but according to the late Mick Walker, writing in his book, MV Agusta: "against these seemingly unimpressive figures there was a level of comfort, flexibility and reliability which was almost unsurpassed at the time. Not only that, but the standards of roadholding and braking were equally good". Equipped with deeply valanced mudguards and a capacious fuel tank, the functional-looking Raid had obviously been designed with practicality in mind rather than outright speed. Cycle parts largely followed the pattern of MV's 175cc models. The Raid remained in production, latterly alongside a 300cc version, until 1962. An older restoration that would respond well to detailing, this 250 Raid was in its present condition when purchased from a collector in Pesaro. The machine is offered with ACI paperwork and an old Italian registration document issued in 1968.

£4,000 - 6,000

€4,600 - 6,900

No Reserve



661 N

1964 MONTESA IMPALA SPORT 175

Frame no. 3M2389

Engine no. 3M2389

Montesa was founded in the mid-1940s in Barcelona by Pedro Permanyer and Francisco Bulto. When cutbacks forced the closure of Montesa's competitions department in 1958, Bulto left the company to found Bultaco, but before then his engineering genius had bequeathed Montesa a range of popular two-stroke roadsters. The company first entered road racing in the late 1940s with a successful 98cc single, which was followed by a 125, and in 1946 Montesa won both the 100cc and 125cc Spanish national championships. Successful forays into international Grand Prix racing's 125cc class followed. Introduced in 1962, the Impala was Montesa's saviour, clawing back market share from Bultaco to such an extent that Montesa had to build a new factory to satisfy demand. A simple 175cc two-stroke single, the Impala had an unremarkable specification, yet its success demonstrated that it was just what the public wanted. A 250cc version soon followed. Stung by the success of Bultaco's new Sammy Miller-developed trials iron, Montesa returned to competitions in the late 1960s but from then onwards its impact on motorcycle sport would be in trials and moto-cross. This Impala Sport 175 had already been restored when it was purchased in Spain. There are no documents with this Lot.

£3,600 - 4,400

€4,100 - 5,000

No Reserve



662 N

1959 PATON-MONDIAL 250CC GRAND PRIX RACING MOTORCYCLE

Frame no. 250AA402-10765

Engine no. 1180

- Paton frame, Mondial engine
- One of a limited series built in the 1950s
- Restored in the Morbidelli Museum's workshop



One of the more unlikely developments in modern-day classic racing has been the re-emergence of the Paton as a formidable contender at the highest level. Founded by ex-Mondial men Giuseppe Pattoni and Lino Tonti after that company's withdrawal from racing, Paton built its first racing motorcycle – a Mondial-based 125 – in 1958. Stan Hailwood was one of Paton's first customers, purchasing a 125 for his son, Mike who finished 7th on it on his Isle of Man TT debut that same year.

The first Paton bicilindrica (twin-cylinder) racer - a 250 - appeared in 1959 but was not successful and was soon replaced by a smaller, lighter version that was ridden to a remarkable 3rd place at the 1964 TT by Alberto Pagani. Paton was never anything more than a shoestring operation - for 20 years Pattoni had just one full-time mechanic, Gianemilio Marchesani - so the achievement of such a result against the might of the Japanese factories was nothing short of miraculous. That early-1960s 250 established the pattern for all succeeding Paton four-stroke parallel twins: vertical cylinders with generous finning; twin overhead camshafts driven by gears from the centre of a 180-degree crankshaft; gear primary drive to an in-unit, six-speed, cassette-type transmission; and wet sump lubrication.

A 350cc version was bought by Liverpool car dealer Bill Hannah for his sponsored rider, Fred Stevens. Impressed by the 350, Hannah commissioned the production of a 500, which Stevens rode to a memorable victory at the 1967 North West 200.

He also won the 350 class on the Hannah-Paton and went on to finish 6th in the 500cc World Championship that year. Pattoni sold only a handful of bikes to customers, and although seldom able to challenge MV Agusta at Grand Prix level, the Patons were always in contention for top-privateer honours in the late 1960s. Occasionally Pattoni was able to turn the tables on his bigger and better funded rivals, Angelo Bergamonti's 1967 Italian 500cc Championship title being a particularly sweet moment.

Pattoni continued to develop the four-stroke twin, producing an 8-valve version in the early 1970s that was ridden with some success by Roberto Gallina and Virginio Ferrari. By this time though, two-strokes were ruling the Grand Prix roost in all classes and Pattoni was forced to change tack, introducing his own 500cc stroker in 1980.

After Giuseppe Pattoni's death in 1999, the racing effort continued to be run by his son, Roberto, whose idea it was to recommence limited production of the 500cc 8-valve four-stroke twin in honour of his late father. Since then the reborn Paton has proved itself to be more than a match for the single-cylinder, predominantly Manx and G50-engined opposition.

An older restoration completed in the Morbidelli Museum's workshop, this rare early Mondial-engined Paton is one of the limited series of such machines built in the 1950s before Giuseppe Pattoni developed his own engines. There are no documents with this Lot.

£30,000 - 40,000

€34,000 - 46,000

No Reserve

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663^N

Ex-Tarquinio Provini

1954 FB MONDIAL 175CC BIALBERO RACING MOTORCYCLE

Frame no. 221

Engine no. 345

- Ridden in the Italian Senior Championship in period
- Restored in the Morbidelli Museum workshop
- Fairing and rear enclosure left un-restored and original



Few marques have achieved so fine a competition record in so short a time as Mondial. Founded in Bologna in 1929 by the Boselli brothers (FB = Fratelli Boselli), Mondial concentrated on the manufacture of commercial vehicles at first, only turning to motorcycles in 1948. Flying in the face of accepted wisdom, engineer Alfonso Drusiani believed that it was possible for a four-stroke to compete against the two-strokes - fielded by MV Agusta and Morini - then dominating the ultra-lightweight class. After a successful debut season in 1948 which saw works rider Nello Pagani win the Italian Grand Prix, the little Mondial was further improved for 1949, and Pagani duly brought Mondial its first World Championship. Mondial's dominance of the 125-class remained just as overwhelming for the next two years, Bruno Ruffo taking the title in 1950 and Carlo Ubbiali in 1951, before Cecil Sandford struck back for MV Agusta in 1952.

The 175cc class was an important one in continental Europe and the 125 was duly bored-out from 53mm to 66mm to achieve the required extra capacity. Revving to 9,000rpm, it produced 20bhp-plus. Riding one of the new 175cc Mondial singles in 1954, rising star Tarquinio Provini won the arduous eight-day 1,989-mile Moto Giro d'Italia to start his debut season as a works rider in fine style. But even Provini's prodigious talent could not make up for a lack of machine development, and the mid-1950s would prove to be relatively lean years for Mondial.

Then, in 1957, Drusiani drew up an entirely new 246cc bialbero (twin-cam) single and revamped the existing 125. The result was a magnificent return to former glory, Provini ending the season as 125cc World Champion while newly recruited Cecil Sandford took the 250 crown. Sadly, what should have been the dawning of a new golden age for the Bologna marque was not to be: Mondial, along with Moto Guzzi and Gilera, withdrew from Grand Prix racing at the season's end, and although the firm built a number of - mainly two-stroke - racers in the 1960s, it never achieved the same heights.

This 175cc Mondial is an ex-factory machine ridden in the Italian Senior Championship in 1955/1956 by Tarquinio Provini among others. The machine was restored in the Morbidelli Museum workshop with the exception of the original fairing and rear enclosure, which retain their original factory paintwork. There are no documents with this Lot.

£40,000 - 60,000

€46,000 - 69,000

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664 N

1954 FB MONDIAL 175CC MONOALBERO PRODUCTION RACING MOTORCYCLE

Frame no. CB33

Engine no. 227 (re-stamped)

Founded in Bologna in 1929 by the Boselli brothers (FB = Fratelli Boselli), Mondial manufactured commercial vehicles at first, only turning to motorcycles in 1948. Flying in the face of accepted wisdom, engineer Alfonso Drusiani believed that it was possible for a four-stroke to compete against the two-strokes - fielded by MV Agusta and Morini - then dominating the ultra-lightweight class. After a successful debut season in 1948 that saw works rider Nello Pagani win the Italian Grand Prix, the little overhead-camshaft Mondial was further improved for 1949, and Pagani duly brought Mondial its first World Championship. Mondial's dominance of the 125cc class remained just as overwhelming for the next two years, Bruno Ruffo taking the title in 1950 and Carlo Ubbiali in 1951. The 175cc class was an important one in continental Europe and the 125 was duly bored-out from 53mm to 66mm to achieve the required extra capacity. Revving to 9,000rpm, it produced 20bhp-plus. Riding one of the new 175cc Mondial singles in 1954, rising star Tarquinio Provini won the arduous eight-day 1,989-mile Moto Giro d'Italia to start his debut season as a works rider in fine style. Presented in long-distance road-racing trim, complete with lights, this nicely presented Mondial 175 is an older restoration. There are no documents with this Lot.

£8,000 - 12,000

€9,200 - 14,000

No Reserve



665 N

1954 FB MONDIAL 200CC EXTRALUSSO

Frame no. 2641

Engine no. 2641

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. A superb example of the marque, the beautiful FB Mondial Extralusso 200 roadster offered here has covered only one 'push' kilometre since its restoration by a specialist. There are no documents with this Lot.

£5,000 - 8,000

€5,700 - 9,200

No Reserve



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666^N

1962 HONDA CR110 50CC RACING MOTORCYCLE

Frame no. CR110-20213

Engine no. CR110E-20244

- *Iconic privateer racing motorcycle*
- *Restored in Italy*
- *Genuine Honda saddle cover*



"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 six.

First made available in 1962, the duo immediately achieved a dominance of their respective classes that would last for many years. Only a relative handful of CRs was imported into the UK yet they had a considerable impact on the domestic scene, with many stars of the future, including Bill Ivy, Jim Curry, Rod Scivyer and sidecar champion Chris Vincent, gaining their early experience aboard the diminutive Hondas.

We are advised that Giancarlo Morbidelli was able to buy a genuine saddle cover from Honda for this highly original CR110. Restored in Italy, it represents a wonderful opportunity to acquire one of these jewel-like masterpieces, which are highly sought after today by classic racers and collectors alike. The machine is offered with a photocopied parts list (in English).

£25,000 - 35,000

€29,000 - 40,000

No Reserve

667^N

1962 HONDA CR93 125CC RACING MOTORCYCLE

Frame no. obscured
Engine no. CR93E-3100112

- *Iconic privateer racing motorcycle*
- *Restored in Italy*
- *Genuine Honda saddle cover*



"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 gearbox, the more tractable 125 made do with six.

First made available in 1962, 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. Only 40-or-so CR93s were imported into the UK and today they are highly sought after by classic racers and collectors alike.

We are advised that Giancarlo Morbidelli was able to buy a genuine saddle cover from Honda for this highly original CR93. Restored in Italy, it represents a wonderful opportunity to acquire one of these jewel-like masterpieces, which are highly sought after today by classic racers and collectors alike. The machine is offered with a photocopied parts list (in English).

£25,000 - 35,000

€29,000 - 40,000

No Reserve

668 N

1954 CECCATO 75CC CORSA

Frame no. 0142

Engine no. 0142

- *Rare Italian competition motorcycle*
- *Class winner at the 1956 Milan-Taranto*
- *An older restoration by a specialist*



Few motorcycle enthusiasts outside its native Italy are likely to have heard of Ceccato, though its stylish and well-made products are unmistakably Italian. The company was founded in the mid-1930s by pharmacist Pietro Ceccato, occupying premises at Montecchio Maggiore and then Alte Ceccato near Vicenza in northern Italy. Ceccato manufactured industrial equipment, and only turned to motorcycle making after WW2, commencing in 1948. The company started out by producing a 38cc (later 48cc) moped - the Romeo - before developing a range of lightweight motorcycles. Argentina was a major market, where Ceccato's motorcycles were marketed under the 'Zanella Ceccato' name.

In 1953, Ceccato bought the design (originally offered to Mondial) for a 75cc double-overhead-camshaft engine from the legendary Fabio Taglioni, who would be responsible for Ducati's desmodromic valve system. That engine, Taglioni's first, brought him to the attention of Ducati, and following a spell with Mondial he joined the company in 1954.

While five of Ceccato's DOHC racers were built, the modified single-overhead-camshaft Corsa model was the mainstay of the company's racing efforts, its lighter weight (70kg or 154lb) being more suitable for long distance road races such as the Moto Giro d'Italia. Indeed, Ceccato motorcycles won the 75cc class of the Moto Giro at least once. With a maximum of 7bhp available at 10,500rpm, the 75cc Ceccato had a top speed of around 110km/h (68mph).

As well as motorcycles, Ceccato produced bicycles, air compressors, gas cylinders and service station equipment, and remained active in those fields after it ceased motorcycle manufacture in 1963. It is still in existence today.

This rare Ceccato Corsa has been signed on the fuel tank by Vittorio Zito, whose bike it was, and was used by him to win the 75cc class in the 1956 Milan-Taranto race. Believed to be an older restoration by a specialist, this exquisite little gem of a motorcycle is offered with correspondence, a selection of photographs, and some photocopied literature.

£10,000 - 15,000

€11,000 - 17,000

No Reserve

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669 N

1956 RUMI 125CC FORMICHINO

Frame no. 22351

Engine no. 22191

Rumi was founded in Bergamo, Italy at the beginning of the 20th Century. The company originally supplied components to the textile industry and during World War 2 produced miniature submarines and torpedoes. Headed by Donnino Rumi, it switched to motorcycle manufacture at the war's end, introducing its first Turismo model in 1950. This little gem was powered by what would become Rumi's trademark engine, a 125cc parallel twin two-stroke, the cylinders of which were inclined horizontally. It is for its motor scooters that Rumi is best remembered today, particularly the Formichino (Little Ant) and its derivatives, which were among the fastest scooters of their day. A masterpiece of scooter design, the Formichino arrived in 1954. Its rivals might have been designed with cheapness and simplicity in mind, but Donnino Rumi started from engineering first principles with the Formichino, using the engine as a stressed member of the chassis, which was made up from aluminium castings bolted together. Out of production since the company's closure in 1962, the Formichino is today one of the most highly sought-after of all scooters. Displaying zero kilometres on the odometer, this beautiful Formichino has not been used since its restoration by a specialist. There is no registration document with this Lot, which is offered with a photocopied instruction manual.

£5,000 - 8,000

€5,700 - 9,200

No Reserve



670 N

C.1955 MOTOM 50CC CORSA

Frame no. over-painted

Engine no. 5A 1006

Founded in Italy in 1945 and active until the early 1970s, Motom was unusual among European manufacturers of mopeds and ultra-lightweight motorcycles in preferring the four-stroke engine rather than the ubiquitous two-stroke. The first Motom motorcycle debuted at the 1947 Geneva Salon and immediately generated an enthusiastic following on account of its sparkling performance and exceptional fuel economy. Pressed-steel spine frames were another Motom trademark although, as time progressed, models with tubular frames were introduced and proprietary Peugeot and Zündapp two-stroke engines adopted. Following successful spells with Gilera and then MV Agusta, renowned racing engineer Piero Remor joined Motom in 1953, helping the company develop the successful 98T model. Production of Motom motorcycles ceased in 1971. This restored Motom sports moped is presented in competizione specification as it would have been for contemporary long-distance road races such as the Moto Giro d'Italia. Weighing a featherweight 42kg (92.4lb) and with 4.5bhp on tap, it has a top speed of around 90km/h (56mph). Signed on the fuel tank by former privateer racer Vittorio Zito, this rare Motom ultra-lightweight racer is offered with copies of period photographs, some technical drawings, and two instruction manuals. An un-numbered spare engine is included in the sale.

£4,000 - 6,000

€4,600 - 6,900

No Reserve



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671^N

Two-time Italian Championship-winning

1968 MOTOBİ 250CC 'SEI TIRANTI' COMPETIZIONE RACING MOTORCYCLE

Frame no. 2003

Engine no. 2003

- *Ridden by Fosco Giansanti*
- *Minimal restoration*
- *Largely in 'as-last-raced' condition*



"From 1959, when one of the 172cc singles won the Italian Junior racing championships in the hands of Ambrosini, Motobi machines largely dominated this class of racing with another nine titles until their final championship win in 1972." – Mick Walker, Italian Racing Motorcycles.

The now-defunct Italian manufacturer Motobi is closely related to Benelli. Italy's oldest surviving motorcycle manufacturer, Benelli was founded in Pesaro in 1911 by the six Benelli brothers, starting out as a general engineering firm repairing cars and motorcycles before turning to the manufacture of automotive and aircraft components in WWI. The firm diversified into the field of powered transport immediately after hostilities ceased, offering a two-stroke 'clip-on' power unit for attachment to a bicycle, and it was this 98cc engine that was used for the first proper Benelli motorcycle of 1921. Within a few years the firm was actively engaged in competitions, taking the first steps along a path to Grand Prix glory that would see Benelli established as one of Italy's foremost racing marques post-WW2.

In 1949 the eldest of the six Benelli brothers, Giuseppe, left to found his own company: Moto 'B' Pesaro, later Motobi. The latter's first design was a 98cc single-cylinder two-stroke lightweight with horizontal engine, a layout that would characterise its offerings from then onwards.

In the early 1950s a new range of all-aluminium engines was introduced whose profile resembled that of an egg or rugby ball, and this style was deliberately retained when Motobi switched to overhead-valve four-strokes towards the decade's end.

Enlarged from 200cc to 250cc, the Spring Lasting two-stroke twin brought Motobi its first major success when Silvano Rinaldi rode a tuned example to a class win in the 1955 Milan-Taranto. However, those multiple Italian Championships referred to by Mick Walker were gained after Motobi had switched to four-strokes, the 175cc single offered here being typical of this new breed.

One of the most popular machines among privateers contesting the Italian Championships, this rare Motobi racer is one of three (the others being a 125 and a 175) bought directly from Marco Benelli. (Sei Tiranti refers to the six bolts holding down the cylinder head.) We are advised that this machine won two Italian Championships in the 250cc class ridden by Fosco Giansanti and another (unknown) rider. It has undergone only superficial restoration and remains largely in 'as-last-raced' condition. The machine has been signed by Mr Zanzani, one of the Motobi racing team's former technicians.

£18,000 - 24,000

€21,000 - 27,000

No Reserve

672 N

Ten-time Italian Championship-winning

1967 MOTOBİ 175CC COMPETIZIONE RACING MOTORCYCLE

Frame no. 2002

Engine no. 2002

- *Ridden by Fosco Giansanti*
- *Minimal restoration*
- *Largely in 'as-last-raced' condition*



"From 1959, when one of the 172cc singles won the Italian Junior racing championships in the hands of Ambrosini, Motobi machines largely dominated this class of racing with another nine titles until their final championship win in 1972." – Mick Walker, Italian Racing Motorcycles.

The now-defunct Italian manufacturer Motobi is closely related to Benelli. Italy's oldest surviving motorcycle manufacturer, Benelli was founded in Pesaro in 1911 by the six Benelli brothers, starting out as a general engineering firm repairing cars and motorcycles before turning to the manufacture of automotive and aircraft components in WWI. The firm diversified into the field of powered transport immediately after hostilities ceased, offering a two-stroke 'clip-on' power unit for attachment to a bicycle, and it was this 98cc engine, installed in a purpose-built set of cycle parts, which was used for the first proper Benelli motorcycle of 1921. Within a few years the firm was actively engaged in competitions, taking the first steps along a path to Grand Prix glory that would see Benelli established as one of Italy's foremost racing marques post-WW2.

In 1949 the eldest of the six Benelli brothers, Giuseppe, left to found his own company: Moto 'B' Pesaro, later Motobi. The latter's first design was a 98cc single-cylinder two-stroke lightweight with horizontal engine, a layout that would characterise its offerings from then onwards.

In the early 1950s a new range of all-aluminium engines was introduced whose profile resembled that of an egg or rugby ball, and this style was deliberately retained when Motobi switched to overhead-valve four-strokes towards the decade's end.

Enlarged from 200cc to 250cc, the Spring Lasting two-stroke twin brought Motobi its first major success when Silvano Rinaldi rode a tuned example to a class win in the 1955 Milan-Taranto. However, those multiple Italian Championships referred to by Mick Walker were gained after Motobi had switched to four-strokes, the 175cc single offered here being typical of this new breed.

One of the most popular machines among privateers contesting the Italian Championships, this rare Motobi racer is one of three (the others being a 125 and a 250) bought directly from Marco Benelli. We are advised that this machine won ten Italian Championships in the 175cc class ridden by Fosco Giansanti. It has undergone only superficial restoration and remains largely in 'as-last-raced' condition. The machine has been signed by Mr Zanzani, one of the Motobi racing team's former technicians.

£15,000 - 20,000

€17,000 - 23,000

No Reserve

673^N

Six-time Italian Championship-winning

1966 MOTOBİ 125CC COMPETIZIONE RACING MOTORCYCLE

Frame no. 2001

Engine no. 2001

- *Ridden by Eugenio Lazzarini and Alberto Lega*
- *Minimal restoration*
- *Largely in 'as-last-raced' condition*



"From 1959, when one of the 172cc singles won the Italian Junior racing championships in the hands of Ambrosini, Motobi machines largely dominated this class of racing with another nine titles until their final championship win in 1972." – Mick Walker, Italian Racing Motorcycles.

The now-defunct Italian manufacturer Motobi is closely related to Benelli. Italy's oldest surviving motorcycle manufacturer, Benelli was founded in Pesaro in 1911 by the six Benelli brothers, starting out as a general engineering firm repairing cars and motorcycles before turning to the manufacture of automotive and aircraft components in WWI. The firm diversified into the field of powered transport immediately after hostilities ceased, offering a two-stroke 'clip-on' power unit for attachment to a bicycle, and it was this 98cc engine, installed in a purpose-built set of cycle parts, which was used for the first proper Benelli motorcycle of 1921. Within a few years the firm was actively engaged in competitions, taking the first steps along a path to Grand Prix glory that would see Benelli established as one of Italy's foremost racing marques post-WW2.

In 1949 the eldest of the six Benelli brothers, Giuseppe, left to found his own company: Moto 'B' Pesaro, later Motobi. The latter's first design was a 98cc single-cylinder two-stroke lightweight with horizontal engine, a layout that would characterise its offerings from then onwards.

In the early 1950s a new range of all-aluminium engines was introduced whose profile resembled that of an egg or rugby ball, and this style was deliberately retained when Motobi switched to overhead-valve four-strokes towards the decade's end.

Enlarged from 200cc to 250cc, the Spring Lasting two-stroke twin brought Motobi its first major success when Silvano Rinaldi rode a tuned example to a class win in the 1955 Milan-Taranto. However, those multiple Italian Championships referred to by Mick Walker were gained after Motobi had switched to four-strokes, the 125cc single offered here being typical of this new breed.

One of the most popular machines among privateers contesting the Italian Championships, this rare Motobi racer is one of three (the others being a 175 and a 250) bought directly from Marco Benelli. We are advised that this machine won six Italian Championships in the 125cc class ridden by future World Champion Eugenio Lazzarini and Alberto Lega. It has undergone only superficial restoration and remains largely in 'as-last-raced' condition. The machine has been signed by Mr Zanzani, one of the Motobi racing team's former technicians.

£12,000 - 18,000

€14,000 - 21,000

No Reserve

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674 N

1979 BENELLI 900CC SEI

Frame no. BO 11071

Engine no. BGBO 11049

Despite a racing heritage second to none, Benelli was in trouble by the late 1960s, falling into the clutches of Argentinian industrialist Alejandro De Tomaso in 1971. Under De Tomaso's stewardship the revitalised company was soon grabbing the headlines with a host of new models, none more startling than the 750cc Sei (Six) of 1972, the world's first six-cylinder production motorcycle. Deliveries began in 1974, but the Benelli was soon overshadowed by Honda's own CBX1000 six. The Italian company responded in 1980 with the 900 Sei, improving the crankshaft and gearbox - weaknesses of the 750 - at the same time. Power went up to 80bhp, weight decreased, and the factory claimed a top speed for its new superbike of 134mph. The cycle parts too came in for revision, the 900 boasting cast alloy wheels and a rear disc brake in place of the discontinued 750's wires and drum brake. Sadly, the 900 had lost its predecessor's gorgeous sextet of exhaust pipes, but the upside was greatly improved ground clearance. Production of the 900 Sei ceased in 1987. Currently displaying a total of 6,727km (4,180 miles) on the odometer, this Benelli 900 Sei was in its present condition when purchased for the Morbidelli Museum some 30 years ago. There are no documents with this Lot.

£6,000 - 10,000

€6,900 - 11,000

No Reserve



675 N

1973 MV AGUSTA 350B

Frame no. MV350B 2130107

Engine no. MV 2130101

Although better known for their racing and road-going four-cylinder machines, MV Agusta also built a range of stylish single- and twin-cylinder sports bikes throughout the 1950s, '60s and '70s. They were intermittently available in Britain throughout this period but were expensive and never top sellers. Introduced at the Milan Show in 1971, MV's first production 350 roadster was basically an over-bored version of the existing 250B model that had been around since 1967. Of unitary construction, the engine was a compact, twin-cylinder, overhead-valve unit featuring twin Dell'Orto carburettors, geared primary drive, and a five-speed gearbox. Claimed maximum power was 28bhp at 7,600rpm and the top speed in excess of 90mph. Two versions were made: the 350GT tourer and 350B sports roadster, both of which were updated with 12-volt electrics and electronic ignition in October 1972. They were replaced by restyled, 'square case' 350 GT/Sport equivalents for 1975. The basic engine architecture remained unchanged, but power went up to 34bhp at 8,500 revs with a commensurate increase in performance. Currently displaying a total of 48,232km (29,971 miles) on the odometer, this 350 Sport had already been restored when it was purchased for the Morbidelli Museum. There are no documents with this Lot.

£4,000 - 6,000

€4,600 - 6,900

No Reserve



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676^N

The ex-Angel Nieto

1973 MORBIDELLI 125CC GRAND PRIX RACING MOTORCYCLE

Frame no. 504

Engine no. 405

- Three 2nd place finishes in Grands Prix in 1973
- Restored in 2006
- Tested at Misano



Morbidelli was founded in Pesaro, Italy by Giancarlo Morbidelli. Morbidelli's line of business was manufacturing woodworking machinery, which provided the means to fund his passion for motorcycle racing. Morbidelli's first foray into Grand Prix racing came in 1969 with a 50cc single designed by Franco Raghini, which was followed by a 125cc twin. Also the work of Raghini, the new 125 combined the 50's 39.8mm stroke with a 44.4mm bore, and like its smaller sibling featured disc-valve induction, water cooling, and a six-speed gearbox. A maximum power output of around 30bhp was claimed, and the engine was carried in a duplex loop chassis equipped with Ceriani suspension and Fontana brakes. On the 125's debut at Modena in March 1970, Raghini finished 5th, indicating that the new machine had considerable potential, which was confirmed when works rider Gilberto Parlotti won the Czech Grand Prix in July.

Riding the new 125 twin, Parlotti started the 1971 Grand Prix season with a brace of 2nd places, which was followed by a relatively lean spell caused by a succession of mechanical failures. He bounced back at the final round in Italy, beating a star-studded field at Monza to give Morbidelli its sole Grand Prix victory that year.

It was a portent of what was to come: in 1972 Parlotti stunned the racing establishment by winning two of the first four rounds of the World Championship and finishing 2nd and 3rd in the others. Sadly, Parlotti's tragic death at the Isle of Man TT brought an end to Morbidelli's bid for the 1972 World title.

For the following season Morbidelli recruited the Spanish rider Angel Nieto, reigning World Champion in both the 50cc and 125cc classes for Derbi. Widely considered one of the greatest Grand Prix riders of all time, Nieto specialised in the smaller classes and over the course of a glittering 18-year career won 13 World Championships: six in the 50cc category and seven in the 125.

The Derbi factory's withdrawal from racing at the end of 1972 had made Nieto available to Morbidelli, but what should have been a dream combination was blighted by a series of retirements, his best results in 1973 being 2nd places in Germany, Belgium, and Spain. Nieto finished 7th in the World Championship that year and reverted to Derbi machinery for 1974.

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.



Although Morbidelli had lost its star rider, the firm had strengthened its technical team by recruiting Jorg Möller, previously with Kreidler, as chief engineer. Möller commenced work in 1974 and rewarded his new employers with their first World Championship in '75, Paolo Pileri taking the 125cc title. Pileri was 125cc World Champion again for Morbidelli in 1976.

The following year would turn out to be Morbidelli's most successful, the Italian manufacturer taking the 125cc and 250cc World Championships with Pier Paolo Bianchi and Mario Lega respectively, while Eugenio Lazzarini added another 125cc title in 1978. By this time Morbidelli's joint venture with Benelli was well under way and more than half the 125cc grid at Grands Prix would be mounted on MBA machinery, a situation that continued well into the 1980s. Minarelli and Garelli though, would be the dominant forces in the 125cc class, restricting MBA to one further riders' World Championship (1980: Bianchi) and one manufacturers' title in 1985.

Nieto's bike from the 1973 season, this Morbidelli 125 was completely restored in 2006 using all original parts, following which it was tested at Misano. There are no documents with this Lot.

£80,000 - 120,000

€92,000 - 140,000



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.

677^N

The ex-Giacomo Agostini

1976 MORBIDELLI 250CC GRAND PRIX RACING MOTORCYCLE

Frame no. none

Engine no. none

- One of two specially built for Giacomo Agostini
- Bimota frame
- Rebuilt in the Morbidelli Museum's workshop circa 12 years ago



By 1976 the great Giacomo Agostini had 15 World Championships to this name – all in the 350 and 500 classes – and at the age of 33 was nearing the end of a career of unprecedented success. In what would turn out to be his penultimate season of Grand Prix racing, Ago rode MV Agusta and Suzuki machinery in the 500 category and an MV in the 350 class. He would achieve two victories that year: at Assen aboard the 350 MV, and at the Nürburging on the 500 MV, the latter being the Italian manufacturer's last-ever Grand Prix victory. He retired at the end of the 1977 season having finished 6th in the 500 class for Yamaha.

Rewinding to 1976: in the summer Ago had been offered what was then a colossal amount of money for a one-off appearance – reportedly £5,000 – to compete at an international meeting at Misano. To maximise the return on their investment, the organisers wanted Ago out in every race; he had bikes for the 500 and 350 events, but nothing for 250, a class he had last contested at Grand Prix level back in 1964 when contracted to Moto Morini.

As the leading Italian manufacturer, Morbidelli was approached to provide him with suitable machinery; two machines were prepared for the Italian champion, the one offered here being his spare bike.

The Misano meeting was held on 3rd August, there being three races on the calendar: for 500, 350 and 250cc machines. Ago won the 500 race on a Suzuki, finished 2nd in the 350 event on an MV, and came home 2nd in the 250 race on the Morbidelli, beaten by Yamaha-mounted Franco Uncini.

Morbidelli's first Grand Prix contender for the 250 class had appeared partway through the 1976 season ridden by factory rider, Paolo Pileri. It followed the pattern established by Morbidelli's highly successful 125 twin: water-cooling, disc-valve induction, and a six-speed gearbox.



Various frames were experimented with, including a mono-shock design by Bimota (as seen in the machine offered here), which featured the Rimini firm's characteristically lengthy swinging arm pivoting concentrically with the gearbox sprocket (it is said that the two frames supplied by Bimota cost Morbidelli approximately 30,000 lire). A maximum output of 64bhp was claimed for Morbidelli's 250, which was good enough for a top speed, depending on gearing, of around 160mph.

The 250 made its racing debut at the Belgian Grand Prix in 1976 when Pileri brought it home in 2nd place behind reigning World Champion Walter Villa's Harley-Davidson. The following year Morbidelli achieved its only World Championship in the 250 category courtesy of Mario Lega, who, although he won only one race, consistently finished in the points throughout the season.

Development of the Morbidelli 250 continued into the 1980s under its associated MBA brand name, though these machines were intended for supply to customers rather than for the works team.

The machine offered here was reconstructed from original parts around 12 years ago by Giancarlo Morbidelli and one of the team's former race engineers, Franco Dionigi. It should be noted that the colour scheme is incorrect and that there is no radiator fitted (technical drawings and sketches of the radiator are included in the sale).

£60,000 - 100,000

€69,000 - 110,000

678^N

The ex-Dario Ambrosini, World Championship and Isle of Man TT-winning

1950 BENELLI 250CC GRAND PRIX RACING MOTORCYCLE

Frame no. S.S5001

- Works machine
- Purchased in the late 1980s from Norman Webb
- Restored in the Morbidelli Museum's workshop
- Comprehensive history file



Italy's oldest surviving motorcycle manufacturer, Benelli was founded in Pesaro in 1911 by the six Benelli brothers, starting out as a general engineering firm repairing cars and motorcycles before turning to the manufacture of automotive and aircraft components in WWI. The firm diversified into the field of powered transport immediately after WWI, offering a two-stroke 'clip-on' power unit for attachment to a bicycle, and it was this 98cc engine, installed in a purpose-built set of cycle parts, that was used for the first proper Benelli motorcycle of 1921.

A couple of years later Benelli had a 125cc model in the range, and it was one of these, bored out to 147cc for the 175cc class, on which youngest brother Antonio 'Tonino' Benelli made his racing debut. By 1927 Tonino was racing a 172cc Benelli equipped with single-overhead-cam engine, winning almost as he pleased to take that year's Italian Championship. The SOHC 175 was superseded by a short-stroke twin-cam version from which was developed the first racing 250 of 1935. By this time Benellis were winning classic races outside their native Italy, but an accident to Tonino, which caused his retirement from racing, set back the factory's competition programme for the next couple of years. Benelli was back in force for 1937 and the new 250 duly demonstrated its potential when Martelli won that year's Milan-Taranto long-distance classic. Two years later came the marque's most famous victory, when lone Benelli rider Ted Mellors won the 1939 Isle of Man Lightweight TT.

Its factory destroyed by the Allies and then looted by the Germans, Benelli took time to re-establish itself after the war. Fortunately, the racing machines had been hidden away and survived intact, providing the Italian concern with a valuable springboard from which to renew its Grand Prix campaign. Rivals Moto Guzzi secured the first post-war 250cc World Championship in 1949, but Benelli struck back the following year when works rider Dario Ambrosini became champion at the end of a season that included wins in three of the four 250 rounds: Switzerland, Italy, and the Isle of Man TT. He finished 2nd in the other round (the Ulster GP) to crown a season of masterly dominance. Sadly, Ambrosini's death at the French Grand Prix in 1951 effectively put an end to Benelli's international efforts and it would be 1959 before the firm returned to the Grand Prix scene.

Giancarlo Morbidelli tracked down Ambrosini's historic Benelli in the UK with the help of the late John Surtees, and purchased it from Norman Webb in the late 1980s (see photographs on file). It is believed that Norman Webb had bought the machine directly from the Benelli factory and raced it. Although the fuel and oil tanks have been repainted, the frame, forks, and mudguards retain their original paintwork, and it is just possible to discern the outline of the number '23', which was Ambrosini's, on the rear 'guard. Restored in the Morbidelli Museum's workshop, this historically important World Championship-winning Benelli is offered with an exceptionally comprehensive history file of contemporary photographs, race reports, correspondence, etc (inspection recommended).

£120,000 - 180,000
€140,000 - 210,000

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.



679^N

The ex-works

1959 BENELLI 248CC GRAND PRIX RACING MOTORCYCLE

Frame no. 1002.GPX

Engine no. 1002.GPX

- Bought from the late John Surtees in the 1980s
- One of only four built
- Restored by Giancarlo Morbidelli
- Comprehensive history file



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Benelli was back in force for 1937 and the new 250 duly demonstrated its potential when Martelli won that year's Milan-Taranto long-distance classic. Two years later came the marque's most famous victory, when lone Benelli rider Ted Mellors won the 1939 Isle of Man Lightweight TT.

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For the 1959 season Benelli developed a new, short-stroke (70x64.8mm) 250 engine that produced 33-35bhp at 10,200rpm. Despite the increase in power over its predecessor, the new Benelli 250 faced much stiffer opposition than before; by 1960 MV and Ducati were fielding twin-cylinder machines in the 250cc class and Honda had just stepped in with a four, leading Benelli to the conclusion that a multi-cylinder design was the only realistic option. Nevertheless, the 250 single did achieve one major success when Geoff Duke rode to victory in the 1959 Swiss GP, one of his last wins before retiring. Other riders who rode the works Benelli singles at this time included Dickie Dale, Silvio Grassetti and Jack Murgatroyd.



The new Benelli four's arrival having rendered the single obsolete, two were sold at the end of 1961: one being bought by the British sponsor/entrant Fron Purslow, and the other (on Purslow's recommendation) by Hector Dugdale, whose son Alan rode his father's bike in 1962. Purslow's No.1 rider John Hartle being sidelined by injury, sitting out the 1962 season, Mike Hailwood took over the ride. Hailwood scored a debut win at Mallory Park in May 1962 and was lying fourth in that year's Lightweight TT in the Isle of Man when the engine blew on the final lap. Percy Tait and Alastair King both rode Purslow's Benelli in period, but the writing was on the wall for the ageing singles and their retirement lay just around the corner.

The machine offered here – '1002.GPX' – is one of only four final-specification Benelli 250cc singles built initially for the 1959 season, three of which are known to survive: one in the UK, another in Italy and Giancarlo Morbidelli's example. Giancarlo Morbidelli bought the Benelli from the late John Surtees in the early 1990s and restored it over a period of some 20 years. The front brake was purchased from Fernando Bruscoli, a friend and distant cousin of Mr Morbidelli who was using it in his road bike, while the replica fairing was made by the same craftsman - Mr Donzelli - who made Benelli's fairings in period.

The restoration was completed in 2008 and the machine photographed with former works rider Silvio Grassetti sitting on it and Giancarlo Morbidelli standing next to him (colour prints on file). The history file also contains correspondence, photocopies of period literature, and several wonderful b/w photographs taken in period, many depicting Grassetti on this type of Benelli, while others record aspects of the restoration (inspection recommended). There is also a list of races contested by the Benelli 250s together with their riders and results. From this we can see that Grassetti's best result on a Benelli single was 1st place at Opatija, Yugoslavia in July 1961 (a non-World Championship event).

Representing a rare opportunity to acquire a Grand Prix racing motorcycle from one of Italy's premier marques, this beautiful Benelli 250 is worthy of the closest inspection.

£60,000 - 100,000

€69,000 - 110,000

680 N

The ex-Tarquinio Provini, 1964 Spanish Grand Prix-winning

1964 BENELLI 250CC GRAND PRIX RACING MOTORCYCLE

Frame no. T.X.1

Engine no. not visible

- Ultra-rare works bike
- Purchased in component form from the Benelli family
- Restored in the Morbidelli Museum's workshop



When, in 1960, Benelli was forced to acknowledge that it needed a multi-cylinder machine to remain competitive in Grand Prix racing's 250cc class, the Italian firm was able to draw on past experience of this type of machine, having constructed a 'blown' quarter-litre four in 1939. Although it was first seen in 1960, the 250 Benelli four did not race competitively until April 1962, when Silvio Grassetti debuted the bike at Imola. Although eliminated by a bent valve in that first race, Grassetti stunned the racing world a week later at Cesenatico, beating the seemingly invincible works Hondas of Jim Redman and Tom Phillis. Development continued into 1965, an eight-speed gearbox being new for that season, but by now Honda were fielding a six-cylinder 250 ridden by the best rider in the world: Mike Hailwood. Spreading its limited resources even more thinly, Benelli pressed ahead with developing a 16-valve 350 and a 500.

With its No. 1 rider Tarquinio Provini forced into premature retirement through injury, Benelli signed Renzo Pasolini, who promptly rewarded his new employers' faith by winning the 250 and 350 Italian Championships in 1968. By 1969 the last of the Japanese manufacturers had pulled out of the World Championships, clearing the way for the Benelli fours to grab a slice of Grand Prix glory. Agostini and MV Agusta remained unassailable in the 350 and 500 classes at World Championship level, but in the 250 category Benelli eventually got the better of Kent Andersson's Yamaha and Santiago Herrero's Ossa, Kel Carruthers bringing the Championship back to Pesaro.

There were sporadic appearances by the 350 and 500 fours over the next few years (four-cylinder 250s having been banned) but that glorious 1969 season effectively marked the end of Benelli's Grand Prix campaign.

The Benelli racer offered here was used by the great Tarquinio Provini to win the Spanish Grand Prix at Montjuïc Park, Barcelona in 1964, the second round of that year's World Championship. He completed three more GPs that season, finishing 4th at Assen and 5th in both the Belgian and German rounds, ending up 5th overall in the Championship at the season's end.

The Provini machine's engine ended up being used in a road bike by Marco Benelli, from whom it was purchased by Giancarlo Morbidelli (the two men were friends). Other parts, including the frame, were bought from the Benelli family, and the machine was then restored in the Museum's workshop (Mr Morbidelli fabricated the exhaust system himself). The factory wanted the machine to be as fast as a cannonball, hence the drab iron-grey colour scheme. Accompanying documentation consists of a quantity of in-period and before/after restoration photographs.

£80,000 - 120,000

€92,000 - 140,000

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681 N

C.1969 BENELLI 62CC PROTOTYPE RACING MOTORCYCLE (SEE TEXT)

Frame no. unable to locate

Engine no. unable to locate

- *Ultra-rare factory bike*
- *Restored by former factory mechanic, Mauro Righi*
- *One of the last machines restored in the Morbidelli Museum's workshop*



The ultra-rare machine offered here is purported to be a test-bed built around 1959 to evaluate the 62cc (or thereabouts) cylinder that would form the basis of Benelli's forthcoming 250cc four-cylinder Grand Prix engine.

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So, did Benelli's successful bid to win the 250cc World Championship commence with the machine offered here? It has to be said that the engine, with its wide angle between the valves, looks rather old-fashioned, and the Benelli 250 four that was first shown to the public in June 1960 had a much narrower valve angle.

Furthermore, experimental engines never intended for actual competition use are usually evaluated on the test-bed, not on the racetrack. In appearance, this engine looks similar to the 250cc Benelli singles of the early 1950s, though why it was built into a working motorcycle remains a mystery, while the cycle parts appear typical of ultra-lightweight racers of the late 1960s/early 1970s. Possibly this engine is one of a small batch built for the 'tiddler' classes of long-distance road races such as the Moto Giro d'Italia and Milan-Taranto but not used until someone had the idea of building them into complete motorcycles some 20 years later.

Believed one of very few built, this machine is said to have been tested by the great Eugenio Lazzarini. A future three-time World Champion, Lazzarini was a works Benelli rider only in his first year of Grand Prix racing (in 1969, aged 24), which would appear to support the conclusion that this machine dates from that period. Bought from the Benelli family, the machine was restored by former factory mechanic, Mauro Righi and is one of the last motorcycles to be restored in the Museum's workshop (around four years ago). It is not known if the engine is internally complete, nor if it runs.

£12,000 - 18,000

€14,000 - 21,000

No Reserve

682 N

1969 DERBI 125CC GRAND PRIX RACING MOTORCYCLE

Frame no. none visible
Engine no. none visible

- *Genuine ex-factory works machine*
- *Reputedly ridden by Angel Nieto in the Spanish Championship*
- *Restored condition*



The name 'Derbi' first appeared in the early 1950s on a motorcycle built by Nacional Motor SA of Barcelona, Spain. The latter company was an offshoot of Bicicletas Rabasa, one of Spain's largest cycle manufacturers, which had been founded by Simeon Rabasa Singla in the early 1920s. Its first powered two-wheelers were marketed as 'SRS' (the founder's initials) but soon took the name 'Derbi' (from the phrase, 'derivados de bicicletas'). Derbi began racing in Spanish national events in the early 1960s, graduating to the international scene in 1962 coincidentally with the introduction of a 50cc class at World Championship level.

In 1968 Barry Smith achieved Derbi's first Grand Prix victory (albeit in a non-Championship event) and in '69 scored the marque's first World Championship success, taking the 50cc TT in the Isle of Man. Nevertheless, Derbi remained little known outside Spain until Angel Nieto took the World 50cc Championship in 1969, a feat he repeated for the Spanish marque in 1970 and '72 in addition to taking the 125cc title for them in 1971 and '72. (Lightweight motorcycles and mopeds, particularly the 50cc category, had always accounted for the bulk of Derbi's business, hence its concentration on these classes in road racing.) After the '72 season the factory took a sabbatical from Grands Prix, returning in the mid-1980s to provide Jorge Martinez with four World Championships that included his 80cc/125cc double in 1988.

The fascinating machine offered here is one of Derbi's rarest racing motorcycles: the 125cc v-twin campaigned by the factory between 1967 and 1970. Designed by engineer and race chief, Francisco Tombas, the man responsible for Derbi's highly successful 50cc racers, the air-cooled twin-crankshaft v-twin consisted of two engines mounted horizontally one above the other on a common crankcase at a narrow-included angle. There were eight speeds in the gearbox, and by its final season the 125 twin was producing 32bhp. Despite its advanced specification, Derbi's first 125 was a disappointment with only one Grand Prix top-six placing to its credit. It was replaced with an all-new water-cooled parallel twin in 1970.

This restored Derbi 125 is reputed to have been ridden by Angel Nieto in the Spanish Championship and has been signed by him on the fairing. The machine is offered with a selection of photographs of Derbi racing motorcycles and copies of correspondence between Giancarlo Morbidelli and the Derbi factory.

£15,000 - 20,000

€17,000 - 23,000

No Reserve

683 N

1961 DEMM 50CC BIALBERO RACING MOTORCYCLE

Frame no. none visible

Engine no. M2

- *Ultra-rare four-stroke 50cc racer*
- *Purchased circa 25 years ago*
- *Restored by a specialist*



The Demm motorcycle company's origins date back to 1919 when Messrs Daldi and Matteucci established a small company in Milan - Società Anonima Daldi - to manufacture automotive components. In 1928 the company's name was changed to Officine Meccaniche Daldi e Matteucci and in 1939 to Demm (DEMM), an acronym for Daldi e Matteucci Milano. Production of motorcycles began around 1952/1953, by which time the firm had relocated to Porretta Terme, a town some 60 kilometres south west of Bologna, although its registered office remained in Milan.

Demm concentrated on producing mopeds and lightweight motorcycles, adding three-wheelers to the range later on. Most of the mopeds were powered by engines of up to 75cc - both two-stroke and four-stroke - while there were also motorcycles powered by overhead-camshaft engines of 125cc and 175cc. In later years Demm concentrated on 50cc mopeds and ultra-lightweights, offering a bewildering plethora of models, often with quirky names. As well as producing complete machines, Demm was a major supplier of proprietary engines to other manufacturers. Although production of motorcycles and engines ended around 1983, Demm continued selling motorcycle-related products until 1988 when the decision was taken to concentrate on the gear-cutting side of its business.

Demm was actively involved in competitions, setting 24 world speed records in the 50cc class in 1956 and winning the Italian Mountain Championship's 50cc category in 1961. The machine used to win that championship was a twin-overhead-camshaft four-stroke of advanced design. Slightly over-square with dimensions of 40mm/39mm bore/stroke, the single-cylinder Demm engine drove its upstairs camshafts via a vertical shaft and bevel gears and used an outside flywheel. The carburettor was a 16mm Dell'Orto with separate rubber-mounted float chamber, while other noteworthy features included twin-plug battery/coil ignition, geared primary drive, a multi-plate dry clutch, and an integral six-speed gearbox. This exquisite little power unit was carried in a duplex loop frame equipped with telescopic front fork and swinging-arm rear suspension, while the tyres were a skinny 2.00"x18". Thus equipped, Demm's 50cc racer tipped the scales at only 55kg (121lb). It was rumoured at the time that Demm would move up to the international stage for 1962, the first year of the 50cc World Championship, but the marque appears to have had little impact outside of its native Italy.

Purchased some 25 years ago, this ultra-rare 50cc racer was restored for Giancarlo Morbidelli by a specialist. The machine is offered with a selection of photographs and some photocopied period literature.

£8,000 - 14,000

€9,200 - 16,000

No Reserve

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684 N

1973 RINGHINI 50CC GRAND PRIX RACING MOTORCYCLE

Frame no. none visible

Engine no. none visible

- *Built by Franco Ringhini*
- *One of a limited series*
- *Beautifully restored*



Franco Ringhini started his career at the Guazzoni factory, where he designed engines. Like many other small Italian concerns, Guazzoni concentrated its efforts on the ultra-lightweight market, and throughout the 1960s and into the 1970s produced a succession of stylish sports roadsters such as the Cadetti and Matta. Many of them used Ringhini-designed rotary-valve two-stroke engines with reversed cylinders (exhaust at the rear), a feature that became something of a company hallmark.

Around 1968, Ringhini left Guazzoni to join Giancarlo Morbidelli's fledgling racing team. There he designed a succession of fast disc-valve two-strokes, which initially were raced at World Championship level by both their designer and Eugenio Lazzarini. Morbidelli's Ringhini-designed 50cc racer was the factory's first successful Grand Prix project, although the team collected points at only a handful of rounds in 1969. Lazzarini finished the season 21st in the World Championship with six points, while Ringhini finished 26th with five. Ringhini also designed Morbidelli's first 125cc racer, which Gilberto Parlotti rode to good effect in 1970, its debut year, winning that year's Czechoslovakian Grand Prix.

At the end of the 1973 season, Ringhini was replaced as chief designer by Jorg Möller and left Morbidelli to set up his own team in Pesaro. Now independent, Ringhini created a limited series of 50cc racers such as the exquisite example offered here, and also supplied engines to other manufacturers such as Bimota. By this time, the FIM's rules for the 50cc category stipulated a single cylinder and a maximum of six speeds in the gearbox; Ringhini's design has bore/stroke dimensions of 40x39.6mm for a capacity of 49.7cc, and develops its maximum power output of 14bhp at 14,500rpm.

Its cylinder inclined forwards, the engine is housed in a tubular steel frame with telescopic front fork and swinging-arm rear suspension, equipped with a 180mm double-sided front drum brake, 130mm single-sided rear brake and 18" wheels. The complete machine weighs in at a mere 60kg (132lb). Beautifully restored, this rare little beauty is presented in stunning condition. Its racing history, if any, is not known. There are no documents with this Lot.

£6,000 - 10,000

€6,900 - 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.



685 N

C.1961 BENELLI 50CC 2T COMPETIZIONE

Frame no. CF 71148

Engine no. C 74981

Inspired by Ducati Cucciolo importers Britax, 50cc racing began in the UK in 1955 but did not really take hold until the late 1950s when the availability of the quick and relatively inexpensive Italian Itom Competizione made the class viable. Indeed, the earliest races for the class had been held by clubs in Italy and the UK. With suitable machines available from numerous manufacturers, and relatively low costs, the new 'tiddler' class quickly grew in popularity, leading to the FIM's introduction in 1961 of the Coupe d'Europe: a series of international events run to Grand Prix regulations. That first year saw the West German Kreidler team dominate, winning five of the eight rounds with single wins apiece for Itom, Tomos, and Ducson. With four wins to his credit, Kreidler works rider Hans-Georg Anschmidt became European Champion. Responding to the category's growing popularity, Benelli built a limited series of Competizione models powered by a tuned moped engine, as seen here. Dating from circa 1961, the year before the 50cc class gained World Championship status, it is typical of the machines campaigned in the category's formative years before the Japanese manufacturers brought multi-cylinder technology to the class. Giancarlo Morbidelli restored this machine himself.

£5,000 - 7,000

€5,700 - 8,000

No Reserve



686 N

C.1970 GUAZZONI 50CC MATTÀ CORSA

Frame no. none visible

Engine no. 4

The Guazzoni factory was founded in Milan, Italy in 1935 by Aldo Guazzoni (1908-1978). At first the company built models fitted with proprietary engines before turning to the manufacture of three-wheelers. After the war Guazzoni became the Milan concessionaire for Motori Morini and in 1950 returned to the manufacture of motorcycles, making a 150cc two-stroke model for FBM of Bologna. Like many other small Italian concerns, Guazzoni would concentrate its efforts on the ultra-lightweight market, and throughout the 1960s and into the 1970s produced a succession of stylish sports roadsters such as the Cadetti and Matta. Many of them used rotary-valve two-stroke engines with reversed cylinders (exhaust at the rear), a feature that became something of a company hallmark. Guazzoni closed in 1976. The Guazzoni six-speed production racer offered here has a disc-valve engine producing a maximum of 12bhp at 14,500 revs. This tiny machine weighs a mere 50kg (110lb) so has a highly respectable power-to-weight ratio. The machine's history is not known, other than the fact that it probably raced in Italy and is an older restoration by a specialist. There are no documents with this Lot.

£3,000 - 5,000

€3,400 - 5,700

No Reserve



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687 N

C.1969 BULTACO 125CC TSS GRAND PRIX RACING MOTORCYCLE

Frame no. B-600592

Engine no. M-100155-6

- *Legendary TSS*
- *Two stroke, water-cooled*
- *Restored by a specialist for Mr Morbidelli*



Spurred on by the successes achieved by tuned versions of its first model, the Tralla 101, Bultaco went one stage further and developed its first purpose-built racing motorcycle: the legendary TSS, 125cc prototypes of which began testing in 1960.

About as simple as a racing motorcycle can get, the air-cooled two-stroke single developed 20bhp initially, which proved sufficient to win races at national level worldwide and compete without embarrassment in Grands Prix, provided the rider had enough talent. It was demonstrably the best 125 that privateers could buy at the time.

Self-generating electronic ignition, a six-speed gearbox, and water-cooling were the most significant advances, the latter arriving on customer bikes for 1965. Geared primary drive came later. Among the first racers to campaign the Spanish two-strokes in the UK were Tommy Robb and Dan Shorey, the latter taking the coveted ACU Star (British Championship) in the 125cc class in 1961.

Armed with a 196cc TSS, Shorey enjoyed a phenomenal run of success in the 1962 250cc World Championship, twice finishing 4th behind a trio of works Hondas to end the year in 7th place overall. He also took the British 125cc and 250cc Championships that same year. This water-cooled (believed six-speed) TSS was restored by a specialist for Mr Morbidelli.

£5,000 - 8,000

€5,700 - 9,200

No Reserve

688 N

C.1981 SANVENERO 125CC GRAND PRIX RACING MOTORCYCLE

Frame no. 00127

Engine no. to be advised

- *Ultra-rare Italian Grand Prix racer*
- *An older restoration*
- *Purchased for the Morbidelli Museum circa 25 years ago*



Tuscan building contractor and motorcycle racing enthusiast Emilio Sanvenero was already a sponsor of the MBA team when he founded his own company in 1980, almost certainly inspired by the successes achieved by Giancarlo Morbidelli. Sanvenero's aim was to compete in the 125cc and 500cc World Championships, and the team enjoyed some success in its debut year. Works riders Guy Bertin and Ricardo Tormo won the 125cc races at the Italian and Swedish Grands Prix respectively to finish the season 6th and 8th equal in the World Championship. For 1982 Tormo was joined by Pier Paolo Bianchi in the 125cc class, with the Spaniard winning the Belgian Grand Prix to finish the season in 5th place, one point behind the more consistent Bianchi in 4th.

Sanvenero's bold 500cc project was far more ambitious but would turn out to be much less successful, which is hardly surprising given that they were up against the well-established Japanese manufacturers in the premier class. The square-four two-stroke engine was inspired by Suzuki's World Championship-winning RG500 but used a shorter stroke; Campagnolo supplied the crankcases, while the crankshafts came from Hoeckle and the pistons from Mahle, so the ingredients were nothing less than the very best. Dutch frame-building guru Nico Bakker built the first frames before Sanvenero switched to its own.

At least four 500s were constructed over the course of the 1981 and 1982 seasons but there would be no repeat of the 125's successful debut. Riders recruited for 1981 were Carlo Perugini and Guy Bertin, neither of whom scored any points. The team's only success with the 500 was achieved the following season at the French Grand Prix, inexplicably held at Nogaro, which was considered barely suitable for a club race, let alone a GP. Many of the major contenders refused to start, particularly in the 500 class, which was won by Sanvenero's Michel Frutschi, while to the annoyance of other works riders, Sanvenero's Hugo Vignetti rode in the 125cc race, finishing in 3rd place. Frutschi's only other finish was 9th at the Belgian GP and he ended the season 14th in the 500cc World Championship. At the last round at Hockenheim in Germany, Sanvenero was declared bankrupt and the circuit owners seized the two machines entered, one of which is still on display in the circuit museum. Subsequently, Pier Paolo Bianchi obtained several 125s from the receivers and continued to race them during 1983, scoring three consecutive 3rd places (Germany, Spain, Austria) to finish 8th in the World Championship.

This ultra-rare Sanvenero Grand Prix racer had already been restored when it was purchased for the Museum some 25 years ago.

£12,000 - 18,000

€14,000 - 21,000

No Reserve

689 N

1981 MBA 250CC GRAND PRIX RACING MOTORCYCLE

Frame no. MBA 275

Engine no. MBA/E00102 103.02.2069

- Customer version of the Morbidelli works machine
- Purchased from the MBA factory
- Un-restored condition



MBA (initially Morbidelli Benelli Armi and later Motori Benelli Armi) was founded towards the end of 1975 to manufacture production versions of Morbidelli's successful 125cc and 250cc Grand Prix racers. Morbidelli had been founded in Pesaro, Italy by Giancarlo Morbidelli whose line of business was manufacturing woodworking machinery, which provided the means to fund his passion for motorcycle racing. Morbidelli's first foray into Grand Prix racing came in 1969 with a 50cc single designed by Franco Rhingini, which was followed by a 125cc twin. Jorg Möller, previously with Kreidler, joined the team as chief engineer in 1974 and rewarded his employers with their first World Championship in '75, Paolo Pileri taking the 125cc title. Pileri was 125cc World Champion again in 1976.

Morbidelli's first Grand Prix contender for the 250 class had appeared partway through the 1976 season ridden by factory rider, Paolo Pileri. It followed the pattern established by Morbidelli's highly successful 125 twin: water-cooling, disc-valve induction, and a six-speed gearbox. Various frames were experimented with, including a mono-shock design by Bimota. A maximum output of 64bhp was claimed for Morbidelli's 250, which was good enough for a top speed, depending on gearing, of around 160mph.

The 250 made its racing debut at the Belgian Grand Prix in 1976 when Pileri brought it home in 2nd place behind reigning World Champion Walter Villa's Harley-Davidson. The following year would turn out to be Morbidelli's most successful, the Italian manufacturer taking the 125cc and 250cc World Championships with Pier Paolo Bianchi and Mario Lega respectively, while Eugenio Lazzarini added another 125cc title in 1978.

By this time Morbidelli's joint venture with Benelli was well under way and more than half the 125cc grid at Grands Prix would be mounted on MBA machinery, a situation that continued well into the 1980s. Development of the Morbidelli 250 and 125 continued into the 1980s under MBA's auspices, though these machines were intended for supply to customers rather than for the works team.

Nothing is known about the history of this particular machine, which was purchased from the MBA factory when it closed in 1987 and is presented in un-restored condition. There are no documents with this Lot.

£8,000 - 14,000

€9,200 - 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.



690 N

1978 MBA 125CC GRAND PRIX RACING MOTORCYCLE

Frame no. MBA 02101

Engine no. 1P79

MBA (initially Morbidelli Benelli Armi and later Motori Benelli Armi) was founded towards the end of 1975 to manufacture production versions of Morbidelli's successful 125cc and 250cc Grand Prix racers. Morbidelli had been founded in Pesaro, Italy by Giancarlo Morbidelli, whose line of business was manufacturing woodworking machinery, which provided the means to fund his passion for motorcycle racing. In 1974 Jorg Möller, previously with Kreidler, joined the team as chief engineer and rewarded Morbidelli with their first World Championship in '75, Paolo Pileri taking the 125cc title. Pileri was 125cc World Champion again in 1976. The following year would turn out to be Morbidelli's most successful, the Italian manufacturer taking the 125cc and 250cc World Championships with Pier Paolo Bianchi and Mario Lega respectively, while Eugenio Lazzarini added another 125cc title in 1978. By this time Morbidelli's joint venture with Benelli was well under way and more than half the 125cc grid at Grands Prix would be mounted on MBA machinery, a situation that continued well into the 1980s. This un-restored MBA twin was purchased from the factory in 1987 when they closed. The machine is offered with two owner's manuals/spare parts lists.

£6,000 - 10,000

€6,900 - 11,000

No Reserve



691 N

1984 UFO 80CC GRAND PRIX RACING MOTORCYCLE

Frame no. unable to locate

Engine no. unable to locate

An 'NIT' (Not In Tragatsch) make, Ufo was founded in San Lazzaro di Savena (Bologna) in 1976. The firm manufactured mopeds, mini-bikes and lightweight motorcycles powered by Minarelli engines but closed in the mid-1980s. Survivors of this little-known marque are rare.

After 22 years in existence, Grand Prix racing's 50cc class was replaced in 1984 with a new category for 80cc machines, which like its predecessor gave small independent teams the opportunity to compete at the highest level of motorcycle sport. In its first year, the class attracted entries from little known manufacturers such as Seel Real, Ziegler, Harmsen and Lusuardi as well as from more established teams such as Zündapp, Casal, Derbi and Kreidler. This Ufo's racing history is not known, but an inspection of the Grand Prix results shows that Ufo scored no points in 1984, 1985 or 1986. The machine's specification is typical of the class, comprising a single-cylinder water-cooled engine with disc-valve induction and a six-speed gearbox, which is carried in an aluminium beam-type frame with mono-shock rear suspension. A maximum power output of 25bhp was claimed. This machine was purchased by Giancarlo Morbidelli circa 20 years ago in its present un-restored condition. There are no documents with this Lot.

£4,000 - 6,000

€4,600 - 6,900

No Reserve

692 N

1979 YAMAHA TZ750F RACING MOTORCYCLE

Frame no. 409-200453

Engine no. 409-200453

- *Iconic Formula 750 racer*
- *Matching numbers*
- *Already restored when purchased*



Although Formula 750 had been intended as a class for modified production road bikes, Yamaha managed to get its TZ750 racer homologated provided that at least 200 were built. Yamaha's new F750 contender drew on the Japanese 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 Yamaha's 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. Various authorities have suggested a manufacturing total for the TZ750 at somewhere in the 500-600 range, though more recent research suggests that Yamaha eventually made a little under 800. Today these spectacular machines are highly sought after by collectors and classic racers alike.

This TZ750F was purchased in restored condition but will require re-commissioning before use. A wonderful opportunity to acquire one of the most charismatic racing motorcycles of modern times.

£28,000 - 38,000

€32,000 - 43,000

No Reserve

693 N

C.1970 YAMAHA 350CC TR2 (SEE TEXT)

Frame no. TR2-900402

Engine no. R2-000348

- *Iconic air-cooled Yamaha racer*
- *Yamaha's first 350cc race bike*
- *Already restored when purchased*



The mainstay of 250cc and 350cc class racing at national and international level for many years, the twin-cylinder two-stroke Yamaha well deserved the title of 'privateer's friend'; indeed, without it, grids in these classes would have been depleted in extremis during the 1970s. The 250cc TD2 arrived in 1969, replacing the TD1C, and immediately proved capable of winning Grands Prix. The giant leap forward from the TD1C had been achieved thanks to a comprehensive redesign that saw the engine porting and exhaust system updated, superior Mikuni carburettors adopted, and the chassis, suspension and brakes greatly improved. Looking like a scaled down Manx Norton Featherbed, the TD2's chassis was a development of that used for the RD56 works racer of 1963. Broadly similar as far as its frame and cycle parts were concerned, the 350cc TR2 differed mainly by virtue of its different porting and horizontally-split crankcases, a feature not introduced on the 250 until the arrival of the TD3 in 1972.

The first major international success for Yamaha's new production racers came in May 1969 when privateer Kent Andersson won the 250cc race at the German Grand at Hockenheim, an event of enormous importance as it demonstrated that these over-the-counter bikes were capable of winning at the highest level. It is one of Yamaha's most significant classic victories.

The result was an upsurge in demand that Yamaha struggle to satisfy, leading to long delays in the delivery of machines to Europe. Kel Carruthers on the works Benelli 'four' denied Kent Anderson the 250cc World Championship in 1969, but the following year the TD2 came good when Rod Gould, riding a works machine entered by Yamaha Motor NV of Holland, took the title. The continued presence of Giacomo Agostini's MV Agusta meant that the TR2 and its successors had more of a fight on their hands in 350cc Grands Prix, but in 1972 Don Emde, riding a TR2B, won the prestigious Daytona 200 outright, defeating a field of larger-capacity machines.

This Yamaha racer had already been restored when it was acquired for the Morbidelli Museum. It should be noted that the frame number prefix should be 'R3', not 'TR2', and that the engine number should match the frame number (the TR2 sequence commenced at 'R3-900101'). Sold strictly as viewed.

£7,000 - 10,000

€8,000 - 11,000

No Reserve

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694 N

C.1973 YAMAHA TA125 GRAND PRIX RACING MOTORCYCLE

Frame no. 400-990905

Engine no. AS3-990905

Following the works team's withdrawal from Grand Prix racing at the end of the 1968 season, Honda and Suzuki having pulled out at the end of 1967, Yamaha continued to be well represented in GPs thanks to its over-the-counter racers supplied to privateers. However, while Yamaha catered for the 250cc and 350cc classes with the TD and TR series respectively, there was no official offering for the 125cc class at that time, although many privateers campaigned race-kitted YAS1 and AS2 roadsters. Following the introduction of the AS3 roadster for 1971, Yamaha at last took the opportunity to offer a proper factory-built, 125cc production racer – the TA125, introduced at the start of the 1973 season – although it continued to share many components with its road-going cousin. The Yamaha factory had officially returned to Grand Prix racing in 1970, and works rider Kent Andersson was given a pre-production TA125 to race in 1971. When the over-the-counter TA125 was withdrawn in 1975, it marked the end of the line for Yamaha's air-cooled production racers. This superb example of Yamaha's historic production racer had already been restored when it was acquired for the Museum. There are no documents with this Lot.

£6,000 - 10,000

€6,900 - 11,000

No Reserve



695 N

1974 YAMAHA TZ350B RACING MOTORCYCLE (SEE TEXT)

Frame no. 383-991066

Engine no. unstamped

The mainstay of 250cc and 350cc class racing at national and international level for many years, the twin-cylinder two-stroke Yamaha well deserved the title of 'privateer's friend'. Following its successful adoption for the 1972 works twins, water cooling first appeared on Yamaha's over-the-counter racers with the introduction of the TZ range in 1973. Power output increased only marginally over that of the preceding air-cooled TD/TR models, but reliability was much improved. Over the succeeding decade the TZ engine was updated with reed-valve induction, exhaust power valves, separate cylinders and a backwards-rotating crankshaft, but the layout always remained that of a parallel twin. On the chassis side, discs replaced the original drum brakes, a 'lowboy' frame was introduced, and an aluminium swinging arm adopted. With Yamaha concentrating their resources on developing their 500 Grand Prix bike and the new TZ750, the smaller TZs remained unchanged through 1974 (TZ250/350B) and 1975 (TZ250/350C). From the mid-1980s onwards, a succession of more radical changes would see the TZ fundamentally altered. This beautiful TZ350B had already been restored when it was purchased by the Museum. It should be noted that the crankcases are unstamped apart from the (correct) 'R5' prefix, indicating that they were supplied new as spares. It should also be noted that it the engine believed to be of 250cc capacity. There are no documents with this Lot.

£6,000 - 10,000

€6,900 - 11,000

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.

696 N

1952 BENELLI 250CC QUATTROVALVOLE GRAND PRIX RACING MOTORCYCLE PROJECT

Frame no. unable to locate

Engine no. A-25-10

- *Rare works machine*
- *Experimental four-valves-per-cylinder design*
- *Raced during the 1952 season only*
- *Offered for restoration*



Italy's oldest surviving motorcycle manufacturer, Benelli was founded in Pesaro in 1911 by the six Benelli brothers, starting out as a general engineering firm repairing cars and motorcycles before turning to the manufacture of automotive and aircraft components in WWI. The firm diversified into the field of powered transport immediately after WWI, offering a two-stroke 'clip-on' power unit for attachment to a bicycle, and it was this 98cc engine, installed in a purpose-built set of cycle parts, that was used for the first proper Benelli motorcycle of 1921.

A couple of years later Benelli had a 125cc model in the range, and it was one of these, bored out to 147cc for the 175cc class, on which youngest brother Antonio ('Tonino') Benelli made his racing debut. By 1927 Tonino was racing a 172cc Benelli equipped with single-overhead-cam engine, winning almost as he pleased to take that year's Italian Championship. The SOHC 175 was superseded by a short-stroke twin-cam version from which was developed the first racing 250 of 1935. By this time Benellis were winning classic races outside their native Italy, but an accident to Tonino, which caused his retirement from racing, set back the factory's competition programme for the next couple of years.

Benelli was back in force for 1937 and the new 250 duly demonstrated its potential when Martelli won that year's Milan-Taranto long-distance classic. Two years later came the marque's most famous victory, when lone Benelli rider Ted Mellors won the 1939 Isle of Man Lightweight TT.

Its factory destroyed by the Allies and then looted by the Germans, Benelli took time to re-establish itself after the war. Fortunately, the racing machines had been hidden away and survived intact, providing the Italian concern with a valuable springboard from which to renew its Grand Prix campaign. Rivals Moto Guzzi secured the first post-war 250cc World Championship in 1949, but Benelli struck back the following year when works rider Dario Ambrosini became champion at the end of a season that included wins in three of the four 250 rounds: Switzerland, Italy, and the Isle of Man TT. He finished 2nd in the other round (the Ulster GP) to crown a season of masterly dominance. Sadly, Ambrosini's death at the French Grand Prix in 1951 effectively put an end to Benelli's international efforts.

Nevertheless, in the immediate aftermath of Ambrosini's death Benelli continued to develop and race the 250. At the beginning of 1952 the machine appeared with 19" wheels, a five-speed gearbox, larger fuel tank and a small fork-top fairing. An engine equipped with a four-valve cylinder head was tested also. Riders Luigi Ciai, Alano Montanari and Leslie Graham took part in a few races, the best result being Graham's 3rd place at the Swiss Grand Prix, a significant achievement considering that on the tricky Bremgarten circuit he was unable to select 5th gear.

Unable to find a permanent replacement for the great Ambrosini, Benelli quit the Grand Prix scene in 1953 and it would be 1959 before they attempted another serious World Championship campaign. When they did, it was with a new, short-stroke (70x64.8mm) two-valve engine. Offered for restoration and sold strictly as viewed, this ultra-rare and incomplete Benelli works racer comes with a selection of original photographs taken during the 1952 season.

£18,000 - 26,000

€21,000 - 30,000

No Reserve



697 N

1952 BENELLI 250CC GRAND PRIX RACING MOTORCYCLE

Frame no. SS:5001

- *Raced in period by Luigi Ciai*
- *Partially restored by Mr Morbidelli*



Italy's oldest surviving motorcycle manufacturer, Benelli was founded in Pesaro in 1911 by the six Benelli brothers. By 1927 Tonino Benelli was racing a 172cc machine equipped with single-overhead-cam engine, winning almost as he pleased to take that year's Italian Championship. The SOHC 175 was superseded by a short-stroke twin-cam version from which was developed the first racing 250 of 1935. By this time Benellis were winning classic races outside their native Italy, but an accident to Tonino, which caused his retirement from racing, set back the factory's competition programme for the next couple of years.

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This 250 Benelli dates from 1952, by which time the design had been updated with a five-speed gearbox, new double-cradle frame, hydraulic suspension front and rear, 19" wheels with larger brakes, and an aerodynamic fuel tank extending forward of the steering head. The maximum power output of 28bhp arrived at 9,000rpm, and the 250 Benelli had a top speed, depending on gearing, of around 190km/h (118mph). This example was raced in period by Luigi Ciai. Partially restored by Mr Morbidelli, the machine is incomplete and thus is sold strictly as viewed. The history file consists mainly of period photographs, including one of Les Graham racing this type of Benelli at Berne, Switzerland in 1952.

£18,000 - 26,000

€21,000 - 30,000

No Reserve

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698 N

C.1990 DUCATI 888CC '851 SUPERBIKE' RACING MOTORCYCLE

Frame no. none visible

Engine no. ZDM888W4001409

- Based on a standard production model
- Replica of Raymond Roche's works machine
- In the Museum for some 20 years



One of the most influential motorcycles of recent times, the Ducati 851 Superbike restored the fortunes of the Italian company and paved the way for a highly successful family of superbikes, the final (pre-Panigale) example being the 1098 of 2007.

In developing the original 851 Desmoquattro, engineer Massimo Bordi created one of the finest motorcycle power plants ever. By the mid-1980s, Ducati's existing air-cooled Desmodue twins were approaching the end of their development, so Bordi started with a clean sheet in creating their water-cooled, 8-valve, fuel-injected successor. Ducati's trademark desmodromic valve actuation system, which closes the valves mechanically rather than relying on springs, was retained, as was the 90-degree angle between the cylinders. Wrapped around this outstanding Desmoquattro engine was a frame, consisting of an intricate trellis of straight tubes, whose design would become a Ducati trademark. Only one paint scheme was available at first: silver-grey frame with bodywork in the Italian national colours of red/white/green, hence these models' Tricolore sobriquet.

Riding the factory prototype, Marco Lucchinelli had won the Battle of The Twins (BoTT) race at Daytona in March 1987, and Ducati then spent the rest of the season on development prior to the production version's launch at the Milan Show in November.

Two models were available initially: the 851 Strada and 851 Superbike Kit, the latter being the first of many limited edition 'homologation specials' produced to satisfy World Superbike Championship requirements. One of the first of the latter was the 851 SP2, introduced for 1990, which although still badged as an '851' had an 888cc engine.

In 1991 Ducati offered the 851 Corsa (Racing), also known as the Roche Replica, which was a faithful replica of Raymond Roche's 1990 WSBC-winning 888 (the 851 badging was intended to convince the paying spectator that the bike was identical to the road version). In due course the 888cc engine became available in the mainstream production model, the 888 Strada, which debuted in 1993.

We are advised that the machine offered here started life as a standard production model and has been prepared for racing as a replica of Roche's works machine. The frame appears to be un-numbered, so it has not been possible to determine in what model it left the factory. In the Museum for some 20 years, the machine is offered for re-commissioning and sold strictly as viewed.

£8,000 - 14,000

€9,200 - 16,000

No Reserve

699 NMT N

1990 HONDA CBR250RR

Frame no. MC22-1005346

Engine no. MC14E-1145362

- *More powerful early model*
- *Bought directly from Honda Japan*
- *9km from new*



Although changes to the learner laws had all but killed off the 250 class in the UK, in Japan it remained an important market sector. Throughout the 1980s and 1990s, fierce competition between the 'Big Four' saw a host of exotic Grand Prix-inspired two-stroke twins introduced, and these exquisite little jewels are now among the most highly sought-after of modern Japanese classics. Honda being Honda, it had to have a four-stroke in the mix alongside its NSR250 series of two-strokes, hence the CBR250, which sold in competition with quarter-litre fours from Kawasaki, Suzuki and Yamaha. Never officially imported into the UK, the CBR250 is most often encountered – in engine form at least – powering replicas of Honda's 1960s-era RC-series Grand Prix racers that have become so popular in recent years.

A family that first appeared in the mid-1980s, these Honda CBR250s were all powered by a water-cooled, 16-valve, inline, four-cylinder engine. Looking like a miniature Fireblade, the CBR250RR version (designated MC22) inherited its MC14E engine from the preceding CBR250R (MC19) but benefited from an altogether more modern aluminium chassis featuring a 'gull' swinging arm from the NSR250. Importantly, it also had a twin-disc front brake rather than the single disc of the CBR250R.

The CBR250RR was produced from 1990 to 1996 and originally sold only in Japan. Early models had a maximum of 45bhp on tap at 15,000rpm, while from 1994 onwards this was reduced to 40 horsepower (at 14,500 revs) in line with changes to the Japanese regulations. Weighing in at 142kg (312.4lb) dry and with a seat height of only 725mm (28.5"), the compact CBR was deservedly popular with smaller riders yet had an upright, relaxed riding position capable of accommodating those with longer legs (up to a point). Relatively small it might have been, but the CBR250RR was no slouch, as evidenced by a top speed of around 113mph.

Giancarlo Morbidelli purchased this CBR250RR from Honda Japan in 1992 for experimental purposes (he was developing a 12-cylinder engine). Currently displaying a total of only 9km on the odometer, it represents an exciting opportunity to acquire a virtually unused example of this future classic.

£5,000 - 8,000

€5,700 - 9,200

No Reserve

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700 N

1979 HONDA CBX1000 SUPER SPORT

Frame no. CB1-2018672

Engine no. CB1E-2018952

Just as it had in the preceding decade with the four-cylinder CB750, Honda stunned the world again in the 1970s, introducing the Gold Wing super-tourer and the outrageous six-cylinder CBX1000. Launched in 1978, the latter was not the first six of the modern era, Benelli's 750 Sei having beaten it by a couple of years, but it was by far the biggest and fastest. Launched in 'naked', twin-shock form, the CBX was revamped for 1981, gaining Pro-Link mono-shock rear suspension, a half fairing and ventilated front disc brakes. Weighing around 550lbs and with 105bhp on tap, the CBX was good for over 130mph and scorched through the standing quarter-mile in around 12 seconds. For most owners though, it was not the CBX's performance so much as its on-road presence that mattered. Even today, few bikes can match it for charisma, visual appeal and, above all, sound. Currently displaying a total of 27,626km (17,166 miles) on the odometer, this particular twin-shock CBX was purchased over 25 years ago and has been standing for many years and requires detailing and re-commissioning. It should be noted that the seat and exhaust system are non-standard. There are no documents with this Lot, which is sold strictly as viewed.

£6,000 - 10,000

€6,900 - 11,000

No Reserve



701 N

1973 HONDA CB750

Frame no. CB750 2071620

Engine no. CB750E 2224104

Fifty-plus years on, it is hard to imagine the impact the Honda CB750 had on the motorcycling world when it was unveiled to a stunned public at the Tokyo Show in October 1968. True, there had been plenty of four-cylinder motorcycles before, but these had been built in relatively small numbers and aimed at the wealthy few. Here for the first time was a mass-produced four within the financial reach of the average enthusiast, and one whose specification - overhead camshaft, disc front brake, five-speed gearbox, electric starter, etc - made the opposition look obsolete overnight. Bike magazine summed up Honda's achievement thus: "Like BSA/Triumph's parallel twin and Ducati's desmodromic single, the Honda inline four is one of those engines which created a standard out of an ideal. The list of Honda's technical achievements is impressive but the appearance of a production four-barrel roadster at a Mr Everyman price was probably their greatest coup." A trend-setting design of immense significance and one of the truly great classic motorcycles, the CB750 is highly sought after by collectors today. Currently displaying a total of 20,329km (12,632 miles) on the odometer, this example is believed original and un-restored. There are no documents with this Lot, and it should be noted that there is no oil in the engine.

£5,000 - 8,000

€5,700 - 9,200

No Reserve





702 N

1971 MOTOBI TORNADO 650S

Frame no. to be advised

Engine no. 6185

Best remembered for its racing fours and road-going sixes, the Benelli factory of Pesaro, Italy exhibited its first 650cc twin at the Milan Show in 1967, though production did not begin in earnest until 1971. Christened 'Tornado', the new model - it was hoped - would cash-in on the popularity of big parallel twins in the lucrative US market. With its 360-degree crankshaft and pushrod valve gear, Benelli motor copied its British rivals but followed Japanese practice by being of unitary construction, employing a horizontally-split crankcase and geared primary drive. Alternator electrics and a starter motor were introduced on the successor 650S. Production of the final version - the 650S2 - ceased in 1975. Engineered to a higher standard than their British counterparts, the Benelli twins were commensurately more expensive and relatively few made their way to these shores. The Tornado was also badged as a Motobi, Benelli's sister marque, as seen here. A machine for the parallel-twin connoisseur who dares to be different, this 650S Tornado currently displays a total of 12,158km (7,555 miles) on the odometer and is believed to be original and un-restored. The machine is offered with an original instruction manual. A wonderful opportunity to acquire one of these rare Italian thoroughbreds.

£3,500 - 4,500

€4,000 - 5,200

No Reserve



703 N

C.1982 YAMAHA RD350LC

Frame no. 4L0 107518

Engine no. 4L0 107518

No motorcycle of recent times has achieved 'cult' status to the same extent as Yamaha's legendary 'LC'. Launched at the Tokyo Show in 1980, the RD250/350LC marked the introduction of water cooling to Yamaha's range of potent middleweight two-strokes while also bringing mono-shock rear suspension and - in the 350's case - twin disc front brakes to the package for the first time. The 350LC continued the Yamaha tradition of giant-killing performance established by the air-cooled RD350 and RD400, and although its circa 110mph top speed was inferior to that of the larger, multi-cylinder opposition, over twisty going a well ridden 350LC could show almost anything the way home. Its capacity for easy personalisation remains an essential part of the LC's appeal; few remained standard for long, a state of affairs that has led to the few totally stock survivors becoming highly prized. A donation to the Museum, this RD350LC currently displays a total of 11,935km (7,416 miles) on the odometer. Although non-standard in some minor respects (headlamp brackets and mirrors, for example) and carrying a few 'battle scars', it appears otherwise remarkably original, with almost all the original fastenings apparently un-butchered, making it an excellent candidate for restoration. There are no documents with this machine.

£3,000 - 5,000

€3,400 - 5,700

No Reserve



704 N

The 1952 Turin Motor Show

C.1952 BBC/FAM CABRIOLET AND ROLLING CHASSIS

Registration no. not registered

- *Unique example of only three prototypes built*
- *Designed by Giuseppe Benelli*
- *Restoration started by Giancarlo Morbidelli*



This charming little Italian car takes its name from those involved in its manufacture: Messrs Giuseppe Benelli, Giuseppe Beretta, and Viscount Guglielmo Castelbarco Albani, the latter being responsible for funding the project. It was intended that Benelli would look after design and Beretta, head of the eponymous armaments manufacturer, would put the car into production. Giuseppe Benelli had contemplated diversifying into car production as long ago as 1940, while Beretta was looking for a means of reviving his company following the collapse of military orders after WW2.

Benelli drew up a simple chassis consisting of two box-section side members with tubular cross bracing, which carried the engine ahead of the front wheels. Air-cooled, the engine was an overhead-valve wide-angle v-twin of 750cc, which produced 21bhp and drove the front wheels via a four-speed gearbox. Other advanced features included rack-and-pinion steering and independent suspension all round.

Very much in the modern idiom, the pretty two-door saloon body was built by Carrozzeria Rosso in Turin, while the lack of a transmission tunnel, and the fact that the fuel tank was mounted just ahead of the firewall, meant that there was plenty of room inside for the four passengers. Top speed was said to be in the region of 63mph, which compared favourably with that of the BBC's main rival, the less powerful FIAT 500 Topolino.

After the first prototype had been completed and displayed, the project stalled. Some sources maintain that Beretta pulled the plug as a result of pressure from FIAT, while others attribute the BBC's demise to a revival in worldwide demand for weapons, enabling Beretta to concentrate on what had been its core business.

Unwilling to give up, Giuseppe Benelli built a further two cars, one of which (that offered here) was displayed at the 1952 Turin Motor Show under the FAM (Factory Auto Motoveicoli) brand name. Sadly for Giuseppe, the car remained only a prototype and he returned to motorcycle production in his native Pesaro under the MotoBi brand name.

Of the three BBC/FAM prototypes built, the original BBC belongs to the Beretta Museum while the two FAM cars (one only an incomplete rolling chassis but complete with engine) have formed part of the Morbidelli Museum Collection for many years and are offered for sale here. The Turin Motor Show car was rediscovered, with the Benelli family's help, in an old country house in Italy. In poor condition when found, and still lacking an engine now, it has since been cosmetically restored by Giancarlo Morbidelli and is a fascinating piece of Italian motoring history.

£8,000 - 14,000

€9,200 - 16,000

No Reserve

END OF SALE

Bonhams

AUCTIONEERS SINCE 1793

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ENQUIRIES

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1913 THOR 500CC SINGLE

Sold for \$51,750,
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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 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 equaling 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 invoiced to the name and address given on your *Bidder* Registration Form. Once an invoice is issued it will not be changed. If there is any doubt as to the *Hammer Price* of, or whether you are the successful *Bidder* of, a particular *Lot*, you must draw this to the attention of the *Auctioneer* before the next *Lot* is offered for *Sale*. At the end of the *Sale*, or when you have finished bidding please return your paddle to the *Bidder* registration desk.

Bidding by telephone

If you wish to bid at the *Sale* by telephone, 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. Bonhams undertakes Customer Due Diligence (CDD) into its Sellers and Buyers as required by the Money Laundering, Terrorist Financing and Transfer of Funds (Information on the Payer) Regulations 2017 ("the Regulations"). Bonhams' interpretation of the Regulations and Treasury Approved industry Guidance is that CDD under the Regulations is not required by Buyers into Sellers at Bonhams auctions or vice versa.

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 of 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.

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 DEFFRA 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.

- ⊕ 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

BUYERS SALE CONTRACT WITH SELLER

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, it's 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 WARRANTIES AND 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 items consigned for sale by the *Seller* are not connected with or derived from any criminal activity, including without limitation tax evasion, money laundering, terrorist financing or breach of any applicable international trade sanctions;
- 2.1.6 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*.

4 FITNESS FOR PURPOSE AND SATISFACTORY QUALITY

- 4.1 The *Seller* does not make and does not agree to make any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact in relation to the satisfactory quality of the *Lot* or its fitness for any purpose.
- 4.2 The *Seller* will not be liable for any breach of any undertaking, whether implied by the Sale of Goods Act 1979 or otherwise, as to the satisfactory quality of the *Lot* or its fitness for any purpose.

5 RISK, PROPERTY AND TITLE

- 5.1 Risk in the *Lot* passes to you after 7 days from the day upon which it is knocked down to you on the fall of the *Auctioneer's* hammer in respect of the *Lot*, or upon collection of the *Lot* if earlier. The *Seller* will not be responsible thereafter for the *Lot* prior to you collecting it from *Bonhams* or the *Storage Contractor*, with whom you have separate contract(s) as *Buyer*. You will indemnify the *Seller* and keep the *Seller* fully indemnified from and against all claims, proceedings, costs, expenses and losses arising in respect of any injury, loss and damage caused to the *Lot* beyond 7 days from the day of the fall of the *Auctioneer's* hammer until you obtain full title to it.
- 5.2 Title to the *Lot* remains in and is retained by the *Seller* until: (i) the *Purchase Price* and all other sums payable by you to *Bonhams* in relation to the *Lot* have been paid in full and received in cleared funds by *Bonhams*, and (ii) *Bonhams* has completed its investigations pursuant to clause 3.11 of the *Buyer's Agreement* with *Bonhams* set out in Appendix 2 in the catalogue.

6 PAYMENT

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

7 COLLECTION OF THE LOT

- 7.1 Unless otherwise agreed in writing with you by *Bonhams*, the *Lot* will be released to you or to your order only when: (i) *Bonhams* has received cleared funds to the amount of the full *Purchase Price* and all other sums owed by you to the *Seller* and to *Bonhams* and (ii) *Bonhams* has completed its investigations pursuant to clause 3.11 of the *Buyer's Agreement* with *Bonhams* set out in Appendix 2 in the catalogue.
- 7.2 The *Seller* is entitled to withhold possession from you of any other *Lot* he has sold to you at the same or at any other *Sale* and whether currently in *Bonhams'* possession or not, until payment in full and in cleared funds of the *Purchase Price* and all other sums due to the *Seller* and/or *Bonhams* in respect of the *Lot*.
- 7.3 You should note that *Bonhams* has reserved the right not to release the *Lot* to you until its investigations under paragraph 3.11 of the *Buyers' Agreement* set out in Appendix 2 have been completed to *Bonhams'* satisfaction.
- 7.4 You will collect and remove the *Lot* at your own expense from *Bonhams'* custody and/ or control or from the *Storage Contractor's* custody in accordance with *Bonhams'* instructions or requirements.
- 7.5 You will be wholly responsible for packing, handling and transport of the *Lot* on collection and for complying with all import or export regulations in connection with the *Lot*.
- 7.6 You will be wholly responsible for any removal, storage or other charges or expenses incurred by the *Seller* if you do not remove the *Lot* in accordance with this paragraph 7 and will indemnify the *Seller* against all charges, costs, including any legal costs and fees, expenses and losses suffered by the *Seller* by reason of your failure to remove the *Lot* including any charges due under any *Storage Contract*. All such sums due to the *Seller* will be payable on demand.

8 FAILURE TO PAY FOR THE LOT

- 8.1 If the *Purchase Price* for a *Lot* is not paid to *Bonhams* in full in accordance with the *Contract for Sale*, the *Seller* will be entitled, with the prior written agreement of *Bonhams* but without further notice to you, to exercise one or more of the following rights (whether through *Bonhams* or otherwise):
- 8.1.1 to terminate immediately the *Contract for Sale* of the *Lot* for your breach of contract;
- 8.1.2 to resell the *Lot* by auction, private treaty or any other means on giving seven days' written notice to you of the intention to resell;

- 8.1.3 to retain possession of the *Lot*;
- 8.1.4 to remove and store the *Lot* at your expense;
- 8.1.5 to take legal proceedings against you for any sum due under the *Contract for Sale* and/or damages for breach of contract;
- 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;
- 8.1.7 to repossess the *Lot* (or any part thereof) which has not become your property, and for this purpose (unless the *Buyer* buys the *Lot* as a *Consumer* from the *Seller* selling in the course of a *Business*) you hereby grant an irrevocable licence to the *Seller* by himself and to his servants or agents to enter upon all or any of your premises (with or without vehicles) during normal *Business* hours to take possession of the *Lot* or part thereof;
- 8.1.8 to retain possession of any other property sold to you by the *Seller* at the *Sale* or any other auction or by private treaty until all sums due under the *Contract for Sale* shall have been paid in full in cleared funds;
- 8.1.9 to retain possession of, and on three months' written notice to sell, *Without Reserve*, any of your other property in the possession of the *Seller* and/or of *Bonhams* (as bailee for the *Seller*) for any purpose (including, without limitation, other goods sold to you) and to apply any monies due to you as a result of such *Sale* in satisfaction or part satisfaction of any amounts owed to the *Seller* or to *Bonhams*; and
- 8.1.10 so long as such goods remain in the possession of the *Seller* or *Bonhams* as its bailee, to rescind the contract for the *Sale* of any other goods sold to you by the *Seller* at the *Sale* 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 *Seller* or to *Bonhams* by you.
- 8.2 You agree to indemnify the *Seller* against all legal and other costs of enforcement, all losses and other expenses and costs (including any monies payable to *Bonhams* in order to obtain the release of the *Lot*) incurred by the *Seller* (whether or not court proceedings will have been issued) as a result of *Bonhams* 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 *Seller* becomes liable to pay the same until payment by you.
- 8.3 On any resale of the *Lot* under paragraph 8.1.2, the *Seller* will account to you in respect of any balance remaining from any monies received by him or on his behalf in respect of the *Lot*, after the payment of all sums due to the *Seller* and to *Bonhams*, within 28 days of receipt of such monies by him or on his behalf.

9 THE SELLER'S LIABILITY

- 9.1 The *Seller* will not be liable for any injury, loss or damage caused by the *Lot* after the fall of the *Auctioneer's* hammer in respect of the *Lot*.
- 9.2 Subject to paragraph 9.3 below, except for breach of the express undertaking provided in paragraph 2.1.5, the *Seller* will not be liable for any breach of any term that the *Lot* will correspond with any *Description* applied to it by or on behalf of the *Seller*, whether implied by the Sale of Goods Act 1979 or otherwise.
- 9.3 Unless the *Seller* sells the *Lot* in the course of a *Business* and the *Buyer* buys it as a *Consumer*,
- 9.3.1 the *Seller* 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 *Description* of the *Lot* or any *Entry* or *Estimate* in relation to the *Lot* made by or on behalf of the *Seller* (whether made in writing, including in the *Catalogue*, or on the *Website*, or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the *Sale*;
- 9.3.2 the *Seller* will not be liable for any loss of *Business*, *Business* profits or revenue or income or for loss of reputation or for disruption to *Business* or wasted time on the part of the *Buyer* or of the *Buyer's* 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;
- 9.3.3 in any circumstances where the *Seller* is liable to you in respect of the *Lot*, 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 *Seller's* 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* 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.
- 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 *Seller's* negligence (or any person under the *Seller's* control or for whom the *Seller* is legally

responsible), or (iii) acts or omissions for which the *Seller* is liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law.

10 MISCELLANEOUS

- 10.1 You may not assign either the benefit or burden of the *Contract for Sale*.
- 10.2 The *Seller's* failure or delay in enforcing or exercising any power or right under the *Contract for Sale* will not operate or be deemed to operate as a waiver of its rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect the *Seller's* ability subsequently to enforce any right arising under the *Contract for Sale*.
- 10.3 If either party to the *Contract for Sale* is prevented from performing that party's respective obligations under the *Contract for Sale* 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 *Contract for Sale* 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 *Seller*, addressed c/o *Bonhams* at its address or fax number in the *Catalogue* (marked for the attention of the Company Secretary), and if to you to the address or fax number of the *Buyer* given in the *Bidding 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.
- 10.5 If any term or any part of any term of the *Contract for Sale* 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.
- 10.6 References in the *Contract for Sale* to *Bonhams* will, where appropriate, include reference to *Bonhams'* officers, employees and agents and to any subsidiary of *Bonhams Holdings Limited* and to its officers, employees and agents.
- 10.7 The headings used in the *Contract for Sale* are for convenience only and will not affect its interpretation.
- 10.8 In the *Contract for Sale* "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 *Contract for Sale*.
- 10.11 Save as expressly provided in paragraph 10.12 nothing in the *Contract for Sale* confers (or purports to confer) on any person who is not a party to the *Contract for Sale* any benefit conferred by, or the right to enforce any term of, the *Contract for Sale*.
- 10.12 Where the *Contract for Sale* confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of the *Seller*, it will also operate in favour and for the benefit of *Bonhams*, *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.

11 GOVERNING LAW

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

APPENDIX 2

BUYER'S AGREEMENT WITH BONHAMS

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

1 THE CONTRACT

- 1.1 These terms govern the contract between *Bonhams* personally and the *Buyer*, being the person to whom a *Lot* has been knocked down by the *Auctioneer*.
- 1.2 The Definitions and Glossary contained in Appendix 3 to the *Catalogue* for the *Sale* are incorporated into this agreement and a separate copy can also be provided by us on request. Where words and phrases which are defined in the List of Definitions are used in this agreement, they are printed in *italics*. Reference is made in this agreement to information printed in the *Notice to Bidders*, printed in the *Catalogue* for the *Sale*, and where such

information is referred to it is incorporated into this agreement.

- 1.3 Except as specified in paragraph 4 of the *Notice to Bidders* the *Contract for Sale* of the *Lot* between you and the *Seller* is made on the fall of the *Auctioneer's* hammer in respect of the *Lot*, when it is knocked down to you. At that moment a separate contract is also made between you and *Bonhams* on the terms in this *Buyer's Agreement*.
- 1.4 We act as agents for the *Seller* and are not answerable or personally responsible to you for any breach of contract or other default by the *Seller*, unless *Bonhams* sells the *Lot* as principal. Our personal obligations to you are governed by this agreement and we agree, subject to the terms below, to the following obligations:
- 1.5.1 We will, until the date and time specified in the *Notice to Bidders* or otherwise notified to you, store the *Lot* in accordance with paragraph 5;
- 1.5.2 subject to any power of the *Seller* or us to refuse to release the *Lot* to you, we will release the *Lot* to you in accordance with paragraph 4 once you have paid to us, in cleared funds, everything due to us and the *Seller* and following completion of our enquiries pursuant to paragraph 3.11;
- 1.5.3 we will provide guarantees in the terms set out in paragraphs 9 and 10.
- 1.6 We do not make or give and do not agree to make or give any contractual promise, undertaking, obligation, *Guarantee*, warranty, representation of fact in relation to any *Description* of the *Lot* or any *Estimate* in relation to it, nor of the accuracy or completeness of any *Description* or *Estimate* which may have been made by us or on our behalf or by or on behalf of the *Seller* (whether made orally or in writing, including in the *Catalogue* or on *Bonhams'* *Website*, or by conduct, or otherwise), and whether made before or after this agreement or prior to or during the *Sale*. No such *Description* or *Estimate* is incorporated into this agreement between you and us. Any such *Description* or *Estimate*, if made by us or on our behalf, was (unless *Bonhams* itself sells the *Lot* as principal) made as agent on behalf of the *Seller*.

2 PERFORMANCE OF THE CONTRACT FOR SALE

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

3 PAYMENT AND BUYER WARRANTIES

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

Principal"), you undertake and warrant that:

- 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;
- 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;
- 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
- 3.10.5 that you consent to *Bonhams* 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.
- 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 *Seller*, to our satisfaction at our discretion, we shall be entitled to retain *Lots* and/or proceeds of *Sale*, postpone or cancel any sale and to take any other actions required or permitted under applicable law, without liability to you.

4 COLLECTION OF THE LOT

- 4.1 Subject to any power of the *Seller* or us to refuse to release the *Lot* to you, once you have paid to us, in cleared funds, everything due to the *Seller* and to us, and once we have completed our investigations under paragraph 3.11, we will release the *Lot* to you or as you may direct us in writing. The *Lot* will only be released on production of a buyer collection document, obtained from our cashier's office.
- 4.2 You must collect and remove the *Lot* at your own expense by the date and time specified in the *Notice to Bidders*, or if no date is specified, by 4.30pm on the seventh day after the *Sale*. For the period referred to in paragraph 4.2, the *Lot* can be collected from the address referred to in the *Notice to Bidders* for collection on the days and times specified in the *Notice to Bidders*. Thereafter, the *Lot* may be removed elsewhere for storage and you must enquire from us as to when and where you can collect it, although this information will usually be set out in the *Notice to Bidders*.
- 4.4 If you have not collected the *Lot* by the date specified in the *Notice to Bidders*, you authorise us, acting in this instance as your agent and on your behalf, to enter into a contract (the "*Storage Contract*") with the *Storage Contractor* for the storage of the *Lot* on the then current standard terms and conditions agreed between *Bonhams* and the *Storage Contractor* (copies of which are available on request). If the *Lot* is stored at our premises storage fees at our current daily rates (currently a minimum of £3 plus VAT per *Lot* per day) will be payable from the expiry of the period referred to in paragraph 4.2. These storage fees form part of our *Expenses*.
- 4.5 Until you have paid the *Purchase Price* and any *Expenses* in full the *Lot* will either be held by us as agent on behalf of the *Seller* or held by the *Storage Contractor* as agent on behalf of the *Seller* and ourselves on the terms contained in the *Storage Contract*.
- 4.6 You undertake to comply with the terms of any *Storage Contract* and in particular to pay the charges (and all costs of moving the *Lot* into storage) due under any *Storage Contract*. You acknowledge and agree that you will not be able to collect the *Lot* from the *Storage Contractor's* premises until you have paid the *Purchase Price*, any *Expenses* and all charges due under the *Storage Contract*.
- 4.7 You will be wholly responsible for packing, handling and transport of the *Lot* on collection and for complying with all import or export regulations in connection with the *Lot*.
- 4.8 You will be wholly responsible for any removal, storage, or other charges for any *Lot* not removed in accordance with paragraph 4.2, payable at our current rates, and any *Expenses* we incur (including any charges due under the *Storage Contract*), all of which must be paid by you on demand and in any event before any collection of the *Lot* by you or on your behalf.

5 STORING THE LOT

We agree to store the *Lot* until the earlier of your removal of the *Lot* or until the time and date set out in the *Notice to Bidders*, on the *Sale* Information Page or at the back of the catalogue (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) and, subject to paragraphs 3, 6 and 10, to be responsible as *bailee* to you for damage to or the loss or destruction of the *Lot* (notwithstanding that it is not your property before payment of the *Purchase Price*). If you do not collect the *Lot* before the time and date set out in the *Notice to Bidders* (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) we may remove the *Lot* to another location, the details of which will usually be set out in the relevant section of the *Catalogue*. If you have not paid for the *Lot* in accordance with paragraph 3, and the *Lot* is moved to any third party's premises, the *Lot* will be held by such third party strictly to *Bonhams'* order and we

	will retain our lien over the <i>Lot</i> until we have been paid in full in accordance with paragraph 3.		
6	RESPONSIBILITY FOR THE LOT		
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.	8.1.3	commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or
6.2	Please note however, that under the <i>Contract for Sale</i> , the risk in the <i>Lot</i> passes to you after 7 days from the day upon which it is knocked down to you or upon collection of the <i>Lot</i> 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> .	8.1.4	require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.
7	FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS	8.2	The discretion referred to in paragraph 8.1:
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>):	8.2.1	will not 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
7.1.1	to terminate this agreement immediately for your breach of contract;	8.2.2	will not be exercised unless we believe that there exists a serious prospect of a good arguable case in favour of the claim.
7.1.2	to retain possession of the <i>Lot</i> ;	9	FORGERIES
7.1.3	to remove, and/or store the <i>Lot</i> at your expense;	9.1	We undertake a personal responsibility for any <i>Forgery</i> in accordance with the terms of this paragraph 9.
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;	9.2	Paragraph 9 applies only if:
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;	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
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;	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
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;	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> .
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;	9.3	Paragraph 9 will not apply in respect of a <i>Forgery</i> if:
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;	9.3.1	the <i>Entry</i> in relation to the <i>Lot</i> contained in the <i>Catalogue</i> reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion or reflected the then current opinion of an expert acknowledged to be a leading expert in the relevant field; or
7.1.10	on three months' written notice to sell, <i>Without Reserve</i> , any of your other property in our possession or under our control for any purpose (including other goods sold to you or with us for <i>Sale</i>) and to apply any monies due to you as a result of such <i>Sale</i> in payment or part payment of any amounts owed to us;	9.3.2	it can be established that the <i>Lot</i> is a <i>Forgery</i> only by means of a process not generally accepted for use until after the date on which the <i>Catalogue</i> was published or by means of a process which it was unreasonable in all the circumstances for us to have employed.
7.1.11	refuse to allow you to register for a future <i>Sale</i> or to reject a bid from you at any future <i>Sale</i> or to require you to pay a deposit before any bid is accepted by us at any future <i>Sale</i> in which case we will be entitled to apply such deposit in payment or part payment, as the case may be, of the <i>Purchase Price</i> of any <i>Lot</i> of which you are the <i>Buyer</i> .	9.4	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> .
7.1.12	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.	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> .
7.2	You agree to indemnify us against all legal and other costs, all losses and all other <i>Expenses</i> (whether or not court proceedings will have been issued) incurred by us as a result of our taking steps under this paragraph 7 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 7.1.5 from the date upon which we become liable to pay the same until payment by you.	9.6	The benefit of paragraph 9 is personal to, and incapable of assignment by, you.
7.3	If you pay us only part of the sums due to us such payment shall be applied firstly to the <i>Purchase Price</i> of the <i>Lot</i> (or where you have purchased more than one <i>Lot</i> pro-rata towards the <i>Purchase Price</i> of each <i>Lot</i>) and secondly to the <i>Buyer's Premium</i> (or where you have purchased more than one <i>Lot</i> pro-rata to the <i>Buyer's Premium</i> on each <i>Lot</i>) and thirdly to any other sums due to us.	9.7	If you sell or otherwise dispose of your interest in the <i>Lot</i> , all rights and benefits under this paragraph 9 will cease.
7.4	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.	9.8	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> .
8	CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT	10	OUR LIABILITY
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:	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> .
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	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:
8.1.2	deliver the <i>Lot</i> to a person other than you; and/or	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
		10.2.2	changes in atmospheric pressure; nor will we be liable for:
		10.2.3	damage to tension stringed musical instruments; or
		10.2.4	damage to gilded picture frames, plaster picture frames or picture frame glass; and if the <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.
		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.
		10.3.2	Unless you buy the <i>Lot</i> as a <i>Consumer</i> , in any circumstances where we are liable to you in respect of a <i>Lot</i> , 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 <i>Purchase Price</i> of the <i>Lot</i> plus <i>Buyer's Premium</i> (less any sum you may be entitled to recover from the <i>Seller</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 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 <i>Lot</i> is made up wholly of a <i>Book</i> or <i>Books</i> and any <i>Book</i> does not contain text or illustrations (in either case referred to as a "non-conforming <i>Lot</i> "), we undertake a personal responsibility for such a non-conforming <i>Lot</i> in accordance with the terms of this paragraph, if:
			the original invoice was made out by us to you in respect of the <i>Lot</i> and that invoice has been paid; and
			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 non-conforming <i>Lot</i> , and in any event within 20 days after the <i>Sale</i> (or such longer period as we may agree in writing) that the <i>Lot</i> is a non-conforming <i>Lot</i> ; and
			within 20 days of the date of the relevant <i>Sale</i> (or such longer period as we may agree in writing) 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 non-conforming <i>Lot</i> and details of the <i>Sale</i> and <i>Lot</i> number sufficient to identify the <i>Lot</i> ; but not if:
			the <i>Entry</i> in the <i>Catalogue</i> in respect of the <i>Lot</i> indicates that the rights given by this paragraph do not apply to it; or
			the <i>Entry</i> in the <i>Catalogue</i> in respect of the <i>Lot</i> 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 <i>Lot</i> is a non-conforming <i>Lot</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; or
			the <i>Lot</i> comprises atlases, maps, autographs, manuscripts, extra illustrated books, music or periodical publications; or
			the <i>Lot</i> was listed in the <i>Catalogue</i> under "collections" or "collections and various" or the <i>Lot</i> was stated in the <i>Catalogue</i> to comprise or contain a collection, issue or <i>Books</i> which are undescribed or the missing text or illustrations are referred to or the relevant parts of the <i>Book</i> contain blanks, half titles or advertisements.
			If we are reasonably satisfied that a <i>Lot</i> is a non-conforming <i>Lot</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 and we will pay to you an amount equal to the sum of the <i>Purchase Price</i> and <i>Buyer's Premium</i> paid by you in respect of the <i>Lot</i> .
			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 <i>Lot</i> , 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 (including without limitation governmental intervention, industrial action, insurrection, warfare (declared or undeclared), terrorism, power failure, epidemic or natural disaster) 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 <i>Bonhams</i> marked for the attention of the Company Secretary), to the address or fax number of the relevant party given in the <i>Contract 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.
		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 or requested by post from Customer Services Department, 101 New Bond Street, London W1S 1SR, United Kingdom or by email from info@bonhams.com.

APPENDIX 3

DEFINITIONS AND GLOSSARY

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

LIST OF DEFINITIONS

"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

"Withdrawal Notice" the *Seller's* written notice to *Bonhams* revoking *Bonhams'* instructions to sell a *Lot*.

"Without Reserve" where there is no minimum price at which a *Lot* may be sold (whether at auction or by private treaty).

GLOSSARY

The following expressions have specific legal meanings with which you may not be familiar. The following glossary is intended to give you an understanding of those expressions but is not intended to limit their legal meanings:

"artist's resale right": the right of the creator of a work of art to receive a payment on *Sales* of that work subsequent to the original *Sale* of that work by the creator of it as set out in the Artists Resale Right Regulations 2006.

"bailee": a person to whom goods are entrusted.

"indemnity": an obligation to put the person who has the benefit of the indemnity in the same position in which he would have been, had the circumstances giving rise to the indemnity not arisen and the expression "indemnity" is construed accordingly.

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

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

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

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

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

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

"warranty": a legal assurance or promise, upon which the person to whom the warranty was given has the right to rely.

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

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Index | Day 2 | Collectors' Motorcycles

Lot no.	Year	Model	Lot no.	Year	Model
394	c.1930	AJS 350cc R7	358	1914	J.E.S. 116cc Gentleman's Model
401	1920	ABC 398cc	445	c.1980	Jawa 498cc Type 895 Long-track Racing Motorcycle
339	1966	Aermacchi 246cc Ala Verde	458	1982	Kawasaki Z1300
451	c.1972	Aermacchi Racing Motorcycle	462	2000	Kawasaki 1,199cc ZX12-R
361	1928	AJS 248cc Model K12 Project	385		Labre & Lamaudière'
402	1928	AJS 349cc K7 Racing Motorcycle	437	1989	Manx Engineering 499cc Manxman
388	1930	AJS 346cc R7 Racing Motorcycle	369	c.1967	Marusho Lilac 500cc Magnum Electra
360	1930	AJS 349cc Model R6	403	1927	Matchless 982cc M3/S Sports Solo
423	c.1937	AJS 347cc Model 26	405	1931	Matchless 592cc Silver Hawk
427	1951	AJS 497cc Model 18CS Scrambler	406	1938	Matchless 982cc Model X
446	1989	Antig-Weslake 247cc Junior Speedway Racing Motorcycle	347	1950	Matchless 348cc G3L
449	2013	Aprilia RRV450 Racing Motorcycle	397	1953	Matchless 498cc G45 Racing Motorcycle
430	1951	Ariel 497cc Red Hunter Model VH	383	1909	Minerva 3½hp with Wicker Sidecar
326	1957	Ariel 500cc VH Red Hunter	404	1928	Montgomery 680cc 'Twin Five'
314	1957	Ariel 649cc FH Huntmaster	338	1960	Moto Morini 175cc Tresette Sprint
380	1957	Ariel 995cc Square Four 4G Mk II	308	1932	Motobécane 250cc Model B33A
301	1962	Ariel 247cc Arrow Super Sports	341	1954	MV Agusta 175cc CSTL
302	1964	Ariel 199cc Arrow "200"	343	1957	MV Agusta 250cc Raid Extra
304	1964	Ariel 247cc Leader	342	1961	MV Agusta 150cc GT
303	1964	Ariel 247cc Leader	415	1974	MV Agusta 750S
381	1985	Austel MkII 998cc Lotec	345	1999	MV Agusta 750cc F4 'Serie Oro'
355	1929	Automoto 350cc AL9 Grand Tourist Luxe	353	1923	Ner-a-Car 221cc Model A
431	1956	Beta-Mondial 150cc	366	1932	Norton 350cc Model 50
457	1982	Bimota 1,099cc HB2	439	1954	Norton 350cc Manx Racing Motorcycle
384	1914	Blackburne 499cc	436	c.1956	Norton 499cc Gold Star DBD34
416	1937	BMW 494cc R5	413	c.1970	Norton-Vincent 499cc Comet Sprinting Motorcycle 'Moto3'
370	1975	BMW 750cc R60/6	313	1972	Norton 745cc Commando Roadster
356	1935	Brough Superior 982cc SS80	433	1972	Norton 745cc Commando Roadster
393	1927	BSA 493cc Model S27	434	2017	Norton 961cc Dominator Donington Edition
419	1929	BSA 493cc S29 Twin-Port Lightweight	365	1933/1936	Norton 348cc International Model 40
421	1932	BSA 349cc L32-5 Blue Star	438		Norton 499cc Manx Replica
420	1934	BSA 499cc W34-8	441		Norton Manx Matchless 650cc Racing Motorcycle
333	1935	BSA 595cc Model M35-10	440		Norton Manx Nourish 750cc Racing Motorcycle
320	c.1954	BSA 500cc B31/B33 'Gold Star' Replica	396	1954	NSU 247cc Sportmax Grand Prix Racing Motorcycle
318	c.1955	BSA 500cc Gold Star	305	1965	NSU Quickly 49cc 23
322	c.1955	BSA 650cc 'Road Rocket Special'	435		P&M Triumph 'Rob North' 930cc Racing Motorcycle
319	c.1956	BSA 350cc Gold Star	444		Rickman Triumph 750cc Classic Racing Motorcycle
346	1956	BSA 499cc DBD34 Gold Star	387	1924	Royal Enfield 8hp Motorcycle Combination
312	1957	BSA 500cc Gold Star	315	1961	Royal Enfield 495cc Meteor Minor
307	1960	BSA 247cc C15	352	c.1920	Rudge 499cc Multi TT Model
317	1960	BSA 500cc DBD34 Gold Star	331	c.1939	Rudge Whitworth 499cc 'Ulster'
321	c.1960	BSA 646cc Rocket Gold Star Replica	392	1923	Scott 532cc Standard
428	1961	BSA 646cc Spitfire Scrambler	362	1937	Scott 596cc Flying Squirrel
311	1963	BSA 646cc Rocket Gold Star	330	1930	Sunbeam 493cc Model 9
328	1970	BSA 172cc D175 Bantam	418	1931	Sunbeam 344cc Model 10
359	1919	Clyno 2½hp Lightweight	442	1975	Suzuki 750cc XR11 Formula 750 Racing Motorcycle
386	1915	Connaught 293cc	456	1975	Suzuki GT250A
316	1968	DMW 247cc Deemster Ex-Police	349	1997	Suzuki GSX-R750V
398	1925	Douglas 596cc RA Model OB	329	c.1937	Terrot 499cc Type RD
399	1928	Douglas 500cc RA/DT Racing Special	377	2004	Thundercity 1,450cc Chopper 'Old Skool'
400	1930	Douglas 596cc Model F29	309	1958	Triton 650cc Café Racer
424	1949	Douglas 348cc T35	323		Triton 650cc Café Racer
454	1974	Ducati 350cc SCR Street Scrambler	422	1938	Triumph 498cc Speed Twin Project
340	1975	Ducati 250cc MkIII	426	1953	Triumph 498cc T100C Project
344	1979	Ducati 864cc Mike Hailwood Replica	324	1954	Triumph 649cc Tiger 110
348	1993	Ducati 888 SPO Superbike	429	1958	Triumph 650cc Thunderbird
351	1992/2012	Ducati Sports Motorcycle 900cc TT944	327	c.1962	Triumph 200cc Tiger Cub
414	2016	Egli-Vincent 1,330cc by Godet	325	1966	Triumph 649cc T120 Bonneville
364	1935	Excelsior 350cc Manxman	310	1968	Triumph 649cc T120R Bonneville
363	1936	Excelsior 350cc Manxman F12	371	1975	Triumph 850cc T150V Metisse
425	1955	Excelsior 243cc Talisman Twin	382	1994	Triumph 885cc Daytona Super III
395	1948	Gilera 499cc Saturno Sport	337	2009	Triumph 865cc Bonneville SE
354	1931	Gillet-Herstal 350cc Supersport	389	1932	Velocette 348cc KTT
378	1916	Harley-Davidson 1,000cc Model J & Package Truck Sidecar	390	c.1932	Velocette 348cc KTT
379	c.1942	Harley-Davidson 739cc WLA Type III Project	391	c.1932	Velocette 348cc KTT/KSS
376	1975	Harley-Davidson XLH 1,000cc Sportster Custom	332	1937	Velocette 499cc MSS
375	1978	Harley-Davidson 998cc XLCR Racing Motorcycle	367	1957	Velocette 349cc MAC
373	1982	Harley Davidson 1,000cc XLH Sportster	336	1958	Velocette 349cc MAC
374	2001	Harley-Davidson 1,340cc FLHR Road King	306	1960	Velocette 192cc LE Mark III
368	1953	Hoffmann 248cc MP250 Gouverneur	432	1961	Velocette 500cc Venom
443	c.1963	Honda 250cc CR72 Racing Motorcycle	407	1937	Vincent-HRD 500cc Series-A Comet
452	1976	Honda CB400F Super Sport	335	1950	Vincent 499cc Comet
459	1976	Honda CB750 K6	410	1950	Vincent 499cc Comet
453	1977	Honda TL125 Trials Motorcycle	409	1950	Vincent 499cc Comet
460	1979	Honda CB400N Super Dream	408	1951	Vincent 998cc Series-C Black Shadow
372	1979	Honda CBX1000Z	334	1952	Vincent 998cc Series-C Rapide Watsonian Combination
461	1990	Honda VFR400R Type NC30	411	1955	Vincent 998cc Black Prince
447	1992	Honda RVF400R NC35 Racing Motorcycle	412		Vincent 499cc Grey Flash Replica
350	2000	Honda CB900RR Fireblade	357	1914	Wall Auto-Wheel & Premier Tricycle
450	1966	Itom Mark 8 50cc Racing Motorcycle	448	1972	Yamaha 350cc TR3 Racing Motorcycle
417	c.1936	Ivory Calthorpe 500cc	455	1972	Yamaha 653cc TX650

Lot no.	Year	Model	Lot no.	Year	Model
577	c.1952	Aermacchi 125N	654	1965	Ducati 125cc Four-cylinder Grand Prix Racing Motorcycle
575	c.1953	Aermacchi 125N	698	c.1990	Ducati 888cc '851 Superbike' Racing Motorcycle
576	c.1957	Aermacchi Zeffiro	622	1951	FB Mondial 125cc 4T Sport
548	c.1965	Aermacchi Harley-Davidson ML 125	663	1954	FB Mondial 175cc Bialbero Racing Motorcycle
630	c.1950	AJS 7R 350cc Racing Motorcycle	664	1954	FB Mondial 175cc Monoalbero Production Racing Motorcycle
608	c.1949	Alpino 48cc Cyclemotor & Doniselli Bicycle	665	1954	FB Mondial 200cc Extralusso
648	1955	AWO/Simson 250cc Racing Motorcycle	620	c.1946	Gilera 247cc Nettuno
704	c.1952	BBC/FAM Cabriolet and Rolling Chassis	618	1950	Gilera 499cc Saturno Competizione
678	1950	Benelli 250cc Grand Prix Racing Motorcycle	531	c.1952	Gilera 150 Turismo
581	1952	Benelli 125cc Leoncino	619	1954	Gilera 247cc Nettuno Sport
697	1952	Benelli 250cc Grand Prix Racing Motorcycle	520	1955	Gilera 125 Turismo
696	1952	Benelli 250cc Quattrovalvole Grand Prix Racing Motorcycle Project	549	c.1955	Gilera 125 Turismo
582	1953	Benelli 125cc Leoncino SS	550	c.1955	Gilera 125 Turismo
585	1954	Benelli 98cc Letizia	551	c.1955	Gilera 125 Turismo
563	c.1955	Benelli 125cc Leoncino	600	1957	Gilera 175cc Rossa Extra
566	c.1955	Benelli 125cc Leoncino	596	1976	Gilera 50cc CB1
583	1955	Benelli 250cc Leonessa	533	c.1957	Gitan Libeccio 125 Turismo
584	1956	Benelli 125cc 4T Leoncino Sport	686	c.1970	Guazzoni 50cc Matta Corsa
561	c.1956	Benelli 125cc Leoncino	529	c.1976	HKS Speedway 'Special'
649	1957	Benelli 125cc Leoncino F3 Racing Motorcycle	666	1962	Honda CR110 50cc Racing Motorcycle
656	1958	Benelli 125cc Leoncino Racing Motorcycle	667	1962	Honda CR93 125cc Racing Motorcycle
679	1959	Benelli 248cc Grand Prix Racing Motorcycle	611	c.1966	Honda P50 Moped
685	c.1961	Benelli 50cc 2T Competizione	609	1972	Honda CB350F
680	1964	Benelli 250cc Grand Prix Racing Motorcycle	701	1973	Honda CB750
681	c.1969	Benelli 62cc Prototype Racing Motorcycle	700	1979	Honda CBX1000 Super Sport
613	c.1979	Benelli 254 Quattro	699	1990	Honda CBR250RR
674	1979	Benelli 900cc Sei	610	1997	Honda CB50 Dream
586	1984	Benelli S125 Motor Scooter	521	c.1955	Iso 125cc
562		Benelli Moped Project	541	c.1957	Isomoto 125cc
565		Benelli Moped Project	542	c.1957	Isomoto 125cc
567		Benelli Moped Project	591	1955	Isoscooter 125cc Motor Scooter
564		Benelli Project	510	c.1965	Italjet 49cc Sports Roadster
594	1957	Berneg 160 Irdea	602	1977	Jawa 498cc Type 895 Long-track Racing Motorcycle
512	c.1947	Bertocchi 48cc Cucciolo	617	c.1948	Lambretta 125cc Tipo B Motor Scooter
528	c.1960	Beta 150 Sport	616	1959	Lambretta 125cc Li Racing Scooter
501	1950	Bianchi 125cc Bianchina	597	1952	Laverda Turismo 75
504	c.1950	Bianchi 49cc Aquilotto	638	1956	Laverda 75 Sport F2 Production Racing Motorcycle
502	1951	Bianchi 250cc Stelvio Project	636	1957	Laverda 100 Sport Bialbero Production Racing Motorcycle
503	1951	Bianchi 49cc Super Aquilotto	637	1957	Laverda 100 Sport Production Racing Motorcycle
505	c.1951	Bianchi 49cc Aquilotto	552	c.1980	Laverda LZ125
506		Bianchi Moped Project	642	c.1950	Linto 75cc Bialbero Racing Motorcycle
553	c.1956	BM 98cc	530	c.1956	Mariani Project
507	c.1970	BM 50cc Moped	659	1954	Maserati Tipo 160/T4
612	1980	BMW 473cc R45	519	1941	Matchless 348cc G3L Project
631	1968	BSA 650cc Lightning	632	c.1942	Matchless 348cc G3L Special
687	c.1969	Bultaco 125cc TSS Grand Prix Racing Motorcycle	628	c.1954	Matchless 498cc G45 Racing Motorcycle
523	c.1952	Capriolo 75cc Sport	690	1978	MBA 125cc Grand Prix Racing Motorcycle
527	c.1953	Capriolo 75	571	c.1980	MBA Panda Moped
580	1956	Capriolo 150cc Cento 50	689	1981	MBA 250cc Grand Prix Racing Motorcycle
643	1956	Capriolo 75cc Sport	574	c.1970	Mini-Demm 45cc Moped
668	1954	Ceccato 75cc Corsa	547	1954	Mi-Val 125cc
540	c.1957	Ceccato 125cc Project	644	1950	Mondial 125cc Grand Prix Racing Motorcycle
601	c.1955	Cimatti 160cc	661	1964	Montesa Impala Sport 175
650	c.1956	CM 175cc Production Racing Motorcycle	604	1974	Montesa 247cc Cota
590	c.1956	CM Francolino 175	676	1973	Morbidelli 125cc Grand Prix Racing Motorcycle
570		Coma Motor Scooter	677	1976	Morbidelli 250cc Grand Prix Racing Motorcycle
683	1961	Demm 50cc Bialbero Racing Motorcycle	511	c.1950	Mosquito/Bertocchi 38cc Cyclemotor
682	1969	Derbi 125cc Grand Prix Racing Motorcycle	514	c.1950	Mosquito/Eusebi 38cc Cyclemotor
522	1950	DKW RT125 Project	588	1946	Moto Guzzi Cardellino 65
595	c.c.1951	DKW RT125 Project	624	c.1952	Moto Guzzi 250cc Airone
607	c.1949	Ducati 60	593	1955	Moto Guzzi 192cc Galletto
653	1951	Ducati 65cc Monoalbero Racing Motorcycle	538	c.1958	Moto Guzzi 192cc Galletto
525	c.1953	Ducati 65T Project	539	c.1960	Moto Guzzi 125 Stornello
526	c.1953	Ducati 98	536	1967	Moto Guzzi 125 Stornello Sport
652	c.1954	Ducati 125cc Gran Sport 'Marianna'	537	c.1969	Moto Guzzi 160cc Stornello
524	c.1954	Ducati 98 Super Sport	603	1981	Moto Guzzi 125cc 2C 4T
651	1956	Ducati 125cc Bialbero Grand Prix Racing Motorcycle	587	1948	Moto Morini 125cc Turismo
639	c.1958	Ducati 125cc Sport	646	1954	Moto Morini 175cc Settebello Supersport

645	c.1956	Moto Morini 175cc Settebello Racing Motorcycle	625	1954	MV Agusta 175cc CS Sport 'Disco Volante'
647	1958	Moto Morini 175cc Settebello Racing Motorcycle	544	1957	MV Agusta 125cc Super Pullman Project
509	c.1973	Moto Morini ZetaZeta	660	1958	MV Agusta 250cc Raid
555	c.1971	Motobécane Mobylette 50cc AV92 Moped	545	c.1958	MV Agusta 83cc Ottantatre
615	c.1950	Motobi 98cc Model B	546	c.1958	MV Agusta 83cc Ottantatre
658	1952	Motobi 200cc Spring Lasting	543	c.1962	MV Agusta 99cc Checca GT Sport
657	1954	Motobi Gran Lusso 200	675	1973	MV Agusta 350B
655	1955	Motobi 250cc Gran Sport Racing Motorcycle	629	1954	Norton 350cc Manx Model 40 Racing Motorcycle
598	1955	Motobi 250cc Spring Lasting Sport	623	1949	NSU 251 OSL
532	c.1960	Motobi Picnic 75 Scooter	614	c.1957	NSU 247cc Supermax
534	c.1960	Motobi Project	554	c.1965	OSSA 160T
599	1961	Motobi 125cc Imperiale Sport	662	1959	Paton-Mondial 250cc Grand Prix Racing Motorcycle
559	c.1962	Motobi 98cc	605	1956	Pegaso 48cc
560	c.1963	Motobi 98cc	535	c.1982	Peugeot TLX 125
673	1966	Motobi 125cc Competizione Racing Motorcycle	572	c.1970	Piaggio 49cc Ciao Moped
672	1967	Motobi 175cc Competizione Racing Motorcycle	573	c.1985	Piaggio 49cc Bravo Moped
671	1968	Motobi 250cc 'Sei Tiranti' Competizione Racing Motorcycle	592	c.1957	Piatti 125cc Motor Scooter
702	1971	Motobi Tornado 650S	684	1973	Ringhini 50cc Grand Prix Racing Motorcycle
557	c.1985	Motobi Motorella-GL Moped	641	1953	Rumi 125 Turismo
558		Motobi Moped Project	627	1954	Rumi 125 Sport Bicarburatore
556		Motobi Project	669	1956	Rumi 125cc Formichino
515	1949	Motom 48cc Moped	640	1957	Rumi 125 Junior
516	c.1950	Motom 48cc Moped	688	c.1981	Sanvenero 125cc Grand Prix Racing Motorcycle
517	c.1951	Motom 48cc Moped	621	1947	Sertum 250cc VT4
518	c.1951	Motom 48cc Moped	606	c.1946	SIATA 48cc Cucciolo
578	1954	Motom 163cc Delfino	569	c.1998	Suzuki TR50 Street Magic Moped
670	c.1955	Motom 50cc Corsa	691	1984	Ufo 80cc Grand Prix Racing Motorcycle
579	1955	Motom 98cc TS	508	c.1972	VéloSolex 5000 49cc Moped
568	c.1970	Motom 50cc Nova Moped Project	513	c.1986	Vicini 50cc Moped
626	1950	MV Agusta 125cc 2T Racing Motorcycle	693	c.1970	Yamaha 350cc TR2
634	1952	MV Agusta 123.5cc Bialbero Racing Motorcycle	694	c.1973	Yamaha TA125 Grand Prix Racing Motorcycle
589	1952	MV Agusta 150cc Super Sport	695	1974	Yamaha TZ350B Racing Motorcycle
633	1953	MV Agusta 123.5cc Bialbero Racing Motorcycle	692	1979	Yamaha TZ750F Racing Motorcycle
635	1954	MV Agusta 123.5cc Monoalbero Racing Motorcycle	703	c.1982	Yamaha RD350LC





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