

Bonhams



The Winter Sale | Live & Online

including The National Motorcycle Museum Reserve Collection
Collectors' Motorcycles, Spares and Memorabilia

Bicester Heritage | 11 & 12 December 2020



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including The National Motorcycle Museum Reserve Collection
Collectors' Motorcycles, Spares and Memorabilia

Hangar 113, Bicester Heritage, OX26 5HA | Friday 11 & Saturday 12 December 2020

VIEWING

In light of the current government guidelines 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 9 December
9am to 5pm

Thursday 10 December
9am to 5pm

Friday 11 December
9am to 5pm

LIVE AND ONLINE AUCTION

Please note that whilst viewing is available by appointment, the auction will be held Live 'Behind Closed-Doors'. The auctioneer will be present on the rostrum as usual, streamed via bonhams.com and bids must be submitted online, via telephone, or by leaving an absentee bid.

SALE TIMES

Friday 11 December
Spares & Memorabilia
(lots 1 – 112) 9am

The National Motorcycle Museum
Reserve Collection
(Lots 201 - 252) 11am

Saturday 12 December
Motorcycles (Day 2)
(Lots 501 - 708) 10am

SALE NUMBER

26118

CATALOGUE

£30.00 + p&p

BIDS ENQUIRIES INCLUDING VIEW AND SALE DAYS

+44 (0) 20 7447 7447
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) 20 8963 2817

ENQUIRIES

Ben Walker
+44 (0) 20 8963 2819
ben.walker@bonhams.com

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

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

Andy Barrett
+44 (0) 20 7408 8258
andrew.barrett@bonhams.com

Motorcycle Administrator

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

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/26118


CLIENT 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.

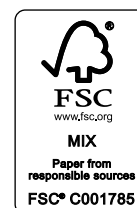
REGISTRATION IMPORTANT NOTICE

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/26118 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 1-112) the Buyer's Premium is 27.5% on the first £10,000 of the hammer price 25% on the excess of £10,001 and up to £450,000 of the hammer price 20% on the excess of £450,001 and up to £4,500,000 of the hammer price 14.5% on the excess of £4,500,001

For Motorcycles (Lots 201-252 and 501 - 708) 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 1-112) the Buyer's Premium is 27.5% on the first £10,000 of the hammer price 25% on the excess of £10,001 and up to £450,000 of the hammer price 20% on the excess of £450,001 and up to £4,500,000 of the hammer price 14.5% on the excess of £4,500,001

For Motorcycles (Lots 201-252 and 501 - 708) 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 2pm Sunday 13 December. Limited collection is available until 2pm Monday 14 December, by appointment only. If collecting Monday, please access Bicester Heritage via the 'Main Gate', Buckingham Road, OX26 5HA. Purchasers must advise Bonhams Motorcycle Department as to their collection or transport instructions via email no later than 2pm Sunday 13 December. Please email motorcycles@bonhams.com as soon as possible following your successful bid. Failure to instruct Bonhams by the given time will result in your vehicle being uplifted to store at your expense.

Can someone deliver the motorcycle for me?

Bonhams do not transport vehicles.

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

Are there any warranties offered with the motorcycles?

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

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

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

Can I view the files that accompany the vehicles?

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

Motorcycle Frame and Engine Numbers

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

Keys and Documents

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

Important V5/V5C Information

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

Vehicle Tax Disc

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

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

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

Your contacts for this sale

Motorcycle Specialists

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

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

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

Andy Barrett
+44 (0) 20 7468 8258
andrew.barrett@bonhams.com

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

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

Lancashire
Alan Whitehead
+44 (0) 1204 491 737

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

Shropshire, Glos & Wales
+44 (0) 1299 270 642
jim.reynolds@bonhams.com

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

Home Counties
+44 (0) 1428 604 383
david.hancock@bonhams.com

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

Hants & Dorset
Mike Jackson
+44 (0) 1794 518 433

Devon, Cornwall & Somerset
+44 (0) 1872 250 170
jonathan.vickers@bonhams.com

Europe
+39 333 564 3610
gregor.wenner@bonhams.com

USA
usmotorcycles@bonhams.com
+1 (323) 430 5450

Motorcycle Administrator

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

Buyers/Sellers Accounts

Cheryl Uggles
+44 (0) 20 7468 8292
+44 (0) 20 7447 7430
cheryl.uggles@bonhams.com

Catalogue subscriptions

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

Press Office

+44 (0) 20 7468 8363
press@bonhams.com

Motorcycle Transporters

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

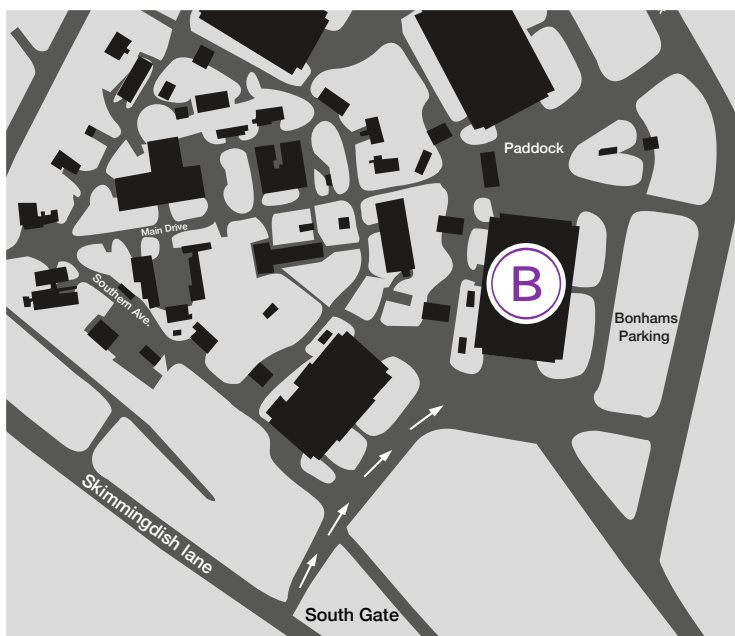
Moving Motorcycles
+44 (0) 1933 448 555
transport@movingmotorcycles.co.uk
www.movingmotorcycles.co.uk

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

Spares and Memorabilia 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 South Gate off Skimmingdish Lane (A4421).

Access to the auction is via the South Gate entrance, please navigate to Bicester Aerodrome Company Ltd.

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 2pm Sunday 13 December 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 cleared from the sale venue by 2pm Sunday 13 December 2020. Limited collection is available until 2pm Monday 14 December, by appointment only. If collecting Monday, please access Bicester Heritage via the 'Main Gate', Buckingham Road, OX26 5HA.

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 2pm Sunday 13 December with their transport instructions

Vehicle Removal charges to store

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

Storage charges

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

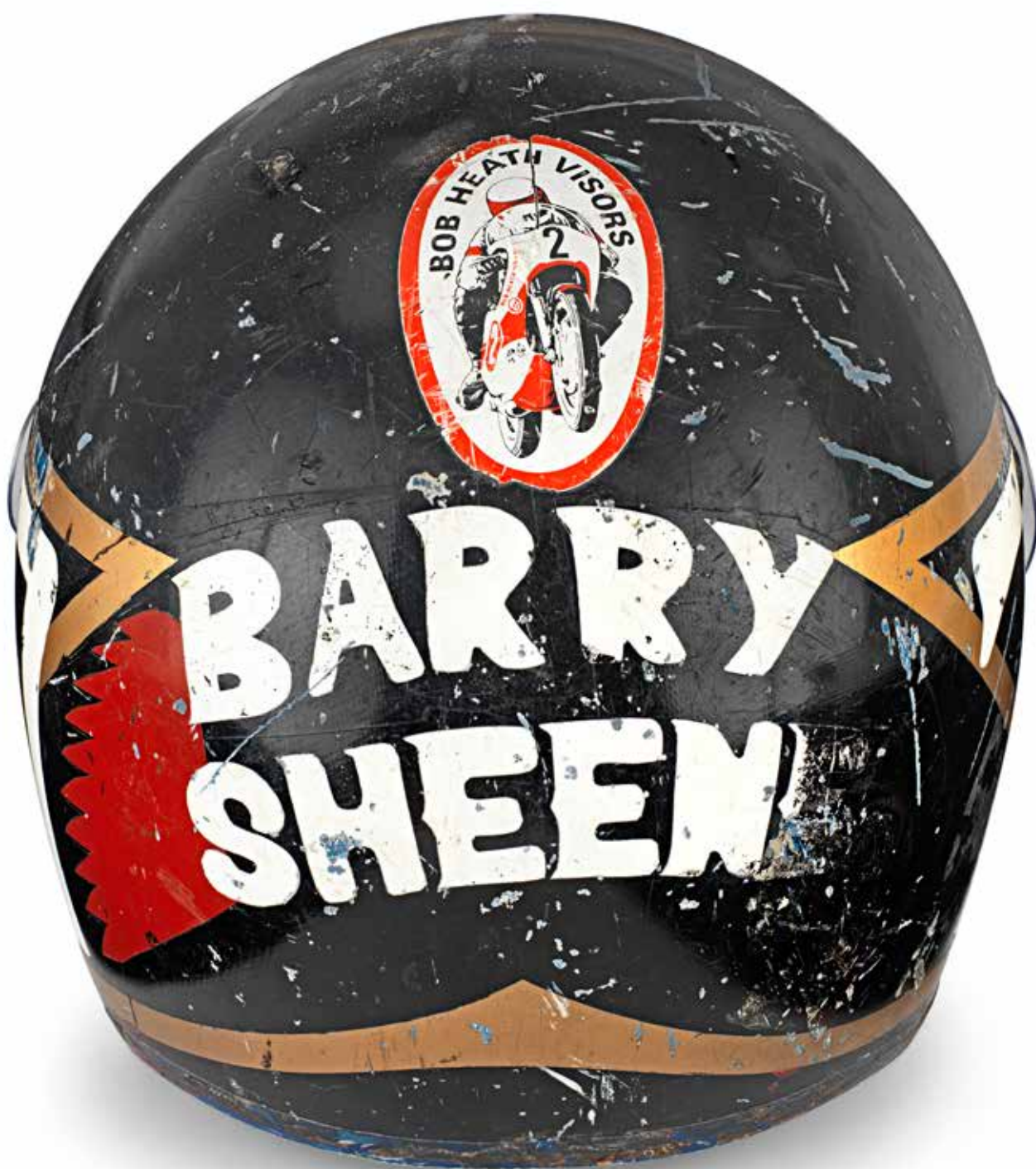
Transport and Shipping

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

**MOTORCYCLE SPARES
& MEMORABILIA**

**Friday 11 December 2020 at 09.00
Lots 1 - 112**

Further images of each lot can be found at
www.bonhams.com/26118



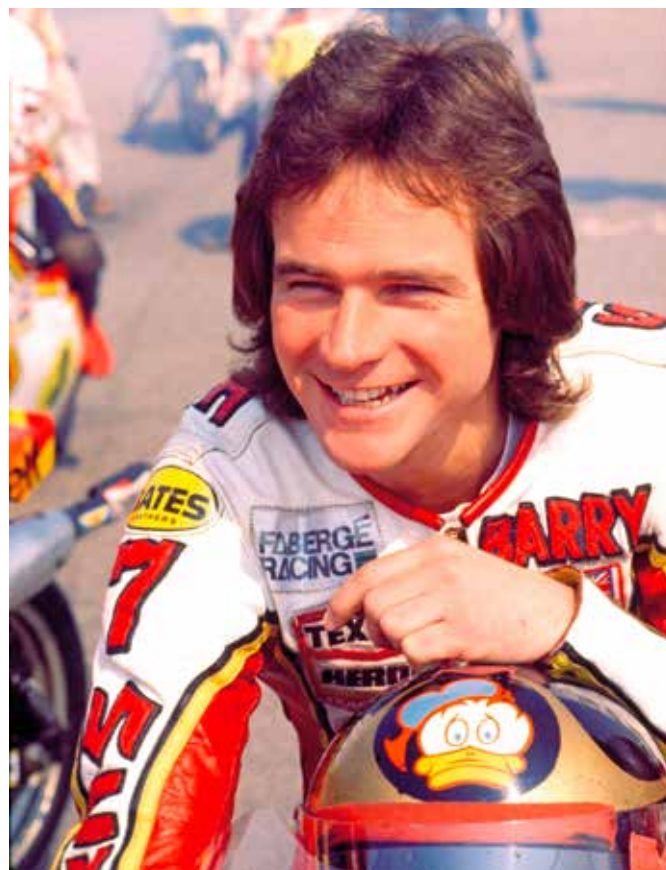
Barry Sheene MBE (1950-2003)

Barry Sheene was Britain's iconic motorcycling pin-up throughout the 1970s, famed for his fearless speed chasing, 500cc World Championship wins and, on more than one occasion, cheating death after surviving horrifying racing accidents.

With his father Frank and grandfather Arthur both competitive riders, it was almost inevitable that Barry would follow suit. Sheene began racing motorcycles at the age of 17 and his 1981 victory in Sweden remains the last occasion a British rider won a 500cc GP. Alongside James Hunt, Sheene put the motor racing world in the headlines with his glamorous lifestyle and high-speed bravery, inspiring millions throughout a career that lasted from 1968 to 1984.

Racing on Suzuki machines from the early 1970s, he secured his first World Championship victory by taking the Formula 750 title in 1973. Sheene's Grand Prix career in the 500cc category really began to take off in 1974 when, riding the newly introduced Suzuki RG500 XR14, he finished 2nd in the World Championship behind MV Agusta's Phil Read. His 1975 season was blighted by injuries sustained in that horrendous high-speed crash at Daytona but he still managed to win two GPs and finished 6th overall. Then came those legendary back-to-back World Championship wins in 1976 and 1977 riding the Texaco-sponsored works Suzukis. In 1978 Sheene was awarded an MBE, HM the Queen reputedly telling him at the investiture: "Now you be careful, young man."

After two seasons with Yamaha in 1981 and 1982, Sheene returned to Suzuki for 1983 and 1984, retiring from Grand Prix racing after the 1984 season. He then turned his hand to other forms of motor sport, including truck and saloon car racing, before moving to Australia in the late 1980s, taking a role as a TV motorsport commentator alongside his other activities.



© Nick Nicholls Collection @ Mortons Archive

From the late 1990s onwards, Sheene raced at historic motorcycle events including the Philip Island Classic in Australia. He often returned to the UK to race at Donington Park, Scarborough and other memorial events including the Goodwood Revival's Lennox Cup (later renamed the Barry Sheene Memorial Trophy in his honour) with his final public outing at the 2002 event.

Sadly, Barry Sheene passed away in March 2003 aged 52, leaving behind a racing legacy admired by generations of fans, enthusiasts and fellow riders alike.

The following Lots 1-53 are offered for sale directly from the collection of the late Barry Sheene. Please note these lots are subject to VAT on imported items at 5% payable on both the Hammer Price and Buyers Premium

1 *

A DAINESE BAG

containing a quantity of branded merchandise including t shirts, gloves, boots and signed Formula 1 baseball caps, close inspection advised.

(Qty)

£250 - 350

2 *

A LEATHER HOLDALL

featuring '7', 'Barry Sheene' to the ends; together with a pair of new old stock motorcycle boots size 41 and a quantity of knee sliders, close inspection advised.

(Qty)

£250 - 350

3 *

A LEATHER HOLDALL

featuring 'Barry Sheene' to the ends and 'Shell Oils' to the sides, close inspection advised.

£250 - 350

4 *

A METAL SUITCASE

with a number of applied decals including Barry Sheene's '7', some dating from his World Championship year in 1976, used condition, close inspection advised.

£250 - 350

5 *

A LEATHER HOLDALL BAG

featuring Barry Sheene's '7' logo to the side, close inspection advised.

£250 - 350

6 *

A LEATHER HOLDALL

featuring '7', 'Sheene' to the end and 'Suzuki' logo to the ends and sides, close inspection advised.

£250 - 350



13

7 *

A LEATHER HOLDALL

featuring '7', 'Sheene' to the end and 'Suzuki' logo to the ends and sides together with 'bates' to the side, close inspection advised.

£250 - 350

8 *

A LEATHER HOLDALL

featuring '7' and 'Stephanie' to the ends together with 'bates' to the side, close inspection advised.

£250 - 350

9 *

A 'THE SHEENE COLLECTION' BARRY SHEENE JACKET

size medium, in fabric with applied badges and logos in various materials; believed new condition, close inspection advised.

£400 - 600

10 *

A DAINESE LEATHER JACKET

with quilted lining, some damage to the left hand breast, otherwise in used condition, close inspection advised.

£250 - 350

11 *

A DAINESE 'TEN' LEATHER JACKET

in used condition, close inspection advised.

£250 - 350

12 *

THREE AGV BARRY SHEENE REPLICA HELMETS

new old stock with helmet bags, original packaging and paperwork; size - medium, close inspection advised.

(3)

£300 - 500

13 *

THREE AGV BARRY SHEENE REPLICA HELMETS

new old stock, two with helmet bags, one with original packaging and paperwork; size - two in medium and one small, close inspection advised.

(3)

£300 - 500

14 *

THREE ARAI BARRY SHEENE REPLICA HELMETS

new old stock in their original boxes and helmet bags, close inspection advised.

(3)

£300 - 500

15 *

TWO AGV BARRY SHEENE REPLICA HELMETS

one small the other medium with helmet bags; together with an Arai helmet, balaclava and gloves, close inspection advised.

(6)

£300 - 500

16 *

THREE ARAI BARRY SHEENE REPLICA HELMETS

new old stock in their original boxes and helmet bags, various sizes, close inspection advised.

(3)

£300 - 500

17 *

A PAIR OF DAINESE MOTORCYCLE BOOTS

size 41, with reinforcing, believed new condition in original box, close inspection advised.

£250 - 350

18 *

FOUR BELIEVED CIGARETTE CASES

various sizes and hallmarked, close inspection advised.

(4)

£250 - 350

19 *

A BELIEVED SILVER CIGARETTE CASE

15cm x 8.25cm, inscribed inside 'Presented to Mr A J Sheene on his retirement by the staff of the I.C.R.F. September 29 1935, hallmarked, close inspection advised.

£250 - 350

20 *

A CARTIER CIGARETTE LIGHTER

with engine turned finish and flip top; inscribed Cartier Paris D84108 to the base; close inspection advised.

£300 - 400

21 *

GABRIEL. A STAINLESS STEEL MANUAL WIND CUSHION FORM CHRONOGRAPH WRISTWATCH

Date: Circa 1976

Movement: manual wind

Dial: Cream, applied polished baton hour markers, white outer 1/5th second divisions to black surround, further outer tachymetre scale, black subsidiary dials at 3, 6 and 9 for constant seconds, 30 minute and 12 hour recording, polished pointed baton hands with luminous inserts, orange centre chronograph hand

Case: Brushed and polished cushion form, screw down back, personal engraving reads 'Trophée Prince de Chimay 6-6-76', crown flanked by twin pushers

Strap/Bracelet: Black leather

Buckle/Clasp: Steel buckle

Size: 40mm

£300 - 500

This watch was awarded at the 'France de Chimay' race on 6 June 1976.

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.

22 *

THREE SETS OF SUZUKI TEAM OVERALLS

in used condition, close inspection advised.

(3)

£250 - 350

23 *

TWO SETS OF SUZUKI TEAM OVERALLS

together with a Suzuki team bib and brace, in used condition, close inspection advised.

(3)

£250 - 350

24 *

A SET OF TEAM TOYOTA GB OVERALLS

together with a 'Stand 21' Racing suit, in used condition, close inspection advised.

(2)

£250 - 350

25 *

TWO SUZUKI IGNITION GAUGES

in believed original boxes, in used condition, close inspection advised.

(2)

£250 - 350



22

26 *

TWO YAMAHA IGNITION GAUGES

in believed original boxes, in used condition, close inspection advised.

(2)

£250 - 350

27 *

A TROPHY AWARDED TO BARRY SHEENE

as the winner of the 1976 John Player Grand Prix Senior 500cc race, consisting of a sword mounted to a wooden backing, close inspection advised.

£600 - 800

28 *

A TROPHY AWARDED TO BARRY SHEENE

as the winner of the 1975 John Player Grand Prix Formula 750 2nd leg at Silverstone, consisting of a sword mounted to a wooden backing, close inspection advised.

£600 - 800

29 *

A CASTROL TROPHY

awarded for 1st overall in the MCN Super Bike round at Mallory Park 12 September 1976 to Barry Sheene; 33cm x 23cm, close inspection advised.

£400 - 600

30 *

A JOHN PLAYER TROPHY

awarded at the International Grand Prix in 1974 to Barry Sheene for 'Man of the Meeting'; 27cm x 27cm; close inspection advised.

£350 - 500

31 *

A TROPHY AWARDED TO BARRY SHEENE

for the Grand Prix de France Moto in 1979; 28cm x 22cm, close inspection advised.

£400 - 600

32 *

A TROPHY AWARDED TO BARRY SHEENE

at the Grand Prix des Frontieres Chimay on 28 May 1978; 37cm x 19cm, close inspection advised.

£300 - 500

33 *

A TROPHY AWARDED TO BARRY SHEENE

for the Prix F.I.M Formule 750cc awarded on 22 June 1975 at Magny Cours; 30cm x 19cm, close inspection advised.

£300 - 500

34 *

A WINNERS PLAQUE

for the Grand Prix de France 500cc class 2 September 1979; 7cm x 10cm; enclosed within a presentation case, close inspection advised.

£300 - 500

35 *

A TROPHY PLAQUE FOR 1ST PLACE

in the 500cc 'Gran Prix de Venezuela' at San Carlos 19 March 1978, 19cm x 14cm; together with three other awards including a Martini 'rider of the year 1977' belt buckle specifically manufactured for Barry Sheene, close inspection advised.

(4)

£300 - 500



21



27



40

36 *

A COLLECTION OF TROPHIES AND COMMEMORATIVE PIECES

awarded to Barry Sheene, close inspection advised.

(Qty)

£300 - 400

37 *

TWO COMMEMORATIVE PLATES

one inscribed to 'Barry Sheene Campeao Mundial' for the 'Copa Brasil - 80' 17cm x 24cm, close inspection advised.

(2)

£250 - 350

38 *

THREE TANKARD TROPHIES

awarded for the Marlboro Transatlantic trophy races in 1979, 1980 and 1981, 10cm x 11cm (1979); 12.5cm x 13cm (1980); 12cm x 13cm (1981), close inspection advised.

(3)

£250 - 350

39 *

A LARGE 'GP WINNER' SUZUKI ADVERTISING POSTER

MFG; 106cm x 76cm, close inspection advised.

£250 - 350

40 *

A LARGE ADVERTISING POSTER FOR THE 1977 VENEZUELA GRAND PRIX

MFG; 99cm x 65cm, close inspection advised.

£250 - 350

41 *

A QUANTITY OF BARRY SHEENE EPHEMERA

in varying condition, close inspection advised.

(Qty)

£250 - 350

42 *

SIX RACE TEAM DEDICATION PIECES

from members of Barry Sheene's racing team through different time periods, MFG, various sizes and conditions, close inspection advised.

(Qty)

£300 - 400

43 *

A PHOTOGRAPH ALBUM

including photographs of Barry Sheene with various racing personalities, some inscribed, a mixture of black & white and colour, close inspection advised.

£300 - 400

44 *

FIVE PHOTOGRAPH ALBUMS

containing photographs, newspaper clippings, other sundry items and signatures, close inspection advised.

(5)

£250 - 350

45 *[◇]**A QUANTITY OF BLACK AND WHITE PHOTOGRAPHS**

MFG, various sizes and conditions, close inspection advised.

(Qty)

£400 - 600

46 *[◇]**A QUANTITY OF COLOURED PHOTOGRAPHS**

including one signed by various Grand Prix World Champions, MFG, various sizes and conditions.

(Qty)

£400 - 600

47 *[◇]**A QUANTITY OF COLOURED PHOTOGRAPHS**

MFG, various sizes and condition, close inspection advised.

(Qty)

£400 - 600

48 *[◇]**A QUANTITY OF IMAGES**

including MFG cartoons and caricatures of Sheene and some contemporaries, together with other images, various sizes and condition, close inspection advised.

(Qty)

£300 - 400

49 *[◇]**A QUANTITY OF MFG ADVERTISING IMAGES**

in varying condition and sizes, close inspection advised.

(Qty)

£300 - 400

50 *

A QUANTITY OF BARRY SHEENE IMAGES

some mounted; together with posters and a pitlane identification board, close inspection advised.

(Qty)

£250 - 350

51 *

AN INTERESTING GROUP OF MIXED MEDIA IMAGES

including an MFG entitled 'two ways to litigate, Sheene vs Silverstone & BRDC', inscribed from the Red Arrows; a believed water colour and a mounted print, varying conditions and sizes, close inspection advised.

(4)

£250 - 350

52 *

A QUANTITY OF ASSORTED MAGAZINES

many of which feature Barry Sheene with some inscribed, close inspection advised.

(Qty)

£250 - 350

53 *

A QUANTITY OF ASSORTED MAGAZINES

many of which feature Barry Sheene with some inscribed, close inspection advised.

(Qty)

£250 - 350

FURTHER PROPERTIES

54

BARRY SHEENE'S 1977 AGV X3000 PROTOTYPE HELMET

in black, red and gold with applied number '7', 'Bob Heath Visors' logos, decorated with trademark 'Donald Duck' emblem and 'Barry Sheene' lettering to rear, with visor and Sheene's trademark cigarette hole, race worn with paint loss throughout.

£3,000 - 5,000

Motorcycling's first superstar, Barry Sheene was twice World Champion in Grand Prix racing's premier 500cc class: in 1975 and 1976. In an international career stretching from 1968 to 1984 he made over 100 Grand Prix starts, securing 52 podium finishes and 23 victories. Barry was unquestionably the most charismatic motorcycle racer of his day. In 1984 Barry retired to Australia with his wife Stephanie and children Sidonie and Freddie; he died in March 2003 from cancer at the age of only 51.

This helmet is an AGV X3000 'Ago' (Giacomo Agostini) design, believed to be a prototype given to Barry Sheene in 1977 to try out in race practice. The helmet is black, red, and gold with an applied 'No.7' on each side. It is decorated with Barry's trademark 'Donald Duck' emblem and 'Barry Sheene' lettering to the rear. There is also Sheene's trademark cigarette hole in the centre of the helmet face bar; the mark left by the tape that covered the hole when Barry was racing rather than smoking is clearly visible.

There is the original Bob Heath Visors sticker on the top. (Bob Heath Visors was established in 1970 as manufacturer of quality replacement motorcycle helmet visors by former racer and Bob Heath, and rapidly became the number one specialist replacement-visor company in the UK.)

Many of Barry's friends and acquaintances have remarked on this helmet's authenticity, among them his former Heron Suzuki team-mate, Steve Parrish. On viewing the helmet in person, Steve said: "The helmet looks very authentic, and I would have no reasons to say that this helmet is not a genuine article!" Others who have made similar comments include TV commentator and co-author of Barry's biography, Nick Harris; Barry's daughter Sidonie; and former Grand Prix racers Marcel Ankoné and Brian Kemp.

On viewing the helmet in person, Mike Fairholme, renowned helmet designer who used to custom-finish Sheene's instantly recognisable racing helmets with their 'Donald Duck' logo had this to say: "I can categorically confirm that this helmet is a 1977 AGV X3000 'Ago', believed to have been a prototype given to Barry Sheene in 1977 to try out in warm up and race practice. This particular helmet of Barry's was originally blue but would have been given to one of the helmet designers which AGV used to create the artwork on the helmet - possibly John 'The Paint' Moffatt. The helmet would have been given to Barry by AGV in 1977 to try out ahead of his contract with AGV commencing in 1978."



The Percy Tait Collection

Percy Tait (1929-2019) was one of the most versatile and widely respected motorcycle racers of the post-war era, competing at all levels from club events to Grands Prix, and on all kinds of machinery. Percy had gained useful motorcycling experience as a member of the British Army's Royal Corps of Signals 'White Helmets' display team during his period of National Service, and on leaving the Army got a job with Triumph on the assembly line at Meriden. Promoted to the Experimental Department as a test rider, he was encouraged in his racing ambitions by his boss, Frank Baker. Percy's first road race was on 7th October 1950 at the Ansty circuit near Coventry, riding a 1945 Triumph 5T that he'd used for a scramble the previous day! He failed to feature in the results on that occasion, but his talent did not go unnoticed and offers of more competitive machinery were soon forthcoming.

Percy successfully combined racing with his job as a factory tester, which involved riding everything from the 98cc Tina scooter to 650cc Bonneville production racers. His talents as a development rider proved invaluable as chief engineer Doug Hele sought to improve the handling of Triumph's larger roadsters, and Percy was involved from the start with the factory's racing programme, beginning with its assault on the Daytona 200. For the 1967 Daytona, Percy was charged with evaluating all of the works 500cc twins; the best was assigned to Triumph's No. 1 rider, Gary Nixon, who went on to secure an historic first victory for Triumph at that prestigious event.

The 500cc twin was a favourite of Percy's, despite one of them chucking him off at the Isle of Man in 1968 when the gearbox broke. The following year he achieved one of his most memorable results aboard the 500 twin, finishing 2nd to Giacomo Agostini's MV Agusta in the Belgian Grand Prix at Spa Francorchamps at an average speed of 116mph: some going for a pushrod-engined roadster but then Percy could extract speed from just about anything. The arrival of the BSA-Triumph 750cc triples in 1970 saw Percy drafted into the British team for the Anglo-American Match Race Series aboard one of the factory's Rob North-framed Formula 750 Triumph Tridents.

Interviewed by Classic Racer for an article in its spring 1988 edition, Percy revealed that his greatest victory was the prestigious Bol d'Or 24-hour endurance classic in 1971 when, paired with Ray Pickrell, he won by seven laps in atrocious weather conditions, beating the cream of the Continental opposition. The previous year, teamed with



© Mortons Archive

Steve Jolly, he had finished 5th at the Bol, his Triumph Trident production racer completing the event covered in oil, earning itself the famous nickname 'Slippery Sam'. Although he was racing against, and very often beating, some of the fastest and best paid stars of the day, all Percy ever got from Triumph was his tester's wages! He continued to race in the production class, often aboard 'Slippery Sam' on which he scored a memorable victory at Silverstone in 1974, winning a commemorative Wilkinson sword.

Out of a job when BSA-Triumph collapsed, Percy had to buy his 750 racer from the factory but soon switched to Japanese machinery in the form of Tepi Lansivuori's old Yamaha TZ750, on which he won the 1975 Ulster Grand Prix. Offered a contract by Texaco Heron Team Suzuki for 1976, Percy secured a memorable victory in that year's very wet North West 200 before suffering a career-ending crash aboard the Triumph production racer 'Son of Sam' at the Isle of Man TT. Percy then retired from racing to become a Suzuki dealer and pursue his other great passion: breeding prize-winning sheep, an activity at which he excelled.

The following 26 lots are offered directly from the estate of Percy Tait.

55
A SELECTION OF MOTORCYCLING EPHEMERA
 including race numbers, posters, mugs, a Royal Ulster Constabulary shield; a tankard presented to Percy Tait, Suzuki, 30 years at the Isle of Man TT 1990, Lap of Honour; a Yamaha TZ750 model; race lanyards; Percy's ACU Racing License; a selection of books and magazines; and various other items related to Percy's career, close inspection advised.
 (Qty)
£150 - 250

56
A LARGE QUANTITY OF PHOTOGRAPHS AND PHOTOGRAPH ALBUMS
 charting Percy's motorcycling career beginning with the Royal Signalmen and his early days of motorcycle racing including Velocette, AJS, Norton, Aermacchi and Triumph, up to the end of his professional career and beyond, a fantastic archive, close inspection advised.
 (Qty)
£250 - 450

57
PERCY'S PERSONAL COPY OF 'MIKE THE BIKE-AGAIN'
 The story of Mike Hailwood's Return to the TT by Ted Macauley, with inscription reading 'To Percy & Di, You taught me everything I know!! Lots of Luv Mike' together with a Mike Hailwood MBE George Medal tankard inscribed with an image of Mike at speed throughout the '79 Senior TT and inscribed to the rear with Mike's 75 Grand Prix Wins, 10 World Championship wins and 14 Isle of Man TT wins.
 (2)
£200 - 300

58
A LARGE QUANTITY OF FRAMED AND GLAZED PICTURES
 capturing Percy at various events on numerous machines; together with a selection of prints.
 (Qty)
£200 - 300

59
A SELECTION OF PERCY TAIT CARS 'SUZUKI' DEALER EPHEMERA
 including a presentation plaque inscribed 'Presented to Percy Tait Cars to commemorate Exceptional Overall Performance in support of both Suzuki and Suzuki owners, 1992, L.C. Woodcock Managing Director, Suzuki G.B. Cars, 11 February 1993'; A Percy Tait Cars Suzuki desktop cigarette lighter; an Official Opening Percy Tait Cars paperweight; a Percy Tait Cars ashtray commemorating 20 years service as a Suzuki dealer; a selection of name badges; a Euroleaders 1998 - Andalucia award in the form of a silver metal tree; a cut glass tankard; two believed Suzuki concept car sketches, framed, with cracked glazing; together with a cloisonne vase with flower relief with Japanese inscription to base, translated reads: Suzuki Homon Kinen, Senkyuhyaku Hachiju Ichinen Shigatsu, April 1981; and a Japanese figurine, mounted in display case, close inspection advised.
 (Qty)
£400 - 500

60
A QUANTITY OF PAPERWORK
 including race team agreements and contracts; sponsorship agreements and contracts; correspondence between Percy and other manufacturers; race results; start money agreements; press cuttings; race programmes; race regulations, close inspection advised.
 (Qty)
£200 - 400

61
A 1971 ROAD RACING 750CC 'GOLD STAR'
 awarded to P. Tait, hallmarked, close inspection advised.
£150 - 250

62
A SELECTION OF BMCRC AWARDS
 including a 1954 Trophy Day 350cc Race, Heat 1, 3rd shield and a 1955 Trophy Day 1,000cc race Final 4th shield; two 1953 Trophy Day 350cc plaques for Heat 2 Winner and Final 3rd; together with two trophy bowls for 1952 Trophy Race 250cc Race 2nd and 1953 Trophy Day 1,000cc Race 2nd, close inspection advised.
 (Qty)
£250 - 350

63
PERCY'S 1975 ULSTER GRAND PRIX 1000CC CLASS WINNERS TROPHY'
 presented by Macnaughton Blair Ltd, mounted on wooden base; together with six Ulster Grand Prix finishers plaques (three for 1955, and others for '64, '68, and '71); one 1970 500cc Class third place plaque; together with six North West 200 plaques, including second place in the 1970 Production 750cc Class, first place in 1976 750cc Class, third place in the 1976 500cc Class, second place in the 1977 750cc Class, and two others.
£400 - 600

64
THREE DAILY EXPRESS TROPHIES
 including 1972 Formula 750 International Race, Silverstone, 13 Aug 1972 with base and lid; 1973 Production Machine Race, Silverstone, 12 Aug 1973, mounted on wooden base with lid; and 1974 Production Machine Race, Silverstone, 11 Aug 1974, mounted on wooden base, close inspection advised.
 (3)
£300 - 400

65
A SELECTION OF TROPHIES FROM THE 1950'S
 including a Coronation Replica awarded at Oulton Park in 1953 for fastest lap and presented by Reg Dearden; Replica of Motor Cycle Trophy, 500 mile Grand Prix Trophy, winners P. Tait & R. Gould; Olivers Mount 1956, 250cc Scratch Final; Crystal Palace Road Race 1953 Fastest Lap; and assorted others, close inspection advised.
 (Qty)
£300 - 500

66
A SELECTION OF TROPHIES FROM THE 1960'S THROUGH 1980
 including the Lenn Harfield Trophy 400 Mile Race, Thruxton, 1975; Castrol Challenge Trophy 1971; four John Player Trans-Atlantic Trophy Races tankards for 1973, '74, '78, '79; an Anglo American Match Races 1971 tankard; Motorcycle News Superbike Championship 1971 shield, close inspection advised.
 (Qty)
£250 - 450



61



68

71

PERCY'S 1954 MANX GRAND PRIX JUNIOR 9TH PLACE TROPHY

inscribed 1954, 9th Junior Race, P.H.Tait 83.11mph, mounted on wooden base, distressed; together with a 1954 Manx Grand Prix Race Club Team Award, Junior Race, Ringwood MCC, in box.

(2)

£300 - 400

72

THREE ISLE OF MAN TT REPLICA TROPHY'S

missing plaques; together with a 1954 Clubmans Trophy Races shield, inscribed Senior Race 6th P.H. Tait; a 1957 finishers medal (where he finished 24th); and a 1975 TT Races Junior 350cc race 25th place finishers medal, both in presentation cases.

(Qty)

£500 - 800

73

A SET OF ONE-PIECE PERCY TAIT RACING LEATHERS

manufactured by Lewis Leathers (size unknown), as raced condition, P TAIT to rear and Lewis Leathers patch to the front, close inspection advised.

£600 - 1,000

74

A SET OF ONE-PIECE PERCY TAIT RACING LEATHERS

in the Suzuki Forward-Trust colours and Suzuki logo to arms, Percy to front and Tait to rear; manufactured by Lewis Leathers with Suzuki, close inspection advised.

£600 - 1,000

75

A SELECTION OF SPONSORS JACKETS AND BASEBALL CAPS,

including Team Suzuki Size 36 Ladies, with Diane Tait to front; Team Suzuki mens size unknown, Percy Tait to front; Team Suzuki mens size medium, Percy Tait to front; and a John Player Transatlantic Trophy jacket from 1973, size Medium Percy Tait Triumph to front; together with a transatlantic baseball cap, a team Suzuki baseball cap and another Triumph baseball cap.

(Qty)

£250 - 350

76

A SELECTION OF LEWIS RIDER GEAR

including boots and gloves, race worn, close inspection advised.

(Qty)

£100 - 200

67

A WILKINSON SWORD, AWARDED TO P. H TAIT

mounted to wooden base with applied plaque inscribed Winner, John Player International Grand Prix 1974 Production Race.

£300 - 400

68

PERCY'S 1970 34TH BOL D'OR 24 HOUR FINISHERS TROPHY

together with Percy's 1971 35th Bol d'Or 24 hour first place trophy, both in gold coloured finish; and a photo montage of the 1971 event. 1970 Percy placed 5th and 1971 Percy won the Bol d'Or.

(3)

£600 - 1,000

69

AN ISLE OF MAN TT REPLICA TROPHY

missing caduceus, mounted on wooden base with applied plaque inscribed 'Auto-Cycle Union 1975 T.T Races Open Classic 1000c.c. Race 2nd P.Tait 102.19mph, base distressed, close inspection advised.

£500 - 800

70

AN ISLE OF MAN TT REPLICA TROPHY

missing caduceus, mounted on wooden base with applied plaque inscribed 'Auto-Cycle Union 1974 T.T Races Open F750 Race 4th P.Tait 99.66mph, base distressed, close inspection advised.

£400 - 600



69

70



71



73



73



74



74

77

PERCY TAIT'S CROMWELL PUDDING BASIN TYPE HELMET

in red and white, in as last raced condition, with label to the side, event unknown; together with an original painting of Percy riding Slippery Sam wearing a similar Cromwell helmet; and a photograph of Percy wearing the hat riding the Works Triumph Daytona, close inspection advised.

(3)

£500 - 800

78

PERCY'S ELECTRO RACE HELMET AS WORN AT THE 1976 AND 1979 TT'S

tape to visor, with scrutineering stickers for the 1976 and 1979 TT's, in race worn condition; together with a cravat and a photographic print of Percy aboard the Triumph in a similar helmet, close inspection advised.

(3)

£400 - 600

79

TWO MOTORCYCLE HELMETS PAINTED IN PERCY'S COLOURS

one Electro complete with visor and paisley cravat; the other a Kangol Constellation dated February 1976, appears race worn, close inspection advised.

(2)

£250 - 350

80

A TOPTEK MOTORCYCLE HELMET

presented to Percy Tait by the White Helmets at the opening of the Tait Cars showroom, April 1992; complete with transfer stating 'Percy Tait White Helmets 1947 - 1949'; together with a Royal Signals motorcycle display team clock, close inspection advised.

(2)

£250 - 350

FURTHER PROPERTIES

81

A SET OF TWO-PIECE DAINESE LEATHERS, SIGNED BY CARL FOGARTY

size 44, in good used condition, close inspection advised.

£250 - 350



83

82

A SET OF DAINESE ONE-PIECE RACE LEATHERS, SIGNED BY GIACOMO AGOSTINI

size unknown, the vendor advises these leathers were procured from a collection in Salzburg and signed by Agostini upon one of his many visits to the Salzburg-Ring.

£250 - 350

83

A 'BSA MOTORCYCLES SCOOTERS' ILLUMINATING HANGING SIGN

double sided Perspex, oval shaped, white lettering on red, non-working (wiring requires attention), small cracks where screws attach the Perspex to the frame, close inspection advised.

£250 - 350



84

84
A SELECTION OF PRE-1914 MEDALS
comprising of an International Trail 1912 Newsome; 13th June 1914 – 56 Lap Junior Brooklands TT, Fourth place; Three Lap Scratch race, second place Brooklands 17th May 1911; Newsome 12th October 1912 – Junior one hour ACU Championship; Newcome 1909, Sutton Bank Class 3; Newsome 30th September 1911 Open Hill Climb Brasted Hill Class 6; Newsome 1st March 1913 – One Day Trail together with a British Motorcycle Racing Club 1922 badge, close inspection advised.
(Qty)
£300 - 500

85
EIGHT 1950'S NORTON '1ST AGAIN!' DEALERSHIP POSTERS
comprising 'Wins 1952 Dutch TT - 1st G.E. Duke'; 'Wins 1952 Belgian Grand Prix 350cc 1st G.E. Duke'; 'USA Daytona 1952 200 Miles Experts' Race'; 'Wins Silverstone BMCRC Championship Races 1st G.E. Duke'; 'Wins 1952 German Grand Prix - 1st H.R. Armstrong'; 'Wins 1952 Australian TT NSW - 1st H. Hinton'; Wins Travers Trophy Trial - J. Draper'; and 'Northern Ireland Hurst Cup Trial won by Norton'; various states of condition, close inspection highly recommended.
£800 - 1,200

86
TWENTY MOTOCOURSE ANNUALS
comprising 1979 - 1993, 1994 - 1999, 2000 - 2001, each with dust covers in used condition, close inspection advised.
(Qty)
£250 - 350

87
A 1950 VINCENT MOTORCYCLES RANGE BROCHURE
beige covers with dealers stamp for Davies Bros of Sydney, the brochure covering the Comet, Meteor, Grey Flash, the Rapide, Rapide Touring, Black Shadow and Black Lightning models, together with four riders handbooks, 1951, 54, 55 and 60, covering the series B and C Black Lightning, Black Shadow and Standard Rapide, Series B and C Comet and Meteor.
(5)
£250 - 350

88
A SELECTION OF BROUGH SUPERIOR AND VINCENT LITERATURE
including a Brough Superior Instruction Book; together with 'The Rolls-Royce of Motorcycles' - Ronald H Clark with dust jacket; two copies of 'Know Thy Beast' – E.M.G. Stevens; 'Vincent Motorcycles' – Paul Richardson; 'Vincent Motor Cycle Maintenance and Repair Series' – Paul Richardson; and approximately 50 Motor Cycling magazines dating from 1952 to 1955 including 1953 Jubilee edition, close inspection advised.
(Qty)
£250 - 350

89
A BROUGH SUPERIOR RANGE BROCHURE FOR 1938 MODELS
black embossed card covers, 12 pages, with illustrations, specifications and details for SS100, SS80 Special, SS80 De Luxe Special, 11.50 Special and Alpine Grand Sports Cruiser combination.
£200 - 250

90
AN AUTOJUMBLERS LOT
including believed Matchless MX-type barrels and heads; a rear stand; believed Matchless/AJS parts; Smiths speedometer 80mph; headlamp shells; mudguard parts and other sundry parts, close inspection advised.
(Qty)
£300 - 400

91
AN AUTOJUMBLERS LOT
comprising a Manx-type megaphone silencer; a believed Manx conrod; assorted engine components; alloy headlamp brackets and sundry spares, close inspection advised.
(Qty)
£300 - 400

92
TWO AMAL CARBURETTORS
together with three Amal float bowls for believed TT and GP carburettors, condition and completeness unknown, close inspection advised.
(Qty)
£250 - 350

93
A LUCAS K1F MAGNETO
believed suitable for Vincent Comet, mechanical condition unknown, close inspection advised.
£250 - 350

94

A LUCAS KVF MAGNETO

believed suitable for Vincent Twins, condition unknown, close inspection advised.

(1)

£250 - 350

95

A BELIEVED LUCAS KVF MAGNETO

believed suitable for Vincent twins, condition unknown, close inspection advised.

(1)

£250 - 350

96

A BELIEVED LUCAS TWIN CYLINDER TYPE MAGNETO

no identifying marks present, condition unknown, close inspection advised.

(1)

£150 - 250

97

TRIUMPH TROPHY OR GRAND PRIX ALLOY TWIN-CYLINDER BLOCK AND CYLINDER HEAD

circa 1949/1950 (un-tapped and un-threaded castings), condition and completeness unknown, close inspection advised.

£500 - 1,000

98

AN UNIDENTIFIED GEARBOX

believed Norton, numbered 10630MX, condition and completeness unknown, close inspection advised.

£300 - 400

99

AN ASSORTMENT OF VEHICLE INSTRUMENTS

including a Kawasaki tachometer, SIKO distance meters, two GFR tachometers and two 200kph speedometers, condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

100

A VINCENT SERIES-C PETROL TANK

painted red and grey with gold lining, used condition, close inspection advised.

(1)

£400 - 500



85



87

101

TWO VINCENT CYLINDER HEADS

with casting numbers ET22F and BA70798, used condition, one in black; together with a Vincent timing cover; timing gear and sprocket; wheel rim and hubs; toolbox; front engine cover plate and other assorted spares, close inspection advised.

(Qty)

£500 - 800

102

VINCENT COMET UPPER AND REAR FRAME MEMBERS

both numbered RC/1/10927/C, close inspection advised.

(2)

£800 - 1,200



106

106 ◊◊◊

C.1960 BSA C15 CUTAWAY

Frame no. C15.21336/5

Engine no. None visible

Presented without documents, this highly detailed cutaway version of BSA's best selling four-stroke model of the 1960s is purported to be a BSA factory engineers model. The VMCC kindly confirm that frame number C15 21336 was dispatched on the 9th November 1960 to the Earls Court Motor Show and is listed as a cutaway model.

The vendor knew it 30 years ago, when he was asked to mend the silencer so that it could be used on another machine; when he was offered the same machine recently, part of his limited restoration work was to open the same silencer up again and have it rechromed to match the rest of the bike.

It uses frame number C15.21336/5 but there is no engine number. It was not uncommon for such exhibition pieces to be built from parts not offered to the production line because of minor faults. The motorcycle has been inspected by noted restorer Graham Horne, who worked at BSA's Small Heath factory, and he considers it could be a factory production because of the standard of the work. It could fill a number of roles, either as an attraction in a store or museum, to attract visitors at any show or to be as subject material in lectures on the history of what was once the largest motorcycle factory in the UK.

£4,000 - 6,000



105



109

107 ◊◊◊

A BSA ROLLING CHASSIS

frame number BD2S60191, offered without documents, close inspection advised.

£250 - 350

108 ◊◊◊

A RUDGE 'SPECIAL' PROJECT

frame number not visible, engine number C6995 together with a spare engine (numbered 890); an ML magneto; mudguards; part exhaust system; chain cases and other sundry parts, condition and completeness unknown, close inspection advised.

£1,000 - 2,000

103

A SET OF VINCENT GIRDRAULIC FORKS

for restoration, numbered C385S FF40L, close inspection advised.

£800 - 1,000

104

A SET OF VINCENT GIRDRAULIC FORKS

for restoration, numbered C385S FF40L, close inspection advised.

£800 - 1,000

105 ◊◊◊

A VINCENT 499CC COMET PROJECT

comprising of a rear frame member (numbered RC8942B/C); crankcases (numbered F5AB/2A/4661); cylinder head; gearbox; wheels; flywheel assembly; gearbox internals; silencer and exhaust system and other sundry spares, close inspection advised. (Qty)

£6,000 - 8,000

109

A 1936 DKW 'DEUTCH MEISTER' RACE POSTER,

an original vintage advertising poster in association with Auto Union, with dramatic artwork after V. Mundorff. The poster celebrates their victory in four different classes of the 1936 German Championships. 90 x 32cm.

£600 - 1,000

110

GEORGE DANCE - A 1922 BROOKLANDS BMCRC BRONZE ROUNDEL,

with British Motor Cycle Racing Club, Britannia and laurel design relief to the centre, 'Frith 20' casting mark, inscribed:

'1st Prize, Scratch Race Classes A&B

G. Dance Brooklands, 8th April 1922'

Mounted on wooden plaque, 22cm diameter.

£600 - 1,000

Riding his works overhead-valve Sunbeam on 8th April 1922, Dance became the first person to lap Brooklands at over 80mph on a 350, raising the record from 74.5mph (set by AJS's Howard R Davies) to 80.51mph. Having won the 350cc Solo 3 Lap Handicap race he went on to win the 350cc Solo 3 Lap Scratch Race, and then entered the same 350 machine in the 500 Scratch Race, leading Douglas-mounted Cyril Pullin for the first two laps, Pullin's average speed (78.9mph) being exactly the same as Dance's in the 350 Scratch. In a thrilling struggle he finished 2nd to Pullin, being beaten by only a matter of yards.

Like many motorcycle racers of his generation, George Dance was a consummate all-rounder but is best remembered for his countless successes in sprints and hill climbs. He started work at Sunbeam as a mechanic just before the First World War and made his first competitive appearance at a hill climb in Wolverhampton. Signs of his talent did not take long to emerge, and in 1915 at the Style Cop hill climb he bagged a hat-ful of awards on a new Sunbeam 4hp single. In his definitive work on the marque, The Sunbeam Motorcycle, Bonhams' specialist Bob Cordon Champ has this to say about Dance: "George Dance was, simply, a wizard with a sprint motorcycle. Competing in most types of event, he failed to reach the top in the others but his appearance at a hill climb... was enough to cause a pall of gloom to descend upon the paddock". Dance was virtually unbeatable, and as a development engineer at Sunbeam he created the famous 'Sprint' models.

Although a sprint and hill climb specialist, Dance was no slouch either at Brooklands or the Isle of Man TT. On the occasion of his first visit to the Island in 1920 he lapped at record pace before being sidelined by a broken valve on lap three. At the 1921 TT he crashed on lap four while leading, and completed the race with the bike stuck in top gear to finish 8th. It was the only TT Replica he would win, every other outing up to and including his last in 1926 resulting in a 'DNF'. He is also famous for inventing the 'George Dance Knee Grips', developed to enable the rider to cling to his machine while travelling at speed on unmade roads, which were first produced by John Bull in 1923 and are still available today.



110



© Mortons

George Dance on his works overhead-valve Sunbeam, Brooklands, April 1922



111



112



© Mortons

Tom Morton with his HRD, Brooklands, 6th June 1925

111

EARLY HRD INTEREST - TWO OAK SHIELDS WITH SILVER PLAQUES,

each inscribed 'T. Morton 2nd 500 Scratch Race Brooklands 1925' with applied 'Sutton Coalfield & North Birmingham Automobile Club'. Silver plaque hallmarked Birmingham 1925 with Birmingham Medal Co makers mark.

£250 - 450

Riding a 500cc HRD at Brookland on 6th June 1925, Tom Morton won the Frank Hallam Cup with a speed of 80.98mph.

112

A FASCINATING AND SIGNIFICANT ARCHIVE OF ORIGINAL PAPERWORK RELATING TO GEORGE BROUGH'S ASSOCIATION OF PIONEER MOTORCYCLISTS APPLICATION

dating from 1930, it includes: his APMC application form with details of his first motorcycle and the machine he rode on the 1906 Land's End to John O'Groats; letters arguing his case for membership of the APMC including letters to Cecil Burney and Freddie Barnes (the latter letter stating he was one of the first to obtain a driver's licence in Nottingham amongst other asides); a supporting letter from Freddie Young – a founder member of the APMC; and carbon copy correspondence from the Hon Sec of the APMC investigating the application. All George Brough Motor Cycle Manufacturer letter headed correspondence bearing his or per procuracionem signatures. This file of paperwork was formerly in the possession of Harold Karslake. Also included in the lot is George Brough's APMC car badge. Close inspection advised.

(Qty)

£1,000 - 2,000

113 - 200

NO LOTS

THE NATIONAL MOTORCYCLE MUSEUM RESERVE COLLECTION

Friday 11 December 2020 at 11.00
Lots 201-252

Further images of each lot can be found at
www.bonhams.com/26118



The National Motorcycle Museum

The National Motorcycle Museum is recognised as the world's finest museum devoted to British motorcycles, and originally opened its doors in October 1984 with a collection of 350 motorcycles on display. The Museum owes its formation to the drive and ambition of one man, Mr W R (Roy) Richards. Looking towards retirement after a very successful business career, some people would invest in a pension, but for self-made man and true patriot Roy Richards, collecting classic British motorcycles was the way forward.

Still known as 'the boss' at the museum, he loved all motorcycles of British manufacture but especially Norton, with his favourite saying being: "when God made the mountains he had Nortons in mind". Early in 1980, Mr Richards set his heart on establishing a museum dedicated to the history, personalities, and products of the British motorcycle industry, and used his personal collection of machines, financial backing and, most tellingly, immense enthusiasm and dogged determination to see the project succeed. Roy passed away in 2008 but his work continues under the guardianship of Roy's widow Christine and sons Simon and Nick, with the collection now boasting some 1,000-plus machines, fully restored to the manufacturers' original specifications.

Since opening, this magnificent centre has become the largest motorcycle museum in the world, attracting around 250,000 visitors a year. One of the biggest attractions for many guests is the comprehensive cross-section of British machines, spanning the '60 Glorious Years' of motorcycle manufacturing in this country. The National Motorcycle Museum houses the largest collection of British motorcycles in the world with machines from 170 different manufacturers spanning three centuries.

From the earliest 'Pioneer' machine dating from 1898 through to the latest British superbikes of this century, the museum's collection highlights the development of the motorcycle as well as showcasing the UK's proud motorcycle-manufacturing heritage. Of the machines in the collection, there are around 850 on display at any one time throughout the museum's five huge display halls.

The museum's aim is to preserve these pieces of history for future generations as a reminder of this great nation's industry, engineering prowess, and work ethic.

From ABC to Zenith, the collection has at least one example of the 170 marques in the inventory covering every period: Pioneer, Veteran, Vintage and post-war. With larger manufactures such as BSA, Norton and Triumph there can be many dozens of machines of a particular make on display.

Over the past 30 years many of the UK's classic bike enthusiasts will have spent an afternoon browsing through the museum's halls, and many clubs and organisations have held rallies and events in the grounds. The National Motorcycle Museum has become a focal point for the British Motorcycle movement and is conveniently located in the heart of the Midlands transport network, with Birmingham International railway station just a five-minute taxi ride away.

Not only custodian of the largest collection of British motorcycles in the world, the National Motorcycle Museum is also one of the UK's largest conferencing and events facilities. The award-winning conference centre has 13 purpose-built suites available, including the Wardroom, seating small parties of up to 20 guests, and the Imperial Suite, which can host 1,000. The Museum also owns two local hotels: The Manor Hotel at Meriden (home of the old Triumph works) and The Windmill Village Hotel & Spa in Coventry.

Bonhams is proud to have been entrusted with this sale of a selection of motorcycles from the National Motorcycle Museum's Reserve Collection. Those machines that have been restored by the museum will be affixed with a specially commissioned solid silver plaque commemorating the restoration. These motorcycles have either been on display in the museum or stored at various times over the past three decades. Their present mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to their condition, completeness, correctness, or otherwise prior to bidding.





201



203



202

201

1959 MATCHLESS 498CC G9

Registration no. not registered (see text)

Frame no. over-painted Engine no. 56/G9 29815

Announced in 1948, the Matchless G9 and equivalent AJS Model 20, while following the established pattern of British parallel twins, were unusual in having a third, central, crankshaft main bearing. The new 498cc engine was housed in the sprung frame recently introduced on the heavyweight singles. Restored by the Museum, as commemorated on the attached silver plaque, this G9 comes with an old-style continuation logbook and a DoT letter dated 19.3.84, the latter confirming that the registration 'XDH 876' is linked to the machine. However, the aforementioned registration does not appear in the HPI and DVLA databases and so the Matchless must be considered unregistered. The machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding.

£5,000 - 7,000

202

1955 MATCHLESS 348CC G3LS

Registration no. YAS 934 Frame no. A340009 Engine no. 55/G3LS 26927 Coded Model 16 and G3L respectively, the two 350cc models shared the same 93mm stroke as their 500cc brethren, coupled to a 69mm bore. Housed in a rigid frame with Teledraulic front fork, the ruggedly built overhead-valve engine drove through a four-speed gearbox. Hairpin valve springs were adopted for 1949 and a swinging-arm frame introduced: the latter initially for export only but available in the UK from 1950, machines so-equipped being suffixed 'S'. This Matchless G3LS had already been restored some years previously when it was purchased by the Museum in January 2004. Accompanying documentation consists of old and current V5Cs and SORN paperwork. The machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding.

£4,000 - 6,000



204

203

1961 AJS 646CC MODEL 31 DE LUXE

Registration no. 631 FOP Frame no. A77073 Engine no. 61/31L X4880 Progressively developed and enlarged, the engine finally arrived at 646cc in the autumn of 1958 with the launch of the AJS Model 31 and Matchless G12. Well-finished, stylish, and deservedly popular despite lacking the performance image of certain rivals, AMC's twins were much missed after their demise in 1966. This AJS Model 31 was attached to a Swallow sidecar when it was purchased by the Museum at Bonhams' Stafford Sale in April 2004 (Lot 327, purchase invoice on file). It has since been restored by the Museum, as commemorated on the attached silver plaque; only 27 miles have been covered since the rebuild's completion. Accompanying documentation consists of SORN paperwork and a V5C. The machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding.

£4,000 - 6,000

204

1950 AJS 497CC MODEL 18

Registration no. 770 UYN Frame no. 58667 Engine no. 46/18 926 Associated Motor Cycles announced its post-war range of AJS and Matchless 'heavyweight' singles in June 1945. Coded Model 18 and G80 respectively, the two 500cc models shared the same 93mm stroke as their 350cc brethren, coupled to an 82.5mm bore. Housed in a rigid frame with Teledraulic front fork, the rugged overhead-valve engine drove via a four-speed gearbox. Hairpin valve springs were adopted for 1949 and a swinging-arm frame introduced, the latter initially for export only but available in the UK from 1949, models so-equipped being suffixed 'S'. This 1950 AJS Model 18 has been fitted with an earlier (1946) engine. Purchased from Andy Tiernan Classics in 2016 (invoice on file), the machine has been totally restored by the Museum, as commemorated by the attached silver plaque. The machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding.

£2,800 - 3,600

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

205

1965 ROYAL ENFIELD 736CC INTERCEPTOR SERIES I

Registration no. APO 71C

Frame no. 69869

Engine no. YB16552

Built to satisfy the North American market's insatiable appetite for ever-larger engines, the 736cc Interceptor arrived in the UK in 1962 and was closely based on the Constellation but with the added refinement of a dynamically balanced crankshaft. In 1966 Royal Enfield was acquired by Norton Villiers and much of the business sold off. After a brief hiatus in production, Royal Enfield introduced the Series II Interceptor, with revised wet-sump engine, and the model continued in this form until the company's demise in 1970. Although it sold in relatively small numbers compared to the more popular BSA and Triumph twins, the big Interceptor had a character all of its own and even today commands a loyal following. This Interceptor was extensively restored in the early 2000s while belonging to the immediately preceding owner, as evidenced by the substantial quantity of bills on file, many from recognised marque specialists Hitchcock's Motorcycles of Solihull. The odometer reading is 13 miles, which is believed to be the distance covered since the rebuild's completion. 'APO 71C' also comes with an expired MoT (2008) and an old-style V5C document. The machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding.

£8,000 - 12,000



206

1961 ROYAL ENFIELD 693CC CONSTELLATION

Registration no. 830 AWK

Frame no. 9745

Engine no. SB10437

Like BSA and Triumph before it, Royal Enfield went on to enlarge its 500cc twin, eclipsing its rivals with the 693cc Meteor, Britain's largest vertical twin at the time of its introduction for 1953. The crankcase remained fundamentally unchanged but the bore/stroke dimensions and engine top-end were those of the 350 Bullet, doubled up and restyled. Extensive revisions to the engine and a new frame (shared by the Bullet singles) ushered in the Super Meteor in the autumn of 1955. Maximum power went up to 40bhp and top speed increased to just over the magic 'ton'. While the Super Meteor was a fine performer, Enfield's next development - the Constellation - was outstanding. Based on its immediate predecessor, the new sports roadster featured a 51bhp engine, revised frame, and a handsome 4.25-gallon fuel tank. On test with Motor Cycling magazine in Belgium, a Constellation recorded a top speed of 115mph while averaging 51mpg, impressive figures by any standard. This example of one of Britain's rarer parallel twins was in its present condition when purchased by the Museum from Bill Little Motorcycles in May 2004. The sales invoice is on file and the Enfield also comes with SORN paperwork and a V5C Registration Certificate. The machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding.

£6,500 - 8,500





207
1939 ARIEL 599CC MODEL 4F SQUARE FOUR
 Registration no. JFC 85
 Frame no. P1797
 Engine no. EE587

Designed by the legendary Edward Turner, Ariel's Square Four was first shown at Olympia in 1930. Unique at the time of its introduction, the 'Squariel', as it was swiftly dubbed, featured a single block of four cylinders and twin geared-together crankshafts with pistons phased at 180 degrees. The crankcase was split horizontally, unusually for a motorcycle engine of the period, while the vertical valves were operated by a single overhead camshaft. Although launched as a '500', the Squariel was soon enlarged to 601cc with an eye on the important sidecar market, this bigger 4F6 version being made available for the 1932 model year. Added to the range in 1937 was the totally redesigned Model 4G, with 995cc overhead-valve engine, making it an even more enticing prospect for sidecarists. Dropped after 1936, the '600' 4F reappeared for 1939, redesigned along the lines of its larger sibling. Not revived after WW2, the overhead-valve 4F is one of the rarest of 1930s Ariels. This rare Square Four variant has been restored by the Museum, as commemorated on the attached silver plaque, and comes with an old-style continuation logbook and an old-style V5C document. The machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding.

£16,000 - 22,000



208
1935 ARIEL 601CC MODEL 4F SQUARE FOUR
 Registration no. CMF 597
 Frame no. Y10923
 Engine no. WA489

Designed by the legendary Edward Turner, the Ariel Square Four was first shown at Olympia in 1930. Unique at the time of its introduction, the 'Squariel', as it was swiftly dubbed, featured a single block of four cylinders and twin geared-together crankshafts with pistons phased at 180 degrees. The crankcase was split horizontally, unusually for a motorcycle engine of the period, while the vertical valves were operated by a single overhead camshaft. A supercharged example was raced at the Isle of Man TT in 1931 without success, which was hardly surprising as its makers had envisaged the model as more of a luxury tourer than an out-and-out sports machine. Although launched as a '500', the Squariel was soon enlarged to 601cc with an eye on the important sidecar market, this bigger 4F6 version being made available for the 1932 model year. Added to the range in 1937 was the totally redesigned Model 4G, with 995cc overhead-valve engine, making the Squariel an even more enticing prospect for sidecarists. The 4F square Four has been restored by the Museum, as commemorated on the attached silver plaque, and comes with an old-style continuation logbook and an old-style V5C document. The machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding.

£16,000 - 22,000



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209

C.1956 ARIEL 499CC HT5 TRIALS MOTORCYCLE

Registration no. not registered

Frame no. CRT311

Engine no. CNJ265

By the mid-1950s the swinging-arm frame's superiority had begun to be recognised in the trials world, overturning the conventional view that a rigid frame gave better grip. Ariel was one of the last manufacturers to introduce a trials frame with rear suspension, the prototype of what would become the HT5 first appearing at the 1955 Scottish Six Days event with production proper commencing in September of that year. Little was achieved by the works HT5s in their first season but the arrival of Ron Langston for 1956 brought with it the success Ariel had been seeking, their new signing winning the Cotswold and Greensmith trials. For the next few seasons, the HT5 was the class of the field. Arguably the most capable of the 'heavyweight' trials irons, the HT5 disappeared along with the other Ariel four-strokes in 1959 after only 450-or-so had been made, though Sammy Miller's famous and much modified example - 'GOV 132' - would continue winning at the highest level well into the 1960s. One of the last of its kind produced, this restored HT5 displays a total of only 1 mile on the odometer. The machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding. Offered with purchase receipt (2003).

£5,000 - 7,000



210

1956 ARIEL 350CC RED HUNTER

Registration no. VTA 154

Frame no. DU2698

Engine no. NBH18943 (see text)

In 1946 the Red Hunters became the first models to feature Ariel's new telescopic front fork, and the following year could be ordered with the optional Anstey Link plunger rear suspension. A new duplex loop frame with swinging-arm rear suspension was adopted for 1954, the 500cc VH gaining an alloy 'head' at the same time (a feature the 350cc NH would not enjoy until the 1956 range was announced). Stylish sports roadsters, the much-loved Red Hunters were discontinued when production of all Ariel four-stroke models ceased in 1959. This 350cc Red Hunter is offered with its original old-style logbook and an old-style V5C document, both of which record the engine number as 'LB1019', indicating that it has been changed. The machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding.

£3,800 - 5,200





211
1990 NORTON 588CC F1
 Registration no. H669 SYG
 Frame no. 050144
 Engine no. obscured

Norton's last valiant attempt to build a roadster around its fabulous rotary engine was easily the best looking. Race-styled and painted in the John Player Specials livery of Steve Spray and Trevor Nation's works bikes, the F1 made do with 94bhp as opposed to the racer's 150-plus, a figure putting its performance (top speed was around 145mph) on a par with that of contemporary sports 600s from Japan. In the quality of its equipment though, the F1 was streets ahead: Spondon alloy beam frame, White Power 'upside down' forks, White Power rear shock, and Brembo brakes all-round. The downside, however, was the F1's cost: a staggering £12,700 (a Honda VFR750 cost £5,799 at the time) but then quality never did come cheap. Perhaps not surprisingly, few were made before the factory hit yet another financial crisis and production ceased. Today, this last 'proper' Norton has become one of the most sought-after British motorcycles of recent times. Displaying a total of 21,188 miles on the odometer, this F1 was purchased 'as is' from its first owner in July 2003. Accompanying documentation consists of an old-style V5C, photocopy old V5, and a valuation report (2005). The machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding.

£20,000 - 30,000



212
1968 NORTON 745CC P11A SERIES 2
 Registration no. not registered
 Frame no. 125907
 Engine no. P11 125907

Associated Motor Cycles' final years saw the ailing company launch a bewildering assortment of 'badge-engineered' hybrids. Announced in the autumn of 1963, the first was a street scrambler intended for the North American market. The AJS/Matchless-framed machine used the 745cc Norton Atlas engine, and the experience gained paved the way for the AJS Model 33 and Matchless G15 roadsters introduced for 1965, by which time Norton forks and brakes had been standardised throughout the range. This 'mix-and-match' policy continued under Norton Villiers' ownership, the CSR-framed roadsters being joined by a Norton-badged clone: the N15. While the range as a whole contracted, there was one new model for 1967: the Norton P11; another Atlas-engined hybrid but this time one built using the Rickman-style Reynolds 531 frame of the Matchless G85CS scrambler. With the Commando's arrival later that same year, the days of the P11 were numbered and production ceased at the end of 1968. Despatched new to North America in April 1968, this example of one of the rarest and most sought-after of post-war Nortons was re-imported in November 1989 by Worldvista Ltd and purchased from them in 2005. The machine was restored by Worldvista's Michael Bell and since acquisition has benefited from further restoration by the NMM, whose commemorative silver plaque is attached. The purchase receipt, dating/specification notes, and C&E Form 386 are on file. The machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding.

£10,000 - 15,000



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213

1974 NORTON 829CC JOHN PLAYER COMMANDO

Registration no. CCA 214M

Frame no. 000128

Engine no. 318048

The Commando's vibration-beating Isolastic frame enabled Norton Villiers successfully to prolong the life of their ageing parallel twin. Launched in 1967, the Commando was an instant hit with the motorcycling public, being voted '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 750 triples and Honda's 750 four, but the Commando more than made up for this minor deficiency with superior mid-range torque and steadier handling. Reflecting the Norton racing team's sponsorship by the John Player tobacco company, a new Commando model – the 'John Player Norton' or 'JPN' for short – was announced for the 1974 season. Boasting a streamlined half-fairing and matching tank/seat unit in John Player livery, the café racer-styled JPN came with a choice of engines: the standard 829cc motor or a short-stroke 749cc unit intended for production racing. A top-of-the-range, limited edition model produced for only a couple of seasons (1,000 were envisaged but only around 200 made), it is now one of the most sought-after members of the Commando family. Purchased by the National Motorcycle Museum in November 2003, this original JPN Commando is offered with a Certificate of Manufacture; an expired MoT (2004); and a V5C document. The machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding.

£8,000 - 12,000



214

11 recorded miles from new

C.1993 NORTON 588CC COMMANDER

Registration no. not registered

Frame no. 4293

Engine no. obscured

Hailed by Norton as, "the first true British challenger on the world motorcycle market in over a decade", the fully faired Commander rotary utilised Yamaha XJ900 wheels, suspension, brakes, and sundry electrical components. With 80bhp on tap, the Commander was good for a top speed in the region of 120mph while a commendably flat torque curve; smooth almost vibration-free engine; excellent handling; protective fairing; and two 25-litre integral panniers made it a tourer to rival BMW's K100. Believed one of the last made before production ceased in 1993, this Commander was bought as 'new old stock' from Norton (the inspection labels are still in place) and displays a total of only 11 miles on the odometer. Unregistered, the Commander is offered with an owner's manual, plug spanner, rear reflector, and Form V55/3. The machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding.

£8,000 - 12,000





215

1957 NORTON 596CC DOMINATOR 99

Registration no. YKK 797

Frame no. M14 70558

Engine no. 70558 14M

Norton's 500cc twin-cylinder engine first appeared in the racing singles' 'Featherbed' frame in November 1951 as the Model 88. Introduced for 1956, the 596cc Model 99 sports roadster was outwardly identical to its smaller brother. Endowed with greater power and higher gearing that enabled it to top the magic 'ton', the 99 retained all the excellent handling and steering characteristics associated with the Featherbed chassis. The model remained essentially unchanged, apart from gaining alternator/coil-ignition electrics for 1958, until dropped in 1962. This eye-catching Dominator 99 was purchased by the Museum in October 2003 and restored by them at the NEC show. Accompanying documentation consists of an old-style V5C, photocopy old V5, and an expired MoT (2004). The machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding.

£7,000 - 10,000



216

1956 NORTON 497CC DOMINATOR 88

Registration no. not registered

Frame no. L122 68911

Engine no. 68911 L122

In November 1951 Norton's 500cc twin-cylinder engine found a new home in the racing singles' 'Featherbed' duplex frame. Initially for export only, the newcomer - titled 'Dominator 88' - was the first production Norton roadster to feature the lightweight, race-proven chassis.

Updated year by year, the Dominator had received an alloy cylinder head, full-width hubs, welded rear sub-frame, alternator electrics, and coil ignition by the decade's end and - for 1960 - the narrower 'slimline' Featherbed frame among countless other improvements. Motor Cycle magazine clocked 92mph on an '88' in 1957 and, needless to say, the handling and roadholding were found to be first class. This beautiful Dominator 88 was purchased in October 2003 from Worldvista Ltd and restored for the Museum by Worldvista's Michael Bell (purchase receipt on file). Further restoration has been carried out by the Museum, as commemorated by the attached silver plaque. The machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding.

£6,000 - 8,000



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.

217

1929 NORTON 490CC MODEL 18

Registration no. RM 5906 (see text)

Frame no. 41655 (see text)

Engine no. 41655

- *Exciting Vintage-era sports roadster*
- *Restored by the National Motorcycle Museum*
- *Potential Banbury Run entrant*



Like the majority of their contemporaries, Norton relied on the sidevalve engine until the 1920s, when the existing and well-tried 490cc unit was used as the basis for the firm's first overhead-valve design. Penned by James Lansdowne Norton himself and first seen in prototype form in 1922, the overhead-valve Norton made little impact in that year's Senior TT, though at Brooklands D R O'Donovan raised the world 500cc kilometre record to over 89mph using the new motor.

A road-going version - the Model 18 - was catalogued for 1923, quickly establishing a reputation for both speed and reliability when a standard engine assembled from parts was used to set a host of records, including a new 12 hours mark. Alec Bennett won the Senior TT for Norton in 1924 and, demonstrating that racing really did improve the breed, the Model 18 gaining Webb forks and better brakes for 1925 as a direct result of the works team's experiences.

The Model 18 retained its essentially Vintage characteristics until 1931 when the range was extensively redesigned, the most obvious external alteration in its appearance before then being the adoption of a 'saddle' tank on the 1929 range. Today the Vintage-era Model 18 enjoys landmark status as Norton's first overhead-valve roadster and is highly prized by discerning enthusiasts.

It should be noted that this example's frame number ('41655') is incorrect and stamped in the wrong place. The V5C records the frame number as '35989' and thus cannot be offered with this motorcycle, which is effectively unregistered. The Norton has been restored by the Museum, as commemorated on the attached silver plaque. The machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding.

£18,000 - 26,000



218
1959 TRIUMPH 649CC T120 BONNEVILLE
 Registration no. HFO 139
 Frame no. D1458
 Engine no. T120 D1458

Hurriedly prepared for its debut at the 1958 Earls Court Show (it was too late for inclusion in the 1959 catalogue) Triumph's Bonneville arrived at a time when young motorcycle enthusiasts wanted style as well as substance and had the money to pay for it. Finished in striking two-tone Tangerine/Pearl Grey with matching mudguards and black cycle parts, the bike was a real looker; and the name 'Bonneville', chosen in honour of Johnny Allen's record-breaking achievements with his Triumph-powered streamliner at the eponymous Utah Salt Flats, was an inspired piece of marketing. Works tester Percy Tait had achieved 128mph at MIRA on a development bike, and even though this figure proved beyond the reach of the production version the Bonnie was at least as fast as the opposition and much better looking, which was all that mattered. A 1960 model built in November 1959, this Bonneville comes with numerous invoices relating to its restoration in the early 1990s while in previous ownership, including many from renowned marque specialist Hughie Hancox. Acquired by the Museum in 2004 and restored by them, the machine also comes with an attached commemorative silver plaque, a Certificate of Authenticity, and an old-style V5C document. The current odometer reading is 554 miles, which is believed to be the distance covered since the rebuild's completion. The machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding. **£10,000 - 15,000**



219
1951 TRIUMPH 649CC 6T THUNDERBIRD
 Registration no. JUK 186
 Frame no. 15758NA
 Engine no. 6T 15758NA

Always a step ahead of their rivals, Triumph followed up the trend-setting Speed Twin 500 of pre-war days by being first in the field with a 650cc parallel twin. Announced in September 1949, the 650 Thunderbird was Triumph's response to demands for more power emanating from American racers and British sidecarists alike. A spectacular launch stunt saw three Thunderbirds lap the banked Monthéry circuit in France at over 90mph for 500 miles, after which they each achieved a flying lap of 100mph-plus and were ridden back to the Meriden factory, a quite outstanding achievement. A 1952 model first registered in December 1951, this sprung hub-equipped example was purchased for the Museum in November 2003 and restored by them, as commemorated by the attached silver plaque. The machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding. Offered with an old-style V5C document. **£8,000 - 12,000**



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

220

1975 TRIUMPH 741CC LEGEND NO. 058

Registration no. KHP 662N

Frame no. T160 CK02898

Engine no. T160 CK02898

When NVT collapsed, race-shop foreman Les Williams set up a business specialising in BSA-Triumph triples and built a number of replicas of the famous racer, 'Slippery Sam'. Les also developed the ultimate street triple: the T160-based Legend café racer, which first appeared in the early 1980s. Hand built, the Legend was produced in limited numbers into the early 1990s; it is estimated that only 60 were made and today this ultra-rare 'classic superbike' is highly sought after. Displaying a total of 4,183 miles on the odometer, this example has an engraved plaque on the top yoke stating that it was built by L P Williams for Stan Trowell. Acquired for the Museum in October 2003, the Legend comes with old/current V5C/V5 documents, both incorrectly recording the frame/engine number prefix as 'C4' rather than 'CK'. The machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding.

£8,000 - 12,000



221

1968 TRIUMPH 740CC T150 TRIDENT

Registration no. not registered

Frame no. T150T 121

Engine no. T150T 121 (see text)

Essentially a 'Tiger-and-a-half', the Triumph and BSA 750cc Triples were launched in 1968. BSA-Triumph had learned a lot about engine development from racing the 500cc twins, and the Triples were the most powerful machines in their class. Today they enjoy an enthusiastic following worldwide and are supported by numerous recognised specialists and a first rate owners' club, the TR3OC. Dating from the first season of production and believed restored, this T150 Trident was re-imported from California in 1990 and purchased by the Museum in July 2003. Currently displaying a total of only 4.9 miles on the odometer, the machine is offered with the 1990 and 2003 purchase receipts and form C&E 386. It should be noted that the background engraving to the engine number boss is missing, suggesting that the number has been re-stamped. Furthermore, the machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding.

£6,000 - 9,000





222

7 recorded miles from new

1979 TRIUMPH 744CC T140E BONNEVILLE

Registration no. not registered

Frame no. T140E DA20937

Engine no. T140E DA20937

The final phase of Triumph twin development began in 1972 with the first appearance of the enlarged-to-750cc version of the Bonneville; the increase in bore size necessitating a new crankcase to accommodate the wider barrel. Other improvements included a new ten-stud cylinder head, triplex primary chain, stronger transmission, and a disc front brake, while a five-speed gearbox, introduced on the preceding 650 Bonneville, was standard equipment. The T140 remained for many years the UK's top-selling 750 and was voted Motor Cycle News 'Machine of the Year' in 1979. We are advised by the vendor that this Bonneville is a 'new old 'stock' example with only 7 miles recorded (original 'DOT' labels are present). Accompanying paperwork consists of the 2004 purchase receipt and form V55/3 listing the supplying dealer as Terry Hobbs Motorcycles. The machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding.

£5,000 - 8,000



223

1984 TRIUMPH 744CC TRIDENT T150V 'ROB NORTH' REPLICA

Registration no. KHB 240P (see text)

Frame no. ME00117

Engine no. T150V NK45136

Inspired by the BSA-Triumph works racers of the early 1970s, this superb road-legal special was built by expert restorer Eric Parr (hence the E.D.P. initials) in 1983-1984 and won the 'Classic Bike of the Year' award at the 1984 International Classic Bike Show. It later featured in Classic Bike magazine (December 1984 issue), appearing on the front cover (copy available). The frame is the legendary Rob North type used by the factory's all-conquering triples in 1971; it was obtained new from Miles Engineering, who made nearly 500 such frames. A box-section swinging arm allows a wide rear tyre to be fitted, while twin 10" front discs provide powerful braking. The engine is from a late five-speed Trident T150V. Other noteworthy features include a 3-into-1 exhaust with megaphone silencer; Akront alloy wheel rims; and a works replica 'letterbox' fairing complete with oil cooler. Twin headlamps are fitted in the style of a 1970s endurance racer, and the rear lamp is neatly incorporated into the seat which, like the aluminium oil tank, replicates factory short-circuit items. The stickers all relate to products actually used. With 120mph-plus performance available, the addition of rear-view mirrors is understandable. The machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding. There is no registration document with this Lot.

£14,000 - 18,000



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224

14 miles displayed on the odometer

1957 TRIUMPH 500CC TRW

Registration no. not registered

Frame no. 25894NA

Engine no. TRW25894 NA

Developed in the immediate post-WW2 years to fulfil British Government contracts for a new military motorcycle, the TRW followed the overall lines of Triumph's trend-setting parallel twins but with the simpler and more easily maintained side valves rather than the civilian models' overhead valves. In keeping with the military's requirements for robustness and simplicity, the TRW retained a rigid frame while featuring Triumph's telescopic front fork as used by many models across the range. The vendor advises us that this TRW, originally despatched to Canada, is a new-old-stock example that was still in its crate when purchased in the 1980s. A total of only 14 miles is displayed on the odometer and the 'CAUTION ENGINE NOT RUN IN' sticker is still on the speedo! The machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding. Offered without documents.

£8,000 - 12,000



225

1996 TRIUMPH DAYTONA 1200

Registration no. P567 GRB

Frame no. SMTTC354CRV045509

Engine no. none visible

Triumph's resurrection and transformation into a thriving global brand is one of the more unlikely manufacturing success stories of modern times. Unveiled in the autumn of 1990, the range consisted of three- and four-cylinder models named after iconic Triumphs of the past: Daytona, Trophy, and Trident. Acquired from its first owner in 2016, this Daytona 1200 has been restored by the Museum and currently displays a total of 14,361 miles on the odometer. The machine comes complete with numberplate (detached); V5C document; expired MoT (issued April 2017 at 13,181 miles); and its original wallet containing the owner's manual and service booklet (last stamped in April 2002 at 5,743 miles). The machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding.

£2,000 - 2,500



226

1959 TRIUMPH 249CC TIGRESS

Registration no. YWK 217

Frame no. 4022

Engine no. W4255

Latecomers to the scooter market, BSA introduced its first 'proper' scooter in October 1958. Launched under the BSA and Triumph banners as the 'Sunbeam' and 'Tigress' respectively, both could be had with either a 175cc Bantam-based single-cylinder two-stroke engine or a new 249cc twin-cylinder four-stroke unit. Pressed steel bodywork of conventional appearance was wrapped around a duplex loop frame. For the 249cc version, comfortable cruising at 55mph and an average fuel consumption of around 80mpg were reported by contemporary road-testers. Apparently restored, this twin-cylinder Tigress was purchased 'as is' by the Museum in July 2010. Accompanying documentation consists of an old-style V5C, an expired tax disc (1967), and a Vintage Motor Scooter Club dating certificate. The machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding.

£3,000 - 4,000



227

1928 SUNBEAM 493CC T.T. MODEL 90 RACING MOTORCYCLE

Frame no. E1134

Engine no. L1211

- *Believed to incorporate a works frame*
- *Formerly part of the Anthony Blight Collection*
- *Restored by the National Motorcycle Museum*



In 1928 Sunbeam produced what was arguably their finest ever racer: the 'Bullnose 90', so called on account of its fuel tank's round-nosed nose. Four machines were taken to the Isle of Man that year for the Senior TT race with an international team of riders: Francesco Franconi (Swiss), Luigi Arcangeli (Italian), Arthur 'Digger' Simcock (Australian) and Charlie Dodson (English). The race was run in atrociously wet weather, which suited Dodson, who was well known for his remarkable ability in such conditions. Nevertheless, he crashed at Kepple Gate while leading the race, allowing Rudge-mounted Graham Walker to take the lead. Dodson remounted and continued, only to be brought down a second time by the loose rear stand. Back in the saddle once more, he eventually passed the Rudge ahead of him, which failed 10 miles from the finish. Franconi finished 7th and Arcangeli 15th, which was good enough to secure Sunbeam the Team Prize. 1928 was the last time that a flat-tank motorcycle won the Senior TT.

This particular Model 90 was purchased by Ivan Rhodes in 1998 on behalf of the National Motorcycle Museum and is believed to incorporate a works frame. Reputedly the machine had been used extensively by one G D Dunlop for sand and path racing.

It was then acquired by Iliffe & Sons, publishers of The Motor Cycle, and formed the basis of instruction and advice on machine overhaul written by the editor at the time, the late Arthur Bourne. Subsequently the machine belonged to the well-known Sunbeam enthusiast, the late Anthony Blight, and before that it had been owned by the famous Scottish tuner/entrant, Joe Potts - best remembered as Bob McIntyre's sponsor in the 1950s and '60s.

The Sunbeam has been restored by the Museum, as commemorated on the attached silver plaque. It should be noted that the engine is not original to the frame and that the crankcases are from a single-port Model 9. Accompanying documentation includes the 1998 purchase receipt and correspondence; a continuation logbook in Joe Potts' name (1970); and a V5C Registration Certificate. It should be noted that the V5C still records the number of the previous engine ('N2092'). The machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding.

£22,000 - 28,000

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

228

1928 SUNBEAM 493CC T.T. MODEL 90 RACING MOTORCYCLE

Registration no. OX 5193

Frame no. E1015

Engine no. N2017

- One owner from 1983 to 2002
- Belonging to the National Motorcycle Museum since 2002
- Restored by the NMM



This T.T. Model 90 comes with an old-style continuation logbook (issued 1949) recording two owners: R Shelton and Peter Woodward, the second of whom acquired the machine in November 1983 and is listed as previous keeper on the accompanying V5C document. Writing in the Marston Sunbeam OC magazine of summer 2017, Peter Woodward says: "The Sunbeam showroom at 194 Broad Street, Birmingham displayed the bike for sale in June 1928; an unknown gentleman used it to race at Pendine Sands during the summer and he returned the bike to the showroom for resale afterwards.

"... the CT close-ratio gearbox, without kick-start or components; the kick-start hole in the gearbox was blanked off with a genuine plug, this was slightly domed and plated in nickel. The Binks three-jet carburettor for performance and the WM2 21" front wheel are how it left the factory ready for racing at Pendine.

"The second owner, Mr Bate, was employed as works managers at R T Shelley, the engineering company that bailed out Norton Motorcycles when it became bankrupt. The third owner, Mr Shelton, worked at the Sunbeam Elms factory as a fitter, where they serviced and overhauled customers' bikes. He rode the Model 90 during the war years, and one night he ran into a bomb crater in the dark, which seriously damaged the frame."

The Model 90 was then stored in a bedroom for many years until eventually the house was condemned and the Sunbeam offered for sale at a Phillips auction in London, where Peter Woodward bought it. Peter then restored the machine to his usual exemplary standard, fitting a kick-start-equipped BT gearbox for convenience, and in December 2002 sold it to the National Motorcycle Museum. The Sunbeam has since been restored by the National Motorcycle Museum, as commemorated by the attached silver plaque. Accompanying documentation consists of a V5C Registration certificate and the aforementioned continuation logbook.

The Classic Motor Cycle's editor James Robinson wrote a lengthy article for the magazine's January 2018 edition about his experiences riding 'OX 5193' (copy article available). James much enjoyed the Sunbeam: "Thing is, one really doesn't want much more performance, as it's already so quick compared to (almost) anything from its period, plus most motorcycles 30 years newer. Cruising at 55-60mph is absolutely effortless..." A carburettor in need of adjustment/tuning was the only niggle of note.

The machine's present mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding.
£18,000 - 24,000

229

C.1933 VINCENT-HRD 499CC MODEL P

Registration no. not UK registered

Frame no. D705

Engine no. 9005

- *Rare Rudge Python-engined Vincent-HRD*
- *Initially assembled from parts circa 1973*
- *Cosmetically restored by Ian Savage and the National Motorcycle Museum*
- *Non-runner for display purposes only*



The Vincent-HRD marque originated in 1928 when Philip C Vincent acquired the name, jigs, tools and patterns of the recently liquidated HRD Company. ('HRD' stood for Howard Raymond Davies, the Isle of Man TT winner who had founded the firm in 1924). Like Davies before him, Vincent relied on proprietary engines until increasing dissatisfaction with suppliers led to the creation of Vincent's own in 1934. One of the firm's suppliers was Rudge, whose proprietary engines were sold under the 'Python' brand name.

According to document on file, written by the VOC's Ian Savage, its restorer, this Python-engined Vincent-HRD was built from parts by the late George Maple of Douglas, Isle of Man circa 1973 using a Vincent-HRD rear frame and swinging arm bearing bracket set from a Model P with frame number 'D705', dating from 1933. The other major components are a Series-A frame with no visible number; Series-B Brampton forks; and a Burman gearbox from a JAP-engined Vincent Model J of similar period. The engine, number '9005', appears to be a mixture of Rudge parts from the Ulster and Special models dating from 1933/34.

The period 1933-1934 marked a transition in the specification of Vincent-HRD machines. From single brakes to twin brakes; to rod operated rear brakes; Terry to Dunlop saddles, etc. As the rear frame is of the earlier (cable-operated) pattern, the machine has been built to this period. The rest of the cycle parts are a mixture of pre-and post-war Vincent 'A' or 'B' items. Since acquisition the machine has benefited from further restoration by the NMM, as commemorated by the attached silver plaque.

It should be noted that this motorcycle has been prepared for display purposes only and no attempt should be made to start it, as many of the engine's internal components are badly worn. The engine has been greased and oiled during assembly but not filled with oil, while the gearbox and cycle parts are greased as necessary. Accordingly, prospective purchasers must satisfy themselves with regard to this motorcycle's condition, completeness, correctness, or otherwise prior to bidding. The machine is offered with correspondence; the aforementioned document (perusal recommended); and an old (1972) Isle of Man logbook.

£20,000 - 25,000

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

230

1954 VINCENT 499CC COMET SERIES C

Registration no. UVK 711 (see text)

Frame no. RC/1/12412

Rear frame no. RC/1/12412

Engine no. F5AB/2A/10512

Crankcase mating no. PP4

Vincent's first single-cylinder model of the post-war era appeared in 1948. The newcomer was offered in two forms initially: Series-B Meteor and Series-C Comet, both of 500cc. Apart from its Burman gearbox and 'missing' cylinder, the Comet followed Series-C twin lines, featuring the newly introduced Girdraulic front fork and hydraulic dampers at front and rear, while the Meteor retained the old Brampton girders. The Meteor was soon dropped but the Comet continued in production until 1954, offering the same degree of refinement as its bigger brother, albeit with reduced performance. Even so, the Comet combined a 90mph potential with excellent fuel economy, and was the ideal touring mount for the discerning rider who placed civility of manners and quality of construction above outright performance. An expensive machine to produce, the Comet did not sell as well as its maker had hoped and was dropped when the Series-D range was introduced. This example comes with its original logbook, an expired MoT (1974), and a DoT letter dated 1984 linking the registration number 'UVK 711' to the machine; however that registration is not listed in either the HPI or DVLA database and thus the machine must be viewed as unregistered. The machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding.

£18,000 - 24,000



231

1961 VELOCETTE 499CC VENOM

Registration no. 233 DYH

Frame no. RS174424

Engine no. VM5516

Engine development pursued as part of Velocette's scrambles programme bore fruit in 1956 in the shape of the high-performance Venom and its 350cc sibling, the Viper. The MSS frame and forks were retained for the newcomers but full-width alloy hubs were adopted to boost braking power and smart chromed mudguards fitted to enhance the models' sporting image. Produced until the end of Velocette production in 1971, the Venom in its various guises represents the final glorious flowering of the traditional British sports single. Boasting some 'sports' features: large fuel tank, rear-set footrests, and a swept-back exhaust pipe, this beautiful Venom had already been restored to an apparently high standard when purchased by the Museum in October 2004. The purchase receipt is on file and the Venom also comes with old/current V5C documents. The machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding.

£8,000 - 12,000



232

1936 BROUGH SUPERIOR 982CC SS100

Registration no. VD 6582

Frame no. M1/1661

Engine no. BS/X 1001

- *Delivered new to Edinburgh*
- *Matching frame and engine*
- *Earliest numbered engine in a production model*



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.



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

W E Brough's machines had been innovative and well engineered, and his son's continued the family tradition but with an added ingredient - style. The very first Brough Superior Mk1 of 1919 featured a saddle tank - an innovation not adopted by the rest of the British industry until 1928 - and the latter's broad-nosed, wedge-profiled outline would be a hallmark of the Nottingham-built machines from then on. Always the perfectionist, Brough bought only the best available components for his bikes, reasoning that if the product was right, a lofty price tag would be no handicap. And in the 'Roaring Twenties' there were sufficient wealthy connoisseurs around to prove him right.

Introduced in 1922, the JAP-powered SS80 achieved instant fame when a racing version ridden by George became the first sidevalve-engined machine to lap Brooklands at over 100mph. With the new SS80's performance threatening to put the overhead-valve Mk1 in the shade, it was decided to completely redesign the latter. The result was the legendary SS100. First shown to the public in 1924, the SS100 employed an entirely new 980cc JAP v-twin engine. A frame of duplex cradle type was devised for the newcomer, which soon after its launch became available with the distinctive, Harley-Davidson-influenced, Castle front fork patented by George Brough and Harold 'Oily' Karslake. And just in case prospective customers had any doubts about the SS100's performance, each machine came with a written guarantee that it had been timed at over 100mph for a quarter of a mile - a staggering achievement at a time when very few road vehicles of any sort were capable of reaching three-figure speeds.

With this level of performance available in road trim, it was only to be expected that the SS100 would make an impact on the race track, particularly the ultra-fast Brooklands oval, and the exploits of Brough Superior riders - among them Le Vack, Temple, Baragwanath, Fernihough, and Pope - did much to burnish the marque's image. When Brooklands closed forever at the outbreak of WW2, Noel Pope's Brough Superior held both the sidecar and solo lap records, the latter at an average speed of 124.51mph.



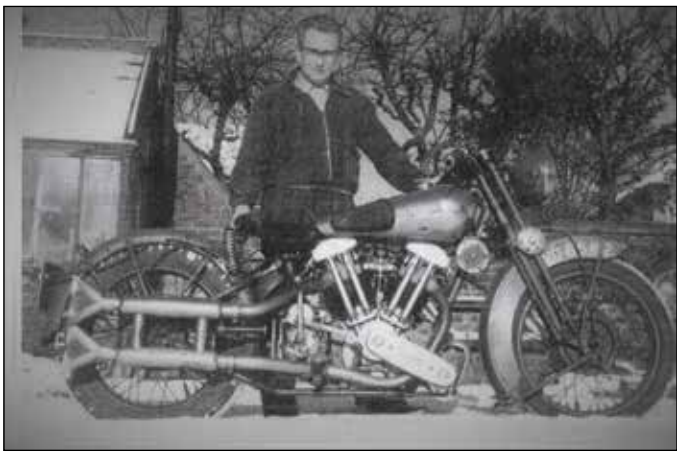
Brough entered the 1930s with an entirely JAP-powered range and then, after a brief absence, the SS80 reappeared in 1935 as the SS80 Special, this time with an engine built by Associated Motor Cycles. The following year the SS100 adopted an overhead-valve version of the AMC power unit, and the two models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

Brough Superior Club records show that this particular SS100, frame number '1042', left the factory with the following special features:

- Foot gear control
- Separate oil tank c/w filter and C&S cap
- Battery on engine pin bracket
- Detachable carrier – not fitted
- Small type curved top pannier bags
- Non-balanced rear split guard – Wasdell
- Wasdell front guard – with flap
- Alum oil bath front chain case
- Top & bottom rear chain covers
- Amal handlebar fittings – R & LH internal twist grips
- LHS brake pedal
- Pillion footrests
- Propstand
- Dual silencer & fishtails

All of which serves to emphasise the essentially bespoke nature of the Brough Superior. Records show that this particular SS100, frame number 'M1/1661', was despatched to Rossleigh Ltd in Edinburgh, who were Brough Superior agents for much of Scotland. It has the lowest engine number ('1001') of all the AMC-powered production SS100s (the prototype's engine was '1000') but is actually the seventh of this model despatched from the Nottingham factory. Rossleigh's sales manager Jimmy Watson later recalled selling the Brough to first owner James Shaw of Blantyre, Lanarkshire.

Issued in 1960, an old-style logbook on file records the owner at that time as Hubert Don of Newport, West Calder, followed by Jimmy Watson's firm Watson Bros (Aidrie) Ltd in 1963. There is a (copy) photograph on file depicting Jimmy Watson with the Brough. 'VD 6582' was next owner (from 1964) by William Proctor of Accrington, Lancashire followed by John Proctor at the same address. In 1974 the machine passed to L Potter of Newbury and since 1979 has belonged to the National Motorcycle Museum, where it was restored to 'show' specification. Following its lengthy period of museum display, re-commissioning and the usual safety checks are advised before returning the Brough to the road. The machine is offered with a copy of its Works Record Card and a V5C document.
£240,000 - 280,000



Jimmy Watson with 'VD 6582' in November 1962





233

C.1931 OEC-JAP 600CC

Registration no. not registered

Frame no. DS.RS 30253

Engine no. UCZ/F 54286/S

Best remembered for its curious 'duplex' steering gear and Claude Temple's record-breaking exploits on the mighty OEC-Temple-Anzani, the Osborn Engineering Company commenced motorcycle manufacture in 1914. The Gosport-based firm began by making motorcycles under contract to Blackburne before marketing its own machines from 1920. As well as the patented duplex steering, introduced in 1927, the firm offered rear springing from 1929. An option at first, this looked like a 'plunger' arrangement but in fact used a pivoted fork. By the late 1930s rear springing was standard and the duplex steering optional. JAP and Matchless engines were used towards the middle of the decade, then AJS engines from early 1937 onwards. A model only made for two years, this rare sidevalve OEC-JAP was purchased 'as is' and is offered without documents. The machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding.

£6,000 - 10,000



234

1904 ARIEL 334CC (SEE TEXT)

Registration no. A 5785

Frame no. unable to locate

Engine no. 17600

Something of a mystery, this early Peugeot-engined motorcycle was first registered on 24th August 1927 as a Peugeot (see old-style logbook on file). It was registered under the Roads Act of 1920, which required local councils to register all vehicles at the time of licensing and to allocate a separate number to each. (Many vehicles, although in existence for several years in some cases, were only registered for the first time after the Act's passing.) On a second logbook (issued 1954) 'Peugeot' has been crossed out and replaced with 'Ariel'. As far as we have been able to discover, Ariel never used Peugeot engines, while by 1904 (this machine's claimed date of manufacture) they were using their own engines (see copy period literature on file). The two Pioneer Certificates on file both record 'A 5785' as a 1904 Ariel. Documentation on file shows that this motorcycle was professionally restored circa 1990-1992 by Robin James, whose detailed notes are essential reading for prospective purchasers. Its owner at that time was Ronald Skerman of Surrey, who had registered the machine in March 1953. The National Motorcycle Museum purchased 'A 5785' from Mr Paul Tillion in February 2004. Additional documentation consists of an old-style V5C document and a quantity of MoT certificates (most recent expired June 2004). The machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding.

£12,000 - 16,000



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

235

C.1934 MORGAN MX2 SUPER SPORTS ROADSTER

Registration no. OSU 688

Frame no. D927 (see text)

Engine no. MX2/517

The first Aero sports model, inspired by the Grand Prix, followed immediately after WWI. Subsequent technological developments included the fitting of front brakes, operated by hand lever, from 1924 and the adoption of a new chassis - the M-type - on the new Super Sports model in 1928. This new chassis was some 2½" lower than its predecessor and undoubtedly helped Morgans trounce the opposition at the New Cyclecar Club's meeting at Brooklands later that year. In 1931 a conventional three-speeds-plus-reverse gearbox was introduced, the old two-speed transmission disappearing soon after. A more refined model - the F4, with 8hp Ford Model Y four-cylinder power unit appeared in 1934, later forming the basis of the first four-wheeled Morgan. From the mid-1930s onwards, Morgan three-wheelers, like George Brough's superlative motorcycles, were fitted with Matchless v-twin engines in preference to those from JAP, and for the three-wheeler enthusiast for whom high performance remained top priority, the Matchless-powered Super Sports was the model of choice. This Matchless-engined Morgan Super Sports was purchased by the Museum from Brian Verrall in April 1989 and comes with a copy of the purchase receipt. The machine has been restored by The Light Car and Cyclecar Restoration Co of Birmingham (see dashboard plaque) and is believed unused since restoration. It should be noted that the chassis number has been taken from the aforementioned receipt and accompanying V5C document. The Morgan's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding.

£28,000 - 36,000



236

1932 BSA 8.9HP SCOUT SPORTS

Registration no. GY 8261

Frame no. 3770 (see text)

Engine no. SH3903

When BSA resumed post-hostilities car production in 1921 it was with a 10hp light car powered by a 1,075cc overhead-valve v-twin engine made by Hotchkiss. The model sold well, only disappearing in 1925 when rivals Morris bought Hotchkiss, though BSA later acquired rights to the engine for use in its front-wheel-drive Scout three-wheeler. As built in modified, long-stroke form by BSA, the engine displaced 1,021cc. Family and Sports models were on offer, and the v-twin engine was also used for a four-wheeled equivalent, albeit in much smaller numbers. It is estimated that some 5,200 twin-cylinder FWD three-wheelers had been made by the time production ceased in 1936. First registered on 11th August 1932, this BSA Scout had already been restored by The Light Car and Cyclecar Restoration Co of Birmingham when it was acquired by the Museum in 1996 (see restorer's attached plaque). It is believed that the car has covered only 1 mile since restoration. It should be noted that the chassis number has been taken from the accompanying old-style logbook and V5C document. Additional documentation includes two expired MoTs, copy purchase receipt, and operating/specification notes. A hood and side screens are included. The car's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding.

£10,000 - 15,000



237

1921 DOUGLAS 10.5HP TOURER

Registration no. MA 571

Frame no. 322 (see text)

Engine no. 322

- *Believed to be the sole surviving Douglas car*
- *Previously owned by Lt Col 'Tiny' Ayres*
- *Restored prior to acquisition by the Museum*
- *Ideal for participation in the VCC's 'Creepy Crawl Run'*



The vehicle offered here is believed to be the sole surviving Douglas car. The Bristol firm's first interest in four-wheeled vehicles was sparked by the upsurge in popularity of cyclecars: small, relatively crude, lightweight two-seaters often powered by motorcycle engines. Douglas's first effort emerged just before WWI and made use of the water-cooled, horizontally opposed, twin-cylinder engine that Douglas was manufacturing for the Williamson motorcycle. Rated at 8hp, the engine was mounted transversely in the chassis and drove the rear wheels via an integral three-speed gearbox and shaft drive, making the Douglas a relatively advanced cyclecar for the period. A 'V'-shaped radiator was a prominent feature, and the Douglas carried a streamlined open two-seater body with convertible hood. A selling price of £100 had been the target, but when production commenced this had risen to £160 (£175 with C.A.V. electric lighting). Plans to increase cyclecar output were thwarted by the outbreak of war.

When civilian production recommenced in 1919 the Douglas car emerged with several changes, the most significant of which was the adoption of a new 1,224cc engine, broadly similar in specification to the Williamson unit rated at 10.5hp, which was equipped with a self-starter. The patented A.F.S. suspension system was adopted at the rear, necessitating changes to the channel-section chassis.

The Douglas was now priced at £450 (rolling chassis) plus £50-75 depending on the type of body ordered, of which there were three: 2/3-seater; dickey seat; and a four-seater. Tested by *The Light Car and Cycle Car* magazine, a 10.5hp Douglas acquitted itself well on a demanding hilly course around Box Hill on the South Downs. Maximum speed was around 40mph. Unfortunately for Douglas, their quality product was unable to compete with rival motor manufacturers in the cut-throat cyclecar market and production ceased in 1922.

'MA 571' previously belonged to the late Lt Col Anthony John 'Tiny' Ayers, a stalwart and former Chairman of the Sunbeam Motor Cycle Club and organiser of the Pioneer Run from 1982 to 1997. Already restored to its present condition when purchased by the Museum in 2004, the Douglas would be ideal for participation in the VCC's 'Creepy Crawl Run' and other such events. The car is offered with a V5C document recording the chassis number as '322'; however, the number had not been located at time of cataloguing. The car's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding.

£10,000 - 15,000

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.

238

1930 AJS 8.9HP DICKEY SEAT TOURER

Registration no. GK 6513

Frame no. A553

Engine no. none visible (see text)

- *High quality Vintage-era light car*
- *Rare survivor*
- *An older restoration*
- *Matching numbers (see text)*



Although best known as a maker of high quality motorcycles, A J Stevens & Co (AJS) also manufactured wireless sets, commercial vehicles, and motor cars at its Wolverhampton factories. The firm's first foray into motor manufacturing was as the supplier of coachwork (via its Hayward Motor Bodies subsidiary) for the locally produced Clyno Nine light car. When Clyno collapsed in February 1929, the Nine's designer A J Booth was recruited to design AJS's own light car, which was announced in December of that year. Laid out along lines similar to the defunct Clyno's, the AJS Nine employed a simple yet sturdy cross-braced chassis, which was suspended on friction-damped semi-elliptic springs. Supplied by Coventry Climax, the engine was a four-cylinder 1,018cc sidevalve that produced 24bhp and was rated at 8.92hp for taxation purposes. Power reached the rear wheels via a three-speed gearbox. Sales of the AJS Nine commenced in August 1930.

In his definitive history of the marque, AJS of Wolverhampton, Stephen Mills says this about the Nine: "On the road the little AJS more than measured up to expectations. Finger light steering inherited from the Clyno, combined with remarkable, low speed flexibility made it a delight to drive. Under favourable conditions the 'Nine' could be driven at mile-a-minute gait, while a maximum speed of 40mph in second gear ensured brisk hill climbing ability. With powerful brakes, capable of stopping the car in 38 feet from 30mph and a fuel consumption of 38mpg, the car won much praise from the motoring press."

Despite its manifest virtues the AJS Nine was too expensive; production ceased when the company went into liquidation in October 1931, by which time AJS had switched to making its own copy of the Climax engine. Some 3,000 cars had been produced but it was not quite the end of the Nine's story, the rights being acquired by Willys-Overland-Crossley, which continued production in Stockport for another year or so.

Purchased 'as is' by the Museum, 'GK 6513' was first registered on 31st December 1930, the last day of the 'Vintage' era, and is believed to have covered only 5 miles since restoration. The manufacturer's VIN plate records the chassis/engine number as 'A553', while below that plate is another bearing the legend: 'The Light Car & Cyclecar Restoration Co, Birmingham No. 317'. Accompanying documentation consists of an old-style continuation logbook and a V5C document. The car's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding.

£8,000 - 14,000

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

239

C.1948 VELOCETTE 348CC KTT MARK VIII RACING MOTORCYCLE

Registration no. not registered

Frame no. SF94

Engine no. KTT 982

Gearbox no. 7-5617

- One of only 189 built post-WW2
- Engine ex-Eric Oliver
- Restored condition



When the FIM instigated the first World Championship in 1949 Velocette were well placed to contest the 350cc class, being able to field a well-developed design that had already proved its worth: the Mark VIII KTT. Traditionally, advances pioneered on the works bikes would appear later on the KTT, and it was at the 1938 Motor Cycle Show that the Mark VIII version first appeared, the major advance over the Mark VII being a new frame with swinging-arm rear suspension, an innovation enjoyed by the factory riders since 1936. In almost all other respects the Mark VIII was as the Mark VII, boasting the latter's massively finned single-overhead-camshaft all-alloy engine and separate four-speed gearbox. At a time when most of the opposition was still using rigid frames or the plunger-suspended type, Velocette's swinging fork with its Dowty Oleomatic air-sprung struts conferred a distinct advantage.

Riding works bikes to (broadly) Mark VIII pattern, Stanley Woods had won the Isle of Man Junior TT in 1938 and 1939, and in the immediately post-war era Woods' mantle would be taken up by Freddie Frith. When Frith retired from racing at the end of 1949 it was as World Champion in the 350cc class, having won all six rounds, though in most cases courtesy of a special twin-cam engine.

In 1950, Bob Foster's three victories would be good enough to bring the World Championship back to Hall Green for a second time. The over-the-counter Mark VIII continued to provide the privateer with a competitive mount at the highest level, as evidenced by Les Graham's victory aboard a 'customer' example at the 1951 Swiss Grand Prix. Only 49 Mark VIIIs were constructed prior to WW2 and a further 189 up to the end of production in the early 1950s. Today the incomparably handsome Mark VIII KTT is one of the most sought after of all British racing motorcycles.

The engine of this restored KTT MkVIII originally formed part of a machine (together with frame '131') despatched to future sidecar World Champion Eric Oliver on 24th April 1948. A few weeks later Velocette-mounted Oliver finished 8th and 10th in the Junior and Senior IoM TTs respectively before turning almost exclusively to the sidecar class. (Frame 'SF94' was originally sent to Archer's of Aldershot with engine '972'.) Oliver's passenger at this time (and during his first World Championship-winning year of 1949) was the celebrated motoring journalist Denis Jenkinson, who raced the Velo to obtain start money to finance the duo's sidecar campaign. Accompanying documentation consists of marque specialist Ivan Rhodes' valuation estimate (2008) and some photocopy literature.

This motorcycle is one of those affected by the fire at the Museum in 2003. It was subsequently rebuilt by the highly respected marque specialist Ivan Rhodes and briefly road tested, but has not been ridden since the rebuild's completion in 2008. Ivan advises us that this extensive renovation was carried out using either new or old but serviceable components, including a cylinder head and Alfin cylinder barrel. The frame was rebuilt by Spondon Engineering incorporating much new material and may have lost some of its strength in the process. In Ivan's opinion the machine is fit for gentle road use only and NOT for racing. Accordingly, prospective purchasers must satisfy themselves with regard to this motorcycle's safety, condition, completeness, correctness, or otherwise prior to bidding.

£28,000 - 38,000

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.

240

1935 EXCELSIOR 250CC MANXMAN WORKS RACING MOTORCYCLE

Registration no. not registered

Frame no. M.E.T.T. 3

Engine no. BBAR 102

- One of eight or nine works machines built for the 1935 Isle of Man TT
- Possibly ridden by Manliffe Barrington at the 1935 TT
- Formerly part of the Norman Webb and Autokraft collections



Although it had proved fast enough to win the 1933 Lightweight TT in Syd Gleave's hands, Excelsior's complex twin-cam, radial four-valve Mechanical Marvel proved something of a disappointment thereafter, and at the end of the 1934 season the Tyseley firm opted for a simpler design - the Manxman. Like the Marvel, the Manxman's Ike Hatch-designed engine was built by Blackburne, though increasing friction with its engine supplier forced Excelsior to take over production early in 1936, with further developments masterminded by Melbourne, Alan Bruce, the company's Technical Manager.

A single-overhead-camshaft, two-valve design, the Manxman was built in 250, 350 and 500cc capacities. Although it never won a TT, the Manxman enjoyed considerable success in international racing and the Manx Grand Prix, Denis Parkinson winning the MGP Lightweight race three times consecutively between 1936 and 1938. Sadly, the Manxman did not resume production after WW2 and today is one of the most sought after of all post-Vintage thoroughbred motorcycles.

The works Manxman offered here is one of eight or nine built for the 1935 Isle of Man TT. The riders were Manliffe Barrington (entered by Handley), Charlie Manders (works entry), Horton (entered by Alan Bruce), Cook, Cornfield, Smith, Loth, and De Ortueta from Spain. Notes left by Alan Bruce suggest that 'TT3' might have been Manliffe Barrington's machine at the '35 Lightweight TT, a race the

Irish star failed to finish. Its original twin-plug engine ('BBAR EX308') was replaced in April 1936, after which the machine seems to have been used at Donington Park and thereafter as a works 'hack' or development bike.

Some time later the Manxman went to Ireland, where it was raced, and in 1960 was purchased there by Norman Webb, who had bought the remains of the Excelsior race-shop in the 1950s. The machine had no engine so Norman fitted a 1936 engine ('BBAR 102'), which was assembled using the correct racing parts. An old-style continuation logbook on file (issued 1957) shows that 'BBAR 102' was in frame number 'R333' at that time. Engine number 'BBAR 102' is known to have been used on two sets of crankcases, perhaps three, and for two different machines, while the drive side crankcase is un-stamped, possibly indicating that it is a replacement.

This Manxman is one of 13 Excelsiors, many of them works machines, purchased by the National Motorcycle Museum in February 1994 from Brian Angliss's Autokraft Collection. The machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding.

£16,000 - 20,000

241

2003 FWD SEELEY 499CC G50 MK3 REPLICA

Registration no. not registered

Frame no. none visible

Engine no. FW/25 G50/25W

- Built by Fred Walmsley Developments
- Ridden by Glen English as part of his 2003 World Championship-winning campaign



Many-times British sidecar champion Colin Seeley bought Associated Motor Cycles' racing department when the company went into receivership in 1966. The previous year he had constructed the first Seeley racing frame to house a Matchless G50 engine, and the AMC purchase enabled him to produce complete Seeley G50 and 7R machines. With their improved frames, the ageing four-stroke singles enjoyed renewed competitiveness, Dave Croxford winning the British 500 Championship on a Seeley G50 in 1968 and '69. The Seeley frame progressed from the duplex cradle Mk1 to the similar but lighter Mk2, before the down-tubes were abandoned with the Mk3, the headstock and swinging arm pivot of which were linked solely by tubes running diagonally above the engine. The Mk4 introduced towards the end of 1970 featured a revised tubing layout and continued in production until 1973. Production of Seeley frames was later licensed to Roger Titchmarsh and there have been countless unauthorised copies made over the years.

The 500cc historic racing series run by the International Classic Association (InCA) was granted FIM World Championship status for 2003. Glen English won the title, scoring most of his championship points on this Seeley-G50 replica built by Fred Walmsley Developments. Although outwardly similar to the original Matchless G50 engine used in Seeley machines from 1966 to 1969, this replica unit is modified for enhanced performance and reliability.

The cylinder bore is 5mm larger than standard at 95mm and the stroke is reduced from 78mm to 70.46mm. As a result, peak power is at 8,500rpm rather than 7,200rpm. FWD claim a phenomenal 63 brake horsepower. A super-strong titanium connecting rod is used to withstand the increase stress involved. Carburetion is by a Gardner flat-slide instrument, while an electronic CDI ignition unit replaces the original magneto. A toothed rubber belt transmits power to a close-ratio Mick Hemmings gearbox with six-speed internals. Thus, equipped the FWD Seeley-G50 weighs 238lb (108kg) and has a top speed, depending on gearing, of 150mph.

English started the 2003 season on the ex-Barry Sheene FWD Manx Norton but contested several title rounds on the Seeley-G50. The machine's very first track outing in Austria saw him win one race and finish 2nd in the other. Further victories were scored in Holland and at Donington Park's British MotoGP round. English found the Seeley more agile on twisty circuits than the Norton and went on to win the 2004 UK 500cc Classic Championship, breaking the class lap record at every circuit he raced on.

The machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding.

£18,000 - 28,000

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242

1954 AJ'S 349CC 7R RACING MOTORCYCLE

Registration no. not registered

Frame no. to be advised

Engine no. ANDERSON AJS 1

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 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. According to correspondence on file, the 7R offered here was purchased new by AJS works rider Rod Coleman for his brother Bob to ride. It later passed to another New Zealander, John Anderson, who was a regular podium finisher in NZ national events. Anderson entered the Isle of Man TT races in 1957 and 1958, riding a 7R in the Junior events and a Norton in the Senior, with a best result of 6th in the 1958 Senior race. However, it is not known if this 7R is the one used by him in the Isle of Man. Previous owner Colin Grant acquired the AJS in 1990 and used it only for the annual Isle of Man TT Parade lap; he sold the 7R to the Museum in June 2004 (receipt on file). The machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding.
£16,000 - 20,000



243

C.1933 RUDGE 499CC TT REPLICA RACING MOTORCYCLE

Registration no. not registered

Frame no. unable to locate

Engine no. S45

The full potential of Rudge's four-valves-per-cylinder design was slow to emerge, but in 1928 Graham Walker's works 500 became the first motorcycle to win a road race - the Ulster Grand Prix - at an average speed in excess of 80mph, a feat which led to the introduction of the legendary 'Ulster' sports model. Early engines deployed parallel valves in a pent-roof combustion chamber, then in 1930 a trio of 350s appeared at the Isle of Man with radially-disposed valves, the new arrangement demonstrating its superiority when the Rudges finished 1,2,3 in the Junior TT. The next move was to produce a 'head' for the 500 featuring parallel inlet valves and radial exhausts, and this semi-radial arrangement debuted on the works bikes for 1931. Chief advantage of the semi-radial valve gear was its reduced complication, but although the works 500s proved every bit as fast as before, they were beset by handling problems. Altered weight distribution caused by re-positioning the magneto behind the cylinder was diagnosed as the culprit, and the mag was promptly moved back to its original position. The TT Replica went from parallel valves in 1931 to radial in 1932 and then, finally, to the semi-radial arrangement for 1933, the last year of this model's production. Semi-radial valves were adopted for the 500cc Ulster for '33, and Rudge's top-of-the-range model would keep this arrangement until production ceased in 1939. This Rudge TT Replica was purchased from Paul Ingham in December 2006 and comes with related correspondence and the purchase receipt. The machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding.
£12,000 - 16,000



244

C.1969 ROYAL ENFIELD 1,500CC TWIN-ENGINE DRAG BIKE

Registration no. not registered
Frame no. none visible
Engine no. YB15450 (front)
Engine no. YA15037 (rear)

- *Believed built by Jimmy Enz and ridden by Don Sliger*
- *Reputedly the first 'naked' motorcycle to exceed 200mph*
- *Restored condition*



In the late 1960s Jimmy Enz of Lynwood, California built a twin-engined Royal Enfield drag bike with the aim of cracking the 200mph barrier for the first time on an un-streamlined motorcycle. The class record at that time was 191.302mph, set, of course, at the Bonneville Salt Flats in Utah, scene of countless world land speed record attempts. Jimmy was an Enfield enthusiast and had set a new class record of 135.314mph in 1964 on an extensively modified fuel-burning Interceptor, albeit one with but a solitary engine. He later ran the same bike at 153.58mph but destroyed the engine on the second run (two runs being required to set an average)

Twin-engined drag and sprint bikes were nothing new, even back in the 1960s, but rather than use the more favoured 650cc Triumph or Norton engines, Jimmy Enz chose to use two Royal Enfield Interceptor motors, which had the advantage of being 736cc in capacity. The two engines were connected by gears and housed in a sturdy-looking frame featuring a tubular spine with box-section tubes elsewhere; they were built to run on alcohol fuel with additional nitro-methane, which was delivered via a quartet of Amal Monobloc carburettors, suitably re-jetted. There were two separate aluminium fuel tanks: the left-hand one supplying the front engine, the right-hand one the rear. Ignition was provided by two magnetos.

Given that a modern fully faired 1,000cc superbike requires around 200bhp to get within reach of 200mph, the power Enz extracted from the combined Enfield motors must have been well in excess of that figure. Even more surprising is the fact that he chose to retain the stock clutch and gearbox!

Jimmy Enz died in the late 1960s and the twin-engined Enfield passed to his friend, Don Sliger, who would have the satisfaction of proving that Jimmy's idea was no flight of fancy. In 1970 Don set a new class record at Bonneville with a two-way average of 194.724 mph. A mechanical problem intervened when Don went for the 200mph record but not before he had recorded a speed of 203.16mph, the first time an un-streamlined motorcycle had topped 200mph.

The machine offered here is the ex-Enz/Sliger record-breaker, which passed from Sliger to Les Powers of North Carolina and then to the National Motorcycle Museum in July 1997. The machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its provenance, condition, completeness, correctness, or otherwise prior to bidding.

£25,000 - 30,000

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.

245

1969 TRIUMPH 750CC TRIDENT DRAG BIKE

Registration no. not registered

Frame no. none found

Engine no. not stamped

- Built in the USA by Bud Hare
- Set a new class record of 169.33mph in 1969 at the Bonneville Salt Flats
- Ridden by Jeff Gough



The unique Triumph Trident-powered drag bike offered here was built in the USA by Racing Service Center (owners Harry Seevers and Bud Hare) with funding from Triumph of America. Built to compete in the up-to-750cc APS-AF Class (Altered frame, Partial Streamlining, Altered Fuel (methanol), this machine set a new class record of 169.331mph in 1969 at the Bonneville Salt Flats ridden by Jeff Gough. Its creator was Bud Hare from Southern California, the legendary motorcycle tuner and drag racer credited with being the first man to build a twin-engined drag bike – the Triumph-powered 'Dübble Buble' – in 1953.

The three-cylinder Trident engine is mounted well back in the special hard-tail frame, no doubt to improve traction, while it is easy to understand why hub-centre steering was chosen in preference to a flex-prone telescopic fork. Fuel is pumped from tanks mounted low down in front of the engine; electronic ignition fires two plugs per cylinder; and large Japanese Mikuni carburettors replace the standard British Amal instruments.

The Triumph was kept in California by owner Bud Hare and came near to being scrapped when he died in 1985. His widow decided to get rid of the bike and only the fact that the scrap man was a motorcycle enthusiast saved it from the crusher. He told a motorcycle-dealer friend, who bought the bike and preserved it.

The machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding. There are no documents with this Lot.

£25,000 - 30,000



246

Ex-Works, Craig Jones, 2003 Isle of Man TT

2003 TRIUMPH VALMOTO 599CC SUPERSPORT RACING MOTORCYCLE

Registration no. not registered

Frame no. 070103

Engine no. TVM14

In 2003, the first Triumph factory team for 30 years burst upon the UK road racing scene and secured an historic Isle of Man TT victory. Triumph had launched the TT600 Daytona, a lighter and faster version of its original TT600, for 2003. To promote the Daytona in the ultra-competitive 600cc market, the company contested the UK Supersport championship, signing rising-star teenager Craig Jones and veteran Jim Moodie. The race programme was entrusted to the experienced ValMoto team, run by Jack Valentine and Steve Mellor. The Daytonas faced stiff opposition on short circuits but Jones gained his first podium finish in 2003's final Supersport round at Donington Park. However, the season's peak achievement was at the TT where New Zealander Bruce Anstey won the Junior race, taking Triumph's first TT victory since Slippery Sam's 750cc Production success in 1975. Team-mates Moodie and John McGuinness finished 9th and 10th respectively, securing Triumph the Manufacturers' Award. A winter of work at ValMoto made the Daytona more competitive in the 2004 Supersport series, as demonstrated by Jones' win at Donington Park. One of the three used at the 2003 TT, the Daytona offered here was also used by Craig Jones for short circuit events. The Triumph was purchased from ValMoto in 2005 and comes with its purchase receipt. The machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding. **£16,000 - 20,000**



247

Ex-Works, Callum Ramsey, Isle of Man TT

2003 TRIUMPH VALMOTO 599CC SUPERSPORT RACING MOTORCYCLE

Registration no. not registered

Frame no. JV02T1.5

Engine no. TVM11

In 2003, the first Triumph factory team for 30 years burst upon the UK road racing scene and secured an historic Isle of Man TT victory. Triumph had launched the TT600 Daytona, a lighter and faster version of its original TT600, for 2003. To promote the Daytona in the ultra-competitive 600cc market, the company contested the UK Supersport championship, signing rising-star teenager Craig Jones and the seasoned Jim Moodie. The race programme was entrusted to the experienced ValMoto team, run by Jack Valentine and Steve Mellor. The Daytonas faced stiff opposition on short circuits but Jones gained his first podium finish in 2003's final Supersport round at Donington Park. However, the season's peak achievement was at the TT, where Bruce Anstey and John McGuinness joined Jim Moodie. New Zealander Anstey swept to victory in the Junior race, taking Triumph's first TT win since Slippery Sam's 750cc Production success in 1975. Moodie finished 9th and McGuinness 10th, securing Triumph the Manufacturers' Award. One of the three Daytonas used at the 2003 TT, the machine offered here was also used by Callum Ramsay to win the Supersport race at the Macau Grand Prix in 2004; the Macau scrutineering sticker is still in place and the machine also comes with its 2005 purchase receipt. The machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding. **£16,000 - 20,000**



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

248

Ex-Works, Jim Moodie, Isle of Man TT

2003 TRIUMPH VALMOTO 599CC SUPERSPORT RACING MOTORCYCLE

Registration no. not registered

Frame no. SMTTH840S341174470

Engine no. TVM15

In 2003, the first Triumph factory team for 30 years burst upon the UK road racing scene and secured an historic Isle of Man TT victory. Triumph had launched the TT600 Daytona, a lighter and faster version of its original TT600, for 2003. To promote the Daytona in the ultra-competitive 600cc market, the company contested the UK Supersport championship, signing rising-star teenager Craig Jones and the seasoned Jim Moodie. The race programme was entrusted to the experienced ValMoto team, run by Jack Valentine and Steve Mellor. The Daytonas faced stiff opposition on short circuits but Jones gained his first podium finish in 2003's final Supersport round at Donington Park. However, the season's peak achievement was at the TT, where Bruce Anstey and John McGuinness joined Jim Moodie. New Zealander Anstey swept to victory in the Junior race, taking Triumph's first TT win since Slippery Sam's 750cc Production success in 1975. Moodie finished 9th and McGuinness 10th, securing Triumph the Manufacturers' Award. One of the three used at the 2003 TT, this being Jim Moodie's, the Daytona offered here was purchased from ValMoto in 2005 and comes with its purchase receipt. The machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding.

£16,000 - 20,000



249

1965 GREEVES 246CC SILVERSTONE RES

Registration no. not registered

Frame no. 24RCS 155

Engine no. to be advised

Greeves' first road-racer, the Silverstone, was introduced for the 1963 season following the success of Reg Everett's converted scrambler. The production bike used a modified 24MDS scrambler frame, narrowed at the rear, and was powered by a Villiers 36A engine fitted with Greeves' own cylinder barrel and head. An Amal GP carburettor and expansion chamber exhaust were standard equipment and the motor produced 31bhp at 7,400rpm. Introduced for 1964, the RBS version used a development of Greeves' own Challenger scrambles engine and switched to an Albion five-speed gearbox, though the latter would prove to be somewhat of an Achilles heel until it was replaced on the RDS model by an improved 'cam barrel' design. Built through versions RAS to RES until 1968, the Silverstone provided many an aspiring star with their first taste of road racing, and today remains a popular mount in Classic racing's 250 class. There are no documents with this lot. The machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding.

£2,000 - 4,000



250

1982 HESKETH 992CC VAMPIRE

Registration no. WCP 111X

Frame no. unable to locate

Engine no. 0053

- *Rare Hesketh variant*
- *An older restoration*
- *Dry stored since 1994*



Brainchild of wealthy aristocrat and Formula 1 team owner Alexander, Lord Hesketh, the Hesketh V1000 promised to be an all-new British superbike in the Vincent mould. The proposed design had all the right ingredients: 1,000cc 8-valve Weslake v-twin engine, nickel-plated Reynolds 531 frame, Brembo brakes and Astralite wheels; if only they'd got Rod Quaife to design the gearbox... Rushed into production before it was ready, the V1000 was panned by the critics - the gearbox in particular - and when the receivers pulled the plug in 1982 only 170 had been made. The sole derivative of the original V1000 was the even rarer Vampire, a super tourer equipped with fairing designed by John Mockett.

Small-scale production was restarted later by successor-company Hesleydon Ltd at the Hesketh family seat at Easton Neston where, over the years, development engineer Mick Broom managed to eradicate virtually all the V1000s shortcomings. Mick continued to provide a service to the small but dedicated band of owners of this most exclusive British motor cycle from new premises at Turweston Airfield near Brackley, Northamptonshire. In September 2008, he put the business up for sale, and the Hesketh side of Broom Development Engineering was acquired by Mr Paul Sleeman. The business relocated to the south of England where it was intended to continue the service to Hesketh owners.

Some 35 years on, the Hesketh is regarded somewhat differently, and nowadays is considered highly collectible on account of its rarity and status as one of the British motorcycle industry's more fascinating 'might have beens'. And there's no denying that it is one immensely handsome motorcycle.

The sole derivative of the original V1000 was the even rarer Vampire - a super tourer equipped with fairing designed by John Mockett. This example was acquired by the Museum at Bonhams' Stafford Sale in October 2004 (Lot 388, purchase receipt on file). The previous owner had acquired the Vampire in 1989, at which time it was in very poor cosmetic and mechanical condition. Subsequently the cycle parts were refinished to concours standard by Raven Paintwork and the engine - '0053', believed the oldest surviving Vampire unit - rebuilt by Mick Broom. At time of purchase the Hesketh had been in dry storage since 1994. Accompanying documentation includes an owner's manual; restoration bills/records; three expired MoTs; and an old-style V5C. The machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding.

£15,000 - 25,000

FURTHER MUSEUM-RELATED PRIVATELY OWNED ENTRIES

251

1989 HESKETH 1,100CC VORTAN

Registration no. not registered

Frame no. none

Engine no. none

Brainchild of wealthy aristocrat and Formula 1 team owner Alexander, Lord Hesketh, the Hesketh promised to be an all-new British superbike in the Vincent mould. Prematurely rushed into production, the V1000 was panned by the critics and when the receivers pulled the plug in 1982 only 170 had been made. Successor-company Hesleydon restarted small-scale production at the Hesketh family seat at Easton Neston where, over the years, development engineer Mick Broom managed to eradicate virtually all the V1000's shortcomings. One of Mick's projects was the limited-edition Vortan: an extensively reworked and restyled alternative to the original that was intended to mark the first 10 years of Hesketh production. It was planned that 14 would be built, but the project foundered when only eight deposits were forthcoming. Mick's fresh approach combined the basic architecture of the V1000 original with a different approach to the styling, while the engine was enlarged, and size and weight reduced wherever possible. The Vortan engine retained many of the earlier model's details such as four-valve heads, double overhead cams, electronic ignition, and a five-speed gearbox, while the capacity was increased to 1,100cc with a longer stroke; other changes included a steel crankshaft and different ignition, cams, and cylinder heads. The running gear likewise was comprehensively upgraded, featuring a new stainless steel frame; Marzocchi front fork; Marvic magnesium wheels; Lockheed racing front brakes; Brembo rear brake; and hydraulically damped rising-rate rear suspension with gas spring to achieve a better ride. Offered for sale by Mick Broom, the prototype offered here is the sole Vortan made. Mick advises us that all parts are new and that the machine has never been run. There are internal components missing and Mick is preparing a list of parts and actions required to commission the Vortan as a runner. All the parts have been drawn and manufactured but the passage of time means some will need replacing; accordingly, the machine is sold strictly as viewed and without documents.

£12,000 - 15,000



252

1969 ROYAL ENFIELD 736CC INTERCEPTOR SERIES II

Registration no. DVG 774G

Frame no. F1443

Engine no. IB1443

This Royal Enfield Interceptor MkII was offered as 1st Prize in the National Motorcycle Museum's summer 2018 raffle. The machine benefits from a 'last nut and bolt' restoration by the National Motorcycle Museum team with no expense spared. Works carried out included a full engine rebuild, while every component was renovated and only replaced if absolutely necessary to preserve the originality of this matching-numbers machine. The only deviation from standard specification is a Boyer Bransden electronic ignition system making the Enfield a first-kick starter (original points system included). Desirable OEM factory extras fitted include an oil cooler, sump guard, grab rail, and twin-leading-shoe front brake. Only 160 miles have been covered since the Interceptor was presented to the winner in late 2018, and the bike still requires running in. 'DVG 774G' comes with a substantial history file including a National Motorcycle Museum certificate of provenance; photographs of the restoration in progress; an original workshop manual; and a 1969 brochure. Said by the vendor to be one of the best examples of a MkII Interceptor in the world, the machine is offered with a hallmarked solid silver plaque mounted on the rear mudguard: 'Supplied and restored by the National Motorcycle Museum'.

£14,000 - 18,000

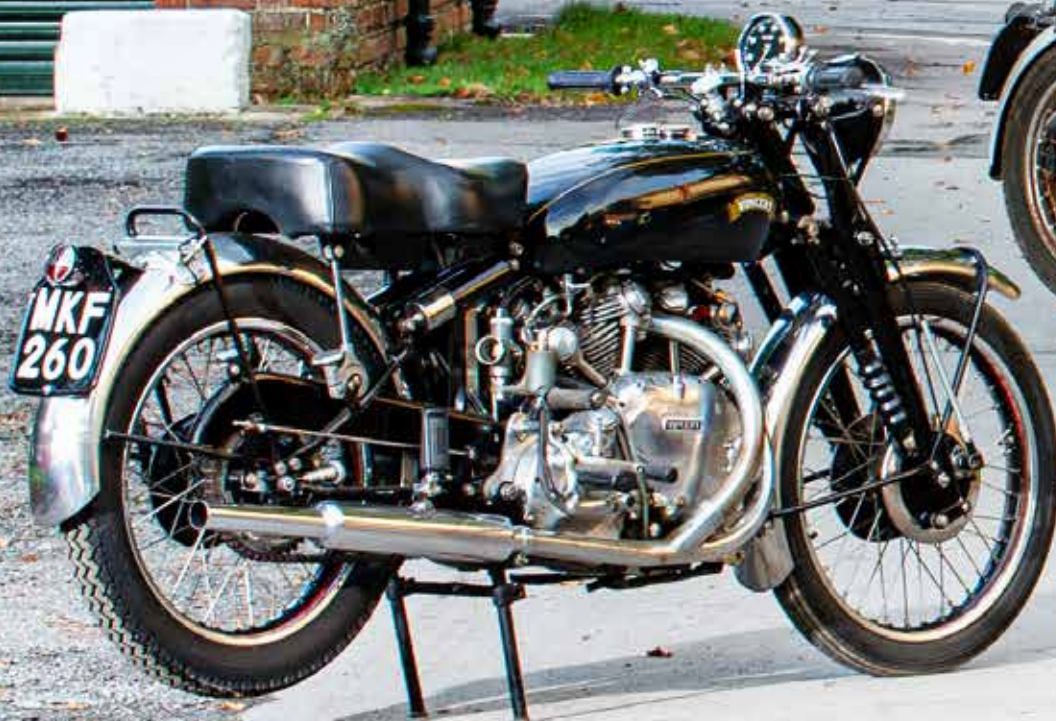


END OF DAY 1

MOTORCYCLES

Saturday 12 December 2020 at 10.00
Lots 501-708

Further images of each lot can be found at
www.bonhams.com/26118







501



503



502



504

501

Property of a deceased's estate

C.1974 NORTON COMMANDO 850

Registration no. not registered

Frame no. 850 109557 Engine no. 314448

Launched in 1967, the Commando featured an ingenious, vibration-beating 'Isolastic' frame that enabled Norton Villiers to prolong the life of their ageing parallel twin. 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. Introduced in 1973, the 850 (actually 829cc) featured a larger-bore, through-bolted cylinder block, stronger gearbox casting, and an all-metal clutch among a host of other, more minor improvements. Formerly a Military Police mount, this Commando 850 is an ex-MoD machine that was registered '38 AX 97' while in military service. Currently displaying a total of 15,642 miles on the odometer, the machine is offered for restoration and sold strictly as viewed (the engine turns over). Offered with 1986 MOD Certificate of Transfer and Release Note – Ex Government Vehicle and correspondence.

£2,500 - 3,500

No Reserve

502

Property of a deceased's estate

1984 NORTON 588CC INTERPOL PROJECT

Registration no. not registered

Frame no. 3091 Engine no. 3091

After a lengthy development programme commenced in the 1970s by NVT, Norton's Wankel rotary-engined roadster debuted in 1982 as the police-specification Interpol, though it would be 1987 before the motorcycling public got to sample the rotary's excellent handling and smooth almost vibration-free engine. One of approximately 350 Interpols produced, this example is an ex-MoD Military Police machine formerly registered '98 KB 88' while in military service. The front brake callipers are seized and have been detached, and thus the machine is offered for restoration and sold strictly as viewed. Alternatively, it would make an excellent basis for a replica of the works John Player and Duckhams-sponsored race bikes of the late 1980s/early 1990s. Offered with a 1988 MOD sales invoice; an MOD Form 654 'Application For Disposal of a Cast Vehicle'; and an MOD Certificate of Transfer – Ex Government Vehicle' form.

£1,000 - 1,500

No Reserve

503

Property of a deceased's estate

1984 NORTON 588CC INTERPOL PROJECT

Registration no. A268 VUV

Frame no. 3093 Engine no. SX0118 (see text)

After a lengthy development programme commenced in the 1970s by NVT, Norton's Wankel rotary-engined roadster debuted in 1982 as the police-specification Interpol, though it would be 1987 before the motorcycling public got to sample the rotary's excellent handling and smooth almost vibration-free engine in the form of the un-faired civilian Classic. One of approximately 350 Interpols produced, this example is an ex-MoD Military Police machine formerly registered '98KB90' while in military service. There is evidence of crash damage to the fairing, believed to have been sustained during the 1988 'Monte Carlo or Bust' rally, thus the machine is offered for restoration and sold strictly as viewed. Offered with an old type V5 recording an old engine number of 0003093, a substantial quantity of bills (mostly dated 1987 following repairs), a quantity of expired MOT's and Norton Motors Limited correspondence.

£800 - 1,400

No Reserve

504

Property of a deceased's estate

1984 NORTON 588CC INTERPOL PROJECT

Registration no. not registered

Frame no. 3096 Engine no. 3096

After a lengthy development programme commenced in the 1970s by NVT, Norton's Wankel rotary-engined roadster debuted in 1982 as the police-specification Interpol, though it would be 1987 before the motorcycling public got to sample the rotary's excellent handling and smooth almost vibration-free engine in the form of the un-faired civilian Classic. Previously registered '98 KB 94' while in military service, and still carrying its RAF Police rear light, this Norton Interpol was purchased from Shoreham Car Auctions in 1986. The receipt is on file and the machine also comes with copies of its MoD sale/release paperwork and 1989 MoT certificate. It should be noted that the machine does not engage gear and that its mechanical condition is unknown; accordingly, it is offered for restoration and sold strictly as viewed.

£800 - 1,400

No Reserve



505



506

505

Property of a deceased's estate

1979 TRIUMPH 744CC TR7V TIGER 750

Registration no. not registered

Frame no. none visible Engine no. TR7RV AA17396

The final phase of Triumph twin development began in 1972 with the first appearance of the enlarged-to-750cc version of the Bonneville, the increase in bore size necessitating a new crankcase. Other improvements included a ten-stud cylinder head, triplex primary chain, stronger transmission and disc front brake. A five-speed gearbox was standard equipment on the newcomer, which was also offered in single-carburettor configuration as the 'Tiger 750'. Carrying the remnants of a 'Royal Marines' sticker to the fairing, this Tiger 750 is an ex-MoD Military Police machine formerly registered 'CO RN 55' while in military service. Currently displaying a total of 16,935 miles on the odometer, the machine is offered for restoration and sold strictly as viewed (the engine turns over with compression). Offered with 1987 Bristol & West Motor Auction Limited receipt and invoice, and MOD Form 666 'Certificate of Transfer – Ex Government Vehicle'

£1,800 - 2,800

No Reserve

506

Property of a deceased's estate

1978 TRIUMPH 744CC TR7V TIGER 750

Registration no. not registered

Frame no. none visible Engine no. TR7RV DX07072

The final phase of Triumph twin development began in 1972 with the first appearance of the enlarged-to-750cc version of the Bonneville, the increase in bore size necessitating a new crankcase. Other improvements included a ten-stud cylinder head, triplex primary chain, stronger transmission, and disc front brake. Easier to keep in tune than the twin-carburettor Bonnie, the Tiger gave little, if anything, away in actual on-the-road performance and was more economical too. Formerly a Military Police mount, this Tiger 750 is an ex-MoD machine that was registered '39 AX 20' while in military service. Currently displaying a total of 14,150 miles on the odometer, the Tiger is offered for restoration and sold strictly as viewed (the engine turns over but with little compression). Offered with 1987 Bristol & West Motor Auction Limited receipt and invoice, an expired 1988 test certificate, and MOD Form 666 'Certificate of Transfer – Ex Government Vehicle'

£1,600 - 2,600

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.



507



508

507

1991 TRIUMPH 1200 TROPHY

Registration no. J861 PJT

Frame no. SMTTC341CFM000543 Engine no. 000560

Triumph's resurrection and transformation into a thriving global brand is one of the more unlikely manufacturing success stories of modern times. Deliberately over-engineered to ditch the old reputation for oil leaks and unreliability, Triumph's new engines were conceived along modular lines, with a common basic architecture and many components shared. A tubular-steel spine frame was common to all models, further cutting development costs. Unveiled in the autumn of 1990, the range consisted of three- and four-cylinder models named after iconic Triumphs of the past: Daytona, Trophy, and Trident. Its owner's favourite bike, this 1200 Trophy has had only three former keepers and has belonged to the current vendor since April 1997. Dry stored since 2005, the machine has covered only 13,838 miles from new; re-commissioning will be required before further use. The machine is offered with the service handbook, sundry expired MoTs and tax discs, Datatag paperwork, and an old-style V5C.

£2,000 - 3,000

508

1987 HONDA GL1200 GOLD WING ASPENCADE

Registration no. D320 APK

Frame no. SC14-6300227 Engine no. SC14E-2718968

"Motorcycle or sci-fi fantasy?" was how Bike magazine greeted the arrival of Honda's GL1000 Gold Wing super tourer back in 1976. Fantastic it may have been, but more than 40 years after its introduction the 'Wing is still going strong and enjoys a cult following worldwide. As owners began to fit more and more accessories, engine capacity was increased first to 1,100cc and then to 1,200cc to cope with the increasing demands for more power. This Gold Wing is an example of the top-of-the-range Aspencade, a model incorporating just about every conceivable 'extra' as standard. 'D320 APK' has had only two owners from new and has been registered to the vendor since May 2005. The machine has been dry-stored since it was last used in 2008 and started regularly until last year. Offered for re-commissioning, this classic Aspencade is offered with expired MoTs, SORN paperwork, and old/current V5C documents.

£2,000 - 3,000

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.



509

1958 VELOCETTE 350CC VIPER

Registration no. 827 DFC

Frame no. RS10645

Engine no. VR1649

"One's outstanding impression is of the exceptional flexibility and smoothness of the engine – it seems almost incredible that so much docile punch should be the product of no more than one cylinder and an 8.5:1 compression ratio," enthused Motor Cycling about its test Viper, summarising characteristics that will be familiar to anyone who has ever ridden one of Hall Green's delightful high-camshaft singles. Engine development pursued as part of the scrambles programme bore fruit in 1956 in the shape of the high-performance 500cc Venom and its 350cc sibling, the Viper. The MSS frame and forks were retained for the newcomers, but full-width alloy hubs were adopted to boost braking power and smart chromed mudguards fitted to enhance the models' sporting image. The Viper ceased production in 1968, two years before the Hall Green factory closed forever. An older restoration purchased from a Mr Turner in Waterlooville, Hampshire in 1998, this Viper appears to be an honest machine and sounds very nice when running, though we are advised that the magneto pinion/taper may have worn and requires attention. The engine was rebuilt by Martin Arscott in 1993, while other noteworthy features include a Mikuni carburettor; 12-volt electrics; and a Roo (roll-on, roll-off) centre stand, the latter a vast improvement over the standard item. Currently taxed, the machine is offered with an old-style buff logbook and V5/V5C documents.

£4,000 - 5,000

No Reserve



510

1952/51 BSA 349CC GOLD STAR

Registration no. NUO 976

Frame no. ZB32S 4453

Engine no. ZB32 GS 3238

Post-WW2, the Gold Star did not return to BSA's range until 1949. First displayed at the Earls Court Show in 1948, the ZB32 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 ZB34 – 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. Apparently built up from parts, this ZB Goldie features a 1951 engine in a 1952 Clubman's model frame. Other noteworthy features include a B31/33/34 four-spring clutch; a twin-leading-shoe front brake; and a two-way damping conversion to the front fork. The machine was purchased 7/8 years ago in Bexley Heath, Kent and was last taxed in October 2020. Works carried out include a gearbox rebuild by SRM (£878 in 2018); new oil pump and drive; cylinder re-sleeved back to standard; new valves and guides (fitted by Ron Lewis); and new taper-roller steering head bearings (2020). It should be noted that there is a charging fault, although the dynamo has been checked and found to be OK. Accompanying paperwork consists of sundry bills and a V5C document.

£5,000 - 8,000

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.

511

1964 VELOCETTE 192CC LE MKIII

Registration no. DGU 697B

Frame no. 6698/3

Engine no. 6698/34

Launched in 1948, as the 'motorcycle for everyman', the Velocette LE addressed the criticisms most often levelled at motorcycles: that they were noisy, dirty and needed special clothing to ride; achieving impressive levels of silence, comfort, and practicality. This LE is an example of the MkIII which was introduced for 1959, its principal improvement being a four-speed, foot-change gearbox with kick-starter. In addition, the speedometer, ammeter and light switch were moved from the leg shield to the headlamp shell. 'DGU 697B' was supplied to Oxfordshire Constabulary via Kings of Oxford and Leytons (see Dennis Frost letters on file). Owned for 30 years and currently taxed, the LE sounds good when running and is presented in 'oily rag' condition. The private vendor advises us that the oil has been changed every 500 miles and that the following components have been replaced: top gear on the gearbox main shaft and lay shaft; gearbox bearings and oil seals; and piston rings and valves. Although the aforementioned works were carried out circa 30 years ago, the machine is said never to have smoked since. Velo-8M electronic ignition was fitted in 2020. Accompanying paperwork includes expired MoTs; a V5C Registration Certificate; and invoices for a new exhaust and silencers (stainless).

£800 - 1,400

No Reserve



512

1983 MOTO MORINI 500 SEI-V

Registration no. XGX 365Y

Frame no. 500-W 05601

Engine no. 05601

Before the introduction of its v-twin roadsters, Morini's reputation had rested on its highly successful double-overhead-cam single-cylinder racers. An entirely different approach was adopted for the v-twins: each cylinder's two valves were pushrod-operated by a single camshaft while the combustion chambers were located in the piston crowns. Enhanced by a six-speed gearbox, this superb motor's performance belied its lack of capacity, endowing the lightweight, nimble-footed Morini '3½' (350cc) with a top speed of around 100mph. A '500' (actually 478.6cc) version was announced in 1975 with production commencing a couple of years later in five-speed form, a six-speed version superseding it for 1982. The 500's top speed was only marginally superior to the 3½'s, the biggest gain from the larger engine being greater flexibility. This Sei-V (six-speed) model was purchased new from Roger Hollingshead Motorcycles by the current owner and has covered 48,028 miles from new. The original bill of sale is on file and the machine also comes with its original handbook; parts book and maintenance book; Mikuni carburettor instructions; V5/V5C documents; and all bills, MoTs, and tax discs dating back to its purchase. Sounding great when running, and taxed/MoT'd to July 2021, 'XGX 365Y' has been maintained regardless of cost and was last serviced in July 2019. The seat has been re-covered and the starter motor rebuilt, while other noteworthy features include Nonfango panniers, an Armour stainless exhaust system, and the original tool kit.

£3,800 - 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.



513



515



514



516

513

From the Les Thomas Collection

1957 FRANCIS-BARNETT 197CC FALCON 74

Registration no. RSU 978

Frame no. YM 82426 Engine no. 070B65073

After WW2 Francis-Barnett concentrated on the production of lightweight two-strokes powered firstly by Villiers engines, while from 1957 AMC's own power units were fitted to many models. In the early 1950s the Falcon used the Villiers 8E 197cc engine and by 1956 was being built with a swinging-arm frame, partially enclosed centre section and 18" wheels, the latter being introduced on the Model 74. This charming and highly original Falcon 74 was supplied new by W M Webster of Crewe and belonged to the preceding owner for ten years. Understood to be an older restoration, 'RSU 978' is said to remain in very good condition both mechanically and cosmetically. Apparently well cared for, the machine is offered with a copy of the Villiers operating instructions and parts list; a wiring diagram; correspondence; an old-style logbook; and V5/V5C registration documents.

£2,000 - 3,000

No Reserve

514

1954 AJS 347CC 18S/16S

Registration no. 415 XVJ (see text)

Frame no. A16060 Engine no. 54/16MS 21121

This AJS was constructed by a time served AMC man using a 1954 AJS 18S frame purchased at a Newark autojumble, and a 1954 16MS engine which was already in the vendor's possession. Other parts were taken from his stock or purchased as required. The engine is described as rebuilt and not run in (last run in 2017). The electrics have been upgraded to 12 volt, while the forks are the 1 1/4" diameter type introduced in 1955. A full width front hub is fitted along with off road footrests and alloy mudguards. It has not been used on the road and will require the usual tweaking to make it a rewarding ride. Accompanied by a V5C, owners club dating certificate, & DVLA correspondence dated 02.01.20 confirming the new age related registration. Prospective bidders should satisfy themselves as to the motorcycle's completeness and mechanical condition.

£1,000 - 1,500

No Reserve

515

1960 BSA 646CC A10 PROJECT

Registration no. 819 AUL (see text)

Frame no. GA7 11118 Engine no. DA10 12979

Introduced in 1949, BSA's rugged 650cc twin had undergone considerable development by the end of the succeeding decade. On the cycle parts front, the introduction of a swinging-arm frame in 1954 had resulted in the original bolt-up gearbox's replacement by a conventional separate item, while the engine had benefited from numerous improvements including an increase in compression ratio for 1958 and the standardisation of the sports models' high-lift camshaft for 1959. This BSA A10 has been partially dismantled, the owner's intention being to build a flat track-style machine. Offered for restoration and sold strictly as viewed, it comes with an old-style continuation logbook (issued 1976). The registration '819 AUL' is listed in the HPI database; nevertheless, prospective purchasers must satisfy themselves with regard to this motorcycle's registration status prior to bidding.

£1,800 - 2,500

No Reserve

516

1951 BMW 494CC R51/2 PROJECT

Registration no. MGO 552

Frame no. 520660 Engine no. 520660

This BMW R51/2 was purchased by the lady vendor's father approximately 35-40 years ago as a dismantled project and has remained as such. The Lot consists of an R51/2 frame; crankcase with cylinders; cylinder head; gearbox; driveshaft; and final drive unit. There are also headstock and fork parts; exhaust pipes and silencers; front and rear wheel parts; front and rear mudguards; a fuel tank; control levers; a Pagusa seat; and some electrical components including a dynamo. The frame and engine numbers match and correspond to those on the accompanying V5C document. Also included in the Lot are two BMW R51/3 engine crankcases: one with a crankshaft, cylinders, cylinder heads, and valve covers; the other with only driveshaft parts and valve covers. There is also a gearbox, driveshaft, and a final drive unit, plus a selection of suspension components, tinware, and springs. A challenging but potentially most rewarding project for the BMW enthusiast.

£2,500 - 3,500



517



518

517
1962 MATCHLESS 348CC G3 MERCURY

Registration no. LAS 211 (see text)
Frame no. A82307 Engine no. G3 41755
In the current ownership since 2004, this 1962 Matchless G3 has been much loved and extremely reliable. The accompanying AJS & Matchless Owners Club dating certificate confirms that this is an all matching numbers example. The engine, a new more powerful short-stroke unit for 1962, has recently been treated to a major overhaul including valve guides and seats, rebuilt crank, small end, main bearings etc. (a rebore was not required). The tanks, tinware, and mudguards were resprayed around the same time. Accompanied by multiple invoices, a large quantity of MoT certificates from 1985 to 2013, and sundry old tax discs, it acquired its age-related number in 2002 (DVLA correspondence included). When consigning the machine in late February the owner told us that it was run only "last week". A change to 12-volt electrics is the only noted modification from standard.

£2,500 - 3,500

518
Offered from the Collection of Carole Nash
C.1952 BSA BANTAM 123CC D1

Registration no. OTB 65 (see text)
Frame no. YD1S 75586 Engine no. to be advised
Many a now-mature motorcyclist's first two-wheeled experience will have been gained aboard a BSA Bantam. Developed from the pre-war DKW RT125 and announced in 1948, the Bantam became a top seller for BSA, in excess of half a million leaving the Birmingham factory before production ceased in 1971. Originally of 123cc, the engine grew first to 148cc and then to 172cc. Plunger rear suspension became available as an option in 1950, as did battery electrics powered by a 6-volt Lucas alternator, direct lighting having been relied upon hitherto. Believed an older restoration, this plunger-suspended Bantam D1 displays a total of 32 miles on the odometer, which may represent the distance covered since it was rebuilt. There is no registration document with this Lot, but it does come with a photocopy of the last V5C Registration Certificate and an HPI check. The purchaser will have to apply for a new V5C. The machine is offered for re-restoration and sold strictly as viewed.

£800 - 1,400
No Reserve



519



520

519
Offered from the Collection of Carole Nash
C.1961 BSA 247CC C15

Registration no. 2383 AW (see text)
Frame no. C15 23368 Engine no. C15 22641
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 example was purchased as a restoration project from an autojumble many years ago. An HPI check document on file reveals that the registration '2383 AW' has lapsed and so this motorcycle should be treated as unregistered. The machine is offered for restoration and sold strictly as viewed.

£500 - 800
No Reserve

520
Offered from the Collection of Carole Nash
1948 AJS 497CC MODEL 18

Registration no. ESU 875 (see text)
Frame no. 28301 Engine no. 48/18 6923 B
Associated Motor Cycles announced its post-war range of AJS and Matchless 'heavyweight' singles in June 1945. Coded Model 18 and G80 respectively, the two 500cc models shared the same 93mm stroke as their 350cc brethren, coupled to an 82.5mm bore. Housed in a rigid frame with Teledraulic front fork, the ruggedly built overhead-valve engine drove via a four-speed gearbox. This AJS Model 18 is believed to be an older restoration undertaken by HMP Full Sutton. A total of 1,562 miles is displayed on the odometer, which may be the distance travelled since the rebuild. There is no registration document with this Lot; however, the registration mark is on the HPI database. Accordingly, prospective purchasers must satisfy themselves with regard to this motorcycle's registration status prior to bidding. The machine is offered for re-commissioning/restoration and sold strictly as viewed.

£2,600 - 3,200



521

Offered from the Collection of Carole Nash

1914 BSA 4 1/4 HP MODEL H MOTORCYCLE COMBINATION

Registration no. E 1262

Frame no. 8689

Engine no. 8736/14

Sold strictly as viewed, this wonderful BSA Model H motorcycle combination 'barn find' was purchased at the Stafford sale in April 1991 (invoice on file) having last been used in 1978. The machine was supplied new on 11th August 1914, exactly one week after Great Britain had declared war on Germany, by Ernest D Newing of Deal, who were district agents for BSA. The first owner was a Mr J Vassey, who was allowed £30 on his old Bradbury and paid the balance of £33 in cash. Unusually, the machine comes with Newing's original sales receipt; a 1916 licence (£1); and an original BSA range brochure stamped on the cover by E D Newing. Accompanying (copy) correspondence from the BSA factory indicates that the machine was owned in 1954 by Mr C Knowles of Canterbury, Kent. After purchase in 1991, the BSA successfully completed the Pioneer Run the following year and was last taxed for the road in February 2007. Offered for restoration, this unusually well documented Veteran BSA motorcycle combination comes with a V5C Registration Certificate and a substantial file of photocopied literature and other historical paperwork. There is no Pioneer Certificate offered with the machine however, the Sunbeam Motor Cycle Club advise a replacement certificate (number '380') can be sought by the successful purchaser following the sale.

£14,000 - 18,000



522

Offered from the Collection of Carole Nash

C.1928 SUNBEAM 3 1/2 HP MODEL 6 'LONGSTROKE'

Registration no. not registered

Frame no. B2094

Engine no. J2422

The first Sunbeam motorcycle left the Wolverhampton premises of John Marston Ltd, hitherto a manufacturer of finest quality enamelled goods, bicycles and - latterly - cars, in 1912. Like Marston's other products, his motorcycles soon established a reputation for sound construction and exemplary finish. Sunbeam quickly established a reputation for sporting prowess, achieving 2nd place in the 1914 Isle of Man Senior TT and winning the 1920 race. Overhead-valve engines were introduced in the mid-1920s but early successes were achieved with sidevalve-engined machines, most notably the 492cc (3 1/2 hp) 'Longstroke', which secured a debut win at the 1921 French Grand Prix ridden by Alec Bennett. In road-going form this remarkable engine remained in production right up until WW2. The Model 6 'Longstroke' had gained drum brakes by the mid-1920s, and in lightweight guise with low handlebars and minimal equipment was known as the 'Speedman's Machine'. Believed an older restoration, although obviously requiring further refurbishment, this Sunbeam 'Longstroke' was purchased in 1994 having belonged to one Cyril Marston of Pudsey since 1984. The frame and engine numbers are correct for 1928 and are therefore possibly matching; however, the frame number does not match that on the V5C and so the machine is offered without documents and sold strictly as viewed.

£7,000 - 10,000



523

Offered from the Collection of Carole Nash

1925 TRIUMPH 494CC MODEL P MOTORCYCLE COMBINATION

Registration no. WU 3774 (see text)

Frame no. 931556

Engine no. 228553 COR

A landmark machine in the development of the motorcycle in Britain, Triumph's Model P debuted at the 1924 Motor Cycle Show. A no-frills, sidevalve-engined model, the newcomer was priced at £42 17s 6d, at which level it undercut every other 500cc machine then on sale in the UK. The first batch manufactured was not without its faults, but once these had been sorted the Model P was a runaway success. Output from Triumph's Priory Street works was soon running at an astonishing 1,000 machines per week, and the Model P's arrival undoubtedly hastened the demise of many a minor manufacturer. Production continued until the decade's end, by which time the Model P had spawned a number of derivatives – models N, Q and QA - and lost penny-pinching features such as its guide-less valves and bicycle-type front brake. Believed to be an older restoration, this Triumph Model P comes with a detached sidecar, chassis, and wheel: all in need of renovation. There is no registration document with this Lot; however, the registration mark is on the HPI database. Accordingly, prospective purchasers must satisfy themselves with regard to the machine's registration status prior to bidding. Sold strictly as viewed.

£5,000 - 8,000



524

Offered from the Collection of Carole Nash

1955 TRIUMPH 499CC TROPHY

Registration no. JPN 287

Frame no. 64038

Engine no. TR5 64038

From the time of its introduction in 1948 the Triumph Trophy was established as a true all-rounder: a machine that could be ridden to work during the week and then, with extraneous components removed, competed on at weekends in its owner's chosen branch of motorcycle sport. Although catalogued primarily as a trials machine, its true forte was scrambles and the ISDT, events in which the power of the tuneable Triumph twin worked to its advantage and its weight was less of a handicap. The arrival of a new swinging-arm frame for 1955 finally put paid to the Trophy's pretensions as a one-day trials mount, for although the rear suspension enhanced traction and improved the handling, the lengthened wheelbase and increased weight rendered it un-competitive. Nevertheless, the TR5 remained an extremely competent and stylish roadster until the end of production in 1958. The matching-numbers Trophy offered here was purchased from Mr Bryan Kemp of East Sussex in June 2011, as evidenced by the sales receipt and correspondence on file. An accompanying document lists details of its restoration and states that the Triumph had been owned (presumably by Mr Kemp) for 30+ years and had had three owners. Not used for some time, the machine will require re-commissioning and the customary safety checks before returning to the road. Offered with a V5C document.

£5,000 - 8,000



THE FOLLOWING 13 MACHINES ARE OFFERED FROM A SINGLE OWNER COMPETITION COLLECTION

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.

525

The ex-works; Ron Langston; 1958 ISDT

1958 ARIEL 497CC HT5

Registration no. XOB 440

Frame no. CRT 582

Engine no. CAMB 1714

- ISDT Gold Medal winner
- An older restoration
- Formerly part of the Autokraft Collection



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

Great Britain's entry in the 1958 International Six Days Trial (ISDT) in West Germany included the Ariel HT5 offered here, which was ridden by Ron Langston as part of the Vase A Team. Although the efforts of GB's Trophy and Vase Teams were thwarted by machine failures, there were some notable individual performances, among them Langston's, who finished with no marks lost and a coveted Gold Medal. It must have been close run thing, though, as the Ariel Team's bikes suffered frame cracks at the headstock on the fifth day and only made it to the finish thanks to jury-rigged repairs. All the frames were replaced back at the factory.

Previous owner Bob Gardiner purchased this historic ISDT Ariel at Brooks' sale of the Autokraft Collection at the RAF Museum, Hendon in March 1999 (Lot 24, catalogue on file). After many years in obscurity, 'XOB 440' had re-emerged in 1986, appearing in *The Classic Motor Cycle's* November issue (copy on file). Then owned by Phil Ives, it had been restored by its previous owner and was in one-day trials trim. Ives then set about acquiring the many missing parts necessary to return 'XOB 440' to ISDT specification and, at the time of the article's publication, the machine was not yet finished. It is not known when the project was completed, or the machine acquired by Autokraft. In April 2019 the ex-Langston Ariel was sold at Bonhams' Stafford sale (Lot 311) and shortly thereafter was acquired by the current vendor (purchase receipt on file).

As presented here, 'XOB 440' displays many of the features that differentiated the ISDT HT5 from its one-day trials counterpart: dual seat, tyre inflator, paired control cables, and front tyre 'mud claw' among others. It should be noted that the engine number is that of a roadster Red Hunter, possibly indicating an engine or crankcase swap. Accompanying documentation includes hand-written notes, a selection of photographs, photocopied literature, and old/current V5C Registration Certificates.
£10,000 - 15,000

526

1954 ARIEL 500CC HT5 TRIALS

Registration no. GOV 130

Frame no. RT265

Engine no. (see text)

Crankcase Mating no's. 273 / 273

- *Significant works motorcycle*
- *Famous 'GOV' Ariel factory registration*
- *Restored condition*



The Ariel HT5's competitive specification had been evolved at the Selly Oak factory by Clive Bennett and Sammy Miller, immediately proving so successful that the works team of Ron Langston, Gordon Blakeway, and Miller (on machines registered 'GOV 130', 'GOV 131' and 'GOV 132' respectively) were soon gaining more than Ariel's usual share of Team Awards and outright wins. It is a well-known fact concerning 'works' trials bikes that the factory competitions departments retained certain registration numbers for many years, swapping them between different machines as and when circumstances required. Such is the case with Ariel's famous 'GOV' numbers, confirmed by an illustration on file showing factory rider Norman Vanhouse on 'GOV 130', but which is clearly an earlier un-sprung machine, similar to those used in the early 1950s by Bob Ray and Stan Holmes, etc. There is also a handful of pictures showing Ron Langston in action on an Ariel, registration 'GOV 130', in 1956 through 1958.

This HT5 was acquired by the immediately preceding owner at a Sotheby's Hendon Sale in 1996, since when it has been displayed at the odd reunion event but not ridden competitively. Although much of the machine's post-factory history is unrecorded, it was reputedly discovered by Bill Lawless, former editor of Trials & Motocross News, during the 1980s and, given its age, has undoubtedly received a fair amount of mechanical attention.

The current vendor purchased 'GOV 130' as Bonhams' Stafford sale in April 2017 (Lot 184). At that time previous owner Lewis Birt advised us that he had carried out minor works to the machine, possibly including the installation of the alloy rims, following its purchase from Alfred Mansell Maddison in 1993. Dave Langston recalls fabricating and fitting the top rear mudguard mounting, similar to his '350' works machine.

It should be noted that the engine number 'HT10' is not visible. The engine is stamped '10' to the barrel and '273' - matching crankcase numbers - and it should also be noted that the current V5C incorrectly records the frame number as 'R1265'. As with all lots in the sale, this lot is sold 'as is/where is' and prospective purchasers must satisfy themselves as to this motorcycle's provenance, condition, age, completeness, and originality prior to bidding. Offered with a history file.

£16,000 - 20,000

527

ARIEL 497CC HT5 'GOV 132' REPLICA

Registration no. not registered

Frame no. none visible

Engine no. TR173

- *Built by Sammy Miller*
- *Formerly on display at the Sammy Miller Museum*
- *Re-commissioned by Sammy Miller in December 2015*



"Miller took the HT5 and transformed it into one of the most famous machines ever known in the field of motorcycle competition. Known affectionately by its registration number GOV 132..." – On Two Wheels.

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

Sammy began the machine's development by modifying the front fork and yokes, shortening the wheelbase. He then did away with the separate oil tank (henceforth the oil was contained in the frame) and altered the rear sub-frame and suspension mounts.

These changes necessitated building an entirely new frame out of Reynolds 531 tubing, which was significantly lighter than the stock component. In addition, everything that could be made out of a lighter-than-standard material was, the result being that 'GOV 132' weighed a mere 225lb, an amazingly low figure for a 500cc four-stroke single. Commenting on 'GOV 132' in his book, *Classic British Trials Bikes*, off-road historian Don Morley had this to say: "Vastly increased ground clearance, minimal weight, and nothing on the machine that needn't be there. All part of Miller's trade mark, to be copied though rarely as successfully by every trials manufacturer since."

This replica of 'GOV 132' was built by Sammy Miller for display in his museum in New Milton, Hampshire (the real 'GOV 132' was for many years on loan to the National Motorcycle Museum). Sold by Sammy in 2001 to a Canadian enthusiast, the machine subsequently returned to the UK and in December 2015 was re-commissioned by Sammy for the current vendor (see supporting paperwork and bills on file). A wonderful opportunity to own an accurate 'GOV 132' replica, built by the man himself, Sammy Miller.

£5,000 - 8,000

528

The ex-Peter Taylor, 1958 SSDT

1956 ROYAL ENFIELD 346CC BULLET TRIALS

Registration no. 620 YUR (see text)

Frame no. G2/38564

Engine no. JS13433

- Formerly fitted with a works '500' engine
- Previously owned by Don Morley
- REOC dating letter



Enfield revived the Bullet name in 1948 for a sensational new '350' sports bike with swinging-arm rear suspension. After the prototypes' successful debut in the 1948 Colmore Cup trial, won by Bill Lomas, the Bullet went on to achieve its first major international success in the ISDT later in the year. Royal Enfield's success in post-war trials owed much to its being first in the field with swinging-arm rear suspension, but arguably more to the talents of works rider Johnny Brittain, ably aided by the likes of Tom Ellis, Jack Stocker, Stan Holmes, Don Evans and his younger brother Pat.

Despite early works successes in one-day trials, the springer Bullet was viewed with suspicion by the off-road community and sales were sluggish. Fortunately, Enfield's policy of supporting foreign teams at the ISDT, and the fact that between 1948 and 1956 the Bullet won no fewer than 26 ISDT gold medals, ensured a healthy stream of orders, from foreign customers at least. Interestingly, in his book *Classic British Trials Bikes*, off-road historian Don Morley recounts that it was Enfield's practice to debut a works bike in ISDT form and then convert it for one-day trials.

Given its pedigree, it is not surprising that the Bullet is a popular mount in today's Pre-'65 trials, with many original roadsters subsequently being converted for off-road competition use.

Originally registered as '933 HMD', this Bullet Trials was fitted with a works 500cc engine and ridden by Peter Taylor in the 1958 Scottish Six Days Trial (see email from Don Morley and copy photograph on file). Don goes on to say that Peter Taylor was active mainly in South East of England trials until the coming of the Bultacos and other lightweights rendered the Enfield obsolete. Don bought the machine from Peter Taylor circa 1973 "mainly because of the ultra-rare 'Works' engine". Don later sold the Bullet to a friend, Bryan Amos, and bought it back several years later (circa 2000) following Bryan's death. The engine currently installed is a '350', as it was when the machine left the factory in March 1956 bound for an unnamed customer in Hounslow (see REOC dating document on file confirming that this is a genuine Bullet Trials). The machine is offered with a blank V5C/2 New Keepers Supplement only, therefore, the successful purchaser will need to apply for a V5C post sale.

£4,000 - 6,000



529

C.1974 BEAMISH SUZUKI RL250 TRIALS MOTORCYCLE

Registration no. not registered

Frame no. 101505

Engine no. 101505

The Beamish Suzuki was first produced in the 1970s by ex-BSA works rider, Graham Beamish, at that time UK agent for Suzuki moto-cross machines. Beamish began by modifying a batch of RL250 trials models at the beginning of the 1974 season, the success of which prompted him to purchase all of the remaining unsold stock of the unpopular RL250 'Exacta'. Although Beamish's modifications had improved the bike, what it really needed was a completely new frame, production of which was entrusted to trials rider and frame builder, Mick Whitlock, who designed one made of lightweight Reynolds 531 tubing, bronze-welded and chromed: the 'Whitehawk'. A staggering 1,200 of this first Beamish Suzuki model were sold. A revised Mk2 version featuring a lighter/stronger frame and a higher proportion of British-made components was introduced for 1976, while a larger-engined RL325 model debuted at the 1978 Earls Court Motorcycle Show. Production of Beamish Suzukis ended in 1981. This very nicely presented Beamish Suzuki has been restored by John and Graham Pantah of GB Classic Motorcycles. There are no documents with this Lot.

£2,800 - 3,500



530

C.1975 KAWASAKI KT250 TRIALS

Registration no. not registered

Frame no. KT2-03653

Engine no. KT2E-003600

Development of the trials motorcycle has been marked by a series of high-profile collaborations between star riders and the sport's major manufacturers, most notably Sammy Miller's association with Bultaco (and later Honda). Miller's successful transformation of the Sherpa into a world-beater prompted rivals Montesa to recruit Don Smith and later Malcolm Rathmell to develop the Cota, while Mick Andrews was signed by Ossa, giving his name to the 'Mick Andrews Replica'. Andrews would move on to Yamaha while Smith too was wooed successfully by the Japanese, transferring his allegiance to Kawasaki in 1972. Formerly with Greeves, Smith certainly had the CV to justify his appointment, having won the European Trials Championship on three occasions (1964, 1967, and 1969). Don built a prototype using a Kawasaki 450cc moto-cross engine, which led in 1975 to the launch of the production KT250, undeniably one of the best-looking trials bikes ever to come out of Japan. Believed to retain its original paintwork, and fitted with new tyres, this KT250 was purchased from David Watson (Plant Sales). The machine is offered with an owner's manual, NOVA declaration, and one ignition key. A total of 1,284 miles is displayed on the odometer.

£2,000 - 3,000



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.

531

C.1975 YAMAHA TY250 TRIALS

Registration no. not registered

Frame no. 493-301917

Engine no. 493-301917

Having come to dominate the spheres of road racing and moto-cross, the major Japanese motorcycle factories turned their attention to the trials world in the early 1970s, recruiting top British riders to assist with machine development, just as the Spanish manufacturers had before them. In Yamaha's case this meant trials superstar Mick Andrews, late of Ossa, who began work on the TY250 in 1973. A conventional, air-cooled, single-cylinder two-stroke equipped with Yamaha's innovative reed-valve induction, the TY250 proved good enough for Andrews to win the Scottish Six Days Trial in 1974, the first victory by a Japanese motorcycle in that arduous event. He won the SSDT again on the TY250 in 1975, and the model and its derivatives went onto establish a formidable reputation in observed trials. Mono-shock rear suspension and a six-speed gearbox were among the innovations tried on the works bikes, both of which later found their way onto production models. There are no documents with this TY250, which is believed to be an older restoration.

£1,800 - 2,500

No Reserve



532

C.1975 OSSA 244CC MAR TRIALS MOTORCYCLE

Registration no. not UK registered

Frame no. B231133

Engine no. M-231133

Founded in 1951, the Spanish firm of Ossa first achieved worldwide recognition when works rider Santiago Herrero came close to winning the 250cc World Championship in 1969. Nevertheless, the off-road market was by far the more important for Ossa, as it was for local rivals Bultaco and Montesa. In a bid to emulate the latter's competition successes, Ossa hired English trials star Mick Andrews in 1967. Then only 23 but already a proven winner, Andrews set about developing Ossa's existing trail bike into a competitive trials mount, a process that culminated in the MAR - Mick Andrews Replica - that carried its creator to consecutive European Trials Championships in 1971 and '72. The MAR put Ossa on the trials map with a vengeance and proved so successful that it remained in production until the late 1970s. We are advised by the current vendor that this particular MAR had been treated to a 'last nut and bolt' restoration by the previous owner in Kent prior to its purchase by him in July 2019. A potentially competitive mount in 'Twin-Shock' trials, this attractive machine would respond well to careful detailing. There are no documents with this Lot.

£2,200 - 3,200



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



533

C.1971 BULTACO 250CC SHERPA TRIALS MOTORCYCLE

Registration no. not registered (see text)

Frame no. B-4902580

Engine no. M-4903320

There had been outright victories by lightweights in major events before, but it was the arrival of the Bultaco Sherpa in the mid-1960s that drove the final nail into the coffin of the heavyweight four-strokes in national and international trials. Bultaco's meteoric rise to supremacy would surely have taken much longer had the Spanish manufacturer not had the foresight to recruit the world's greatest trials rider, Sammy Miller, to spearhead development. Bultaco already possessed enormous experience of building competition two-strokes for road racing and moto-cross, and a 250cc single-cylinder 'stroker' was the natural choice for the new Sherpa trials model that made its debut at Earls Court in the autumn of 1964. By Christmas Miller had chalked up his first victory; the rest is history. One of 4,706 manufactured between 1968 and 1971, this Sherpa Trials had already been restored when purchased in 2016 and has been fitted with a replacement engine. Accompanying receipts indicate the restoration was carried out circa 2012 and that CDI electronic ignition has been installed. The machine also comes with the 2016 purchase receipt, a parts list, Haynes workshop manual, and an old numberplate ('WDD 176J') but this registration does not appear on the HPI database. There is no registration document with this Lot.

£3,000 - 4,000



534

C.1977 MONTESA 306CC COTA 348 'RATHMELL REPLICA' TRIALS

Registration no. not registered

Frame no. 51M6516

Engine no. 51M6516

Founded in the mid-1940s in Barcelona, Montesa entered road racing in the early 1950s but its major impact on motorcycle sport would be away from the tarmac, the Scorpion and Capra moto-crossers and Cota trials being the equal of any of their contemporaries. Developed by the factory test rider Pedro Pi, Montesa's first trials machine arrived in 1967 and the following year Pi won the Spanish Trials Championship on one, now re-titled 'Cota'. In the UK, six-time British trials champion Malcolm Rathmell did much to promote Montesa after he joined as development rider in 1974, winning the Scott Trial in 1975 and 1976. In 1974 the original 250cc Cota was succeeded by the Rathmell-developed Cota 348 (actually 306cc capacity) which featured a six-speed gearbox and weighed in at around 195lb. The Cota 349 followed in 1979 and was ridden by Rathmell to win that year's Scottish Six Days and Scott trials, while Ulf Karlson took the World Trials Championship on one in 1980. An affordable entry into Twin-Shock trials competitions, this matching-numbers 'Rathmell Replica' has been partially rebuilt and re-commissioned, benefiting from new shock absorbers. There are no documents with this Lot.

£1,600 - 2,200

No Reserve



535

1964 BULTACO TRIALS MOTORCYCLE PROJECT

Registration no. HMD 217B

Frame no. none visible

Engine no. see text

There had been outright victories by lightweights in major events before, but it was the arrival of the Bultaco Sherpa in the mid-1960s that drove the final nail into the coffin of the heavyweight four-strokes in national and international trials. Bultaco's meteoric rise to supremacy would surely have taken much longer had the Spanish manufacturer not had the foresight to recruit the world's greatest trials rider, Sammy Miller, to spearhead development. Bultaco already possessed enormous experience of building competition two-strokes for road racing and moto-cross, and a 250cc single-cylinder 'stroker' was the natural choice for the new Sherpa trials model that made its debut at Earls Court in the autumn of 1964. By Christmas Miller had chalked up his first victory; the rest is history. This early (pre-Sherpa) Bultaco trials machine was purchased from a Shropshire farmer in 2011 and comes with two dismantled/incomplete engines. The registration 'HMD 217B' is on the HPI database as is one of the engine numbers (202664); nevertheless, prospective purchasers should satisfy themselves with regard to the machine's originality, correctness, and registration status prior to bidding. There is no registration document with this Lot, which is offered for restoration and sold strictly as viewed.

£800 - 1,200

No Reserve



536

C.1976 MONTESA 306CC COTA 348 TRIALS PROJECT

Registration no. not registered

Frame no. none visible

Engine no. 51M 5985

Founded in the mid-1940s in Barcelona, Montesa entered road racing in the early 1950s but its major impact on motorcycle sport would be away from the tarmac, the Scorpion and Capra moto-crossers and Cota trials being the equal of any of their contemporaries. Developed by the factory test rider Pedro Pi, Montesa's first trials machine arrived in 1967 and the following year Pi won the Spanish Trials Championship on one, now re-titled 'Cota'. In the UK, six-time British trials champion Malcolm Rathmell did much to promote Montesa after he joined as development rider in 1974, winning the Scott Trial in 1975 and 1976. In 1974 the original 250cc Cota was succeeded by the Rathmell-developed Cota 348 (actually 306cc capacity) which featured a six-speed gearbox and weighed in at around 195lb. The Cota 349 followed in 1979 and was ridden by Rathmell to win that year's Scottish Six Days and Scott trials, while Ulf Karlson took the World Trials Championship on one in 1980. An affordable entry into Twin-Shock trials competitions, this incomplete Montesa Cota 348 was a runner when purchased. There are no documents with this machine, which is offered for restoration and sold strictly as viewed.

£500 - 800

No Reserve





537

C.1972 COTTON 170CC CAVALIER TRIALS MOTORCYCLE

Registration no. Unregistered (see text)

Frame no. to be advised

Engine no. 5287

When the reconstituted Cotton company commenced post-war production in 1954 it was with a range of Villiers and Anzani-engined two-stroke roadsters. In 1956 the new firm launched its first trials machine, powered by the 197cc Villiers 9E motor. A 250cc trials model was added in 1960. As the supply of Villiers engines dried up towards the end of the 1960s, Cotton turned to the Italian Motori Minarelli engine for its new Cavalier trials and enduro machines. The model proved a major success for the small Gloucester-based firm, no doubt helped by Cavalier-mounted Rob Edwards' victory in the 200cc class of the 1969 Scottish Six Days Trial. This Cavalier is offered for restoration and sold strictly as viewed. It should be noted that the registration mark 'Q513 JYG' is that of a Cotton 170, frame number 'XTH7322' (the 'H' believed to be 'M' for Minarelli, a typographical error) and engine number '6322'. Unless and until a matching frame number can be located, the aforementioned registration cannot be associated with this machine. Accordingly, prospective purchasers must satisfy themselves with regard to this machine's registration status prior to bidding.

£800 - 1,200

No Reserve



538

2008 RICKMAN MATCHLESS 499CC G80CS MKIII

Registration no. not registered

Frame no. R4375M

Engine no. G80CS/4709

The Rickman brothers - Don and Derek - were already established moto-cross stars when they built the first Métisse in 1959 and within a decade their company would grow to become one of the biggest and best-known independent motorcycle frame-makers. Having started out campaigning Triumph-engined BSAs, for 1961 the brothers introduced the first Rickman frame, the Métisse MkIII, which was produced in substantial quantities. It was followed by the more compact MkIV, intended for the unitary construction Triumph T100 and BSA Victor engines, while there were also frames for two-stroke singles and a road racing chassis. Unable to compete with the Japanese factories, the Rickmans gave up frame making in the early 1980s and the rights to their MkIII design, together with those relating to the Rickman name, eventually passed to former moto-cross rider Adrian Moss, who had bought Rickman's stock of parts when production ceased. This particular machine was built by Rickman Motorcycles in 2008 and comes with a Certificate of Authenticity signed by Adrian Moss. The machine is powered by one of the most competitive moto-cross engines of the pre-'65 period: the handsome all-alloy Matchless G80CS. Purchased directly from Rickman Motorcycles, a new MkII fuel tank was fitted in April 2020 and the machine is described by the private vendor as in excellent condition throughout.

£6,000 - 8,000



FURTHER PROPERTIES

539

1956 BSA 499CC CLIPPER

Registration no. 418 UXA

Frame no. CB34 470

Engine no. BB.34.A.598

According to BSA, the US-market Clipper was "a stripped-for-action Scrambles, Cross Country and general purpose sports mount". Although often mistaken for a Gold Star, the alloy-engined Clipper was essentially an export version of the B34 competition model. Despatched new to BSA's western states distributor Hap Alzina in October 1956, this example had been partially dismantled when it was purchased by the vendor as a restoration project from All States Motorcycles of Reading, Berkshire in May 1991 (sales receipt on file). The owner then entrusted the Clipper's restoration to a selection of recognised specialists: Phil Pearson rebuilt the engine and supplied one of his clutches; Derek Rowles overhauled the gearbox; and the rest of the project was put in the capable hands of Clive Repik. The aim was to keep as close to original specification as possible, so apart from stainless fixings, wheel rims, spokes, and mudguards, the Clipper is as it left the factory. The BSA was registered in the UK in 1994 and apart from going for an MoT in 2004 has been in storage ever since; it has covered only 7 miles since the rebuild. The Pearson and Rowles bills have been mislaid but those relating to Clive Repik's work are on file together with GSOC correspondence; an expired MoT (2005); and old/ current V5C documents. A wonderful opportunity for the BSA collector to own a relatively rare model seldom seen in Europe.

£8,000 - 14,000



540 N

1955 AJS 497CC MODEL 18CS SCRAMBLER

Registration no. not UK registered

Frame no. 6094C

Engine no. none visible

Associated Motorcycles announced its post-war range of Matchless and AJS heavyweight singles in June 1945. Housed in a rigid frame with Teledraulic front fork, the ruggedly built 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 was for export only, models so-equipped being suffixed 'S'. The production scramblers also received this new frame, which 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. A new duplex frame appeared for 1960 and there were further engine improvements. 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. Believed delivered new to Sweden, this rare Model 18CS raced in that country in the 1950s and early 1960s. The machine was painstakingly renovated in Sweden during the 1990s and was finished in 1997. It has been ridden sparingly since then but has not been started since 2015. Only relatively mild re-commissioning should be required before further use. Offered with Swedish registration papers.

£4,000 - 6,000

No Reserve





541



542

541

1961 DOT 250CC WORKS REPLICA TRIALS

Registration no. UHC 609

Frame no. H 600422 Engine no. 114D2258

In post-war years Dot concentrated on the production of Villiers-engined lightweights, becoming a major force to be reckoned with in the trials and scrambles fields. The Dot was the most successful lightweight scrambler from the late 1940s right up to the 1960s when Greeves took over. Dot also offered a trials model, although major successes in that discipline would not be achieved until 1958 and the return from National Service of Eric Adcock, who would go on to win over 750 awards for the Mancunian manufacturer. This Dot Works Replica was purchased by the vendor in 2016 having belonged to the same family since 1961. Presented in 'oily rag' running condition following a lengthy period in storage, the machine will nevertheless require re-commissioning, and possibly more extensive restoration, before further use. Sold strictly as viewed, it comes with its original old-style logbook; a Dot Motorcycle Club dating certificate; a V5C document; and numerous bills for parts purchased during 2015-2016.

£2,000 - 3,000

542

1980 BULTACO SHERPA 250T

Registration no. not registered

Frame no. RB-19800072 Engine no. RM-19800072

The vendor, who owns several trials bikes, bought this matching numbers Bultaco Sherpa privately about 6 years ago. He reports that it has been restored, "runs absolutely fine", and describes the condition of the engine, transmission, frame and cycle parts as "very good". He advises us that it has a five speed gearbox, and that the only modification from the factory specification is the fitting of plastic mudguards. We understand that the original fibre glass petrol tank has been treated with Caswell's ethanol proof sealant. The Bultaco has been used only twice in the six years of the current ownership, however it has been started regularly, most recently within the last two months. Prospective bidders must satisfy themselves as to the Bultaco's completeness and mechanical condition prior to bidding.

£1,200 - 2,000

No Reserve



543



544

543 N

1972 PENTON (WASELL) 122CC ANTELOPE TRIALS MOTORCYCLE

Registration no. not registered

Frame no. W 838 S.T. Engine no. 7176910

Accessory manufacturer Wassell diversified into motorcycle production in 1970, displaying two trials prototypes at the Olympia Show: one powered by a 125cc Puch engine and the other by a 175cc BSA Bantam unit, both designed by frame specialist Jim Lee. Only the Bantam model entered production (as a frame kit) and then Wassell took the logical next step of building a complete motorcycle: the Wassell Antelope. Powered by a 122cc Sachs engine, the Antelope benefited from input from new recruit Peter Edmondson, the man responsible for the Dalesman trials iron, and found a ready market in North America where it was marketed as a Penton, the latter being Wassell's importer. This example has belonged to the private vendor from new and was last used in 1999. It is described by him as in good condition, although the engine is said to need work. Sold strictly as viewed, the machine is offered with a Wassell Antelope brochure.

£2,000 - 3,000

544 N

1974 AMF HARLEY-DAVIDSON SX-125

Registration no. not registered

Frame no. 262788 Engine no. B674

This stylish two-stroke lightweight dates from the period when Harley-Davidson was owned by AMF: American Machine and Foundry. In actual fact, Harley's lightweight models were manufactured not in the USA but in Italy by Aermacchi, which had been part owned by the American company since 1960. By purchasing a 50% stake in Aermacchi, Harley-Davidson obtained a ready-made range of smaller models to complement its large v-twins. Powered by a single-cylinder air-cooled two-stroke engine with integral five-speed gearbox, Harley's 125cc model was typed SX-125 for 1974 having previously been the TX-125. The vendor advises us that the 1974 edition of this model is the only one supplied with a low-level exhaust. Restored in 2018, the machine last ran in October 2020 and is described by the private vendor as in good condition and running well. There are no documents with this Lot.

£3,000 - 5,000

The Connoisseur Collection

The following thirteen lots are offered from the estate of a late motorcycle connoisseur and represent a lifetime's enjoyment of motorcycles. Unused for some considerable time, they will require recommissioning or restoration to a greater or lesser extent.



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.

545

Property of a deceased's estate

1924 HENDERSON DE LUXE FOUR

Registration no. XY 575

Frame no. 1094

Engine no. D12309A

- *Charismatic Vintage-era American four*
- *Formerly on display in the Montagu Motor Museum*
- *Requires re-commissioning or restoration*



One of the most charismatic names in American motorcycling history, Henderson produced nothing but four-cylinder motorcycles in the course of its nineteen-year existence. Founded by Tom and William Henderson in Detroit in 1912, the firm passed into the control of Chicago-based cycle maker Ignaz Schwinn, owner of Excelsior, in 1917. The Hendersons soon moved on to found the Ace motorcycle company - later taken over by Indian - and thereby had a hand in the design of all the major American-built fours. Although early models featured an unusually lengthy frame extending well forward of the engine, the Henderson, like the contemporary Indian and Harley-Davidson, was an advanced design for its day. Displacing 965cc initially, the air-cooled cylinders were arranged longitudinally in the frame and employed mechanically operated 'F-head' (inlet-over-exhaust) valve gear.

There was single-gear transmission, but the Henderson outclassed its rivals for convenience by having a clutch and a hand-crank starter instead of pedals. A shorter frame, folding kickstarter and three-speed sliding-gear transmission were all Henderson features by 1917. Introduced for 1920, the Model K benefited from a redesigned 1,301cc sidevalve engine equipped with forced lubrication, a new twin-downtube frame, strengthened front fork and enclosed rear chain. Modifications to the De Luxe (introduced for 1922) mainly concentrated on improvements to the gearbox.

Top speed was a guaranteed 80mph, and with the optional alloy pistons installed a De Luxe could touch 100mph, an astonishing performance for the time, and one matched by few contemporary cars.

This example of one of the most desirable of American motorcycles has not been touched since it was purchased at Bonhams' Stafford sale in October 2004 (Lot 348). It is known that this machine was purchased second-hand in 1925 from Henderson concessionaires Melchior, Armstrong & Dessau (London) Ltd, by a Mr F Firth. At that time it was equipped with a sidecar and as late as 1946 was still licensed as a combination. In 1957 the Henderson was acquired for preservation by the then Montagu Motor Museum.

This very special machine is equipped with electric lighting, electric klaxon, a Corbin 0-100mph speedometer, an oil pressure gauge and a Weston ammeter. It should be noted, the carburettor body displays some damage due to fatigue and there are several repairs to the engine cases. Unused for some considerable time, the Henderson will require restoration to a greater or lesser extent before returning to the road and thus is sold strictly as viewed. Accompanying documentation consists of a current V5C and a quantity of photocopied correspondence relating to Mr Firth's ownership.
£25,000 - 30,000

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.

546

Property of a deceased's estate

1951 VINCENT 998CC SERIES-C RAPIDE

Registration no. MKF 260

Frame no. RC10090

Rear Frame no. RC10090

Engine no. F10AB/1/8190

Crankcase mating no's. XX80 / XX80

- Originally built to 'touring' specification
- An older restoration
- Requires re-commissioning



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 'Series D' Black Knight and Black Prince, Philip Vincent's stress on appearance and performance is legendary. His machines bristled with innovative features including adjustable footrests, brake pedal, seat height and gear-change lever. The finish was to a very high standard commensurate with the cost of the machine, which was virtually double that of any of its contemporaries. But above all else it was the v-twin's stupendous performance that captivated motorcyclists, whether they could afford one or not. With a top speed approaching 120mph, and bettering it in the Black Shadow's case, the Vincent v-twin was the fastest road vehicle of its day.

In 1948 the Vincent range began to be up-dated from 'Series B' to 'Series C' specification. The most significant changes made concerned the suspension, there being a revised arrangement at the rear incorporating curved lugs for the seat stays and an hydraulic damper between the spring boxes, while at the front the new models boasted Vincent's own 'Girdraulic' fork: a blade-type girder fitted with twin hydraulic dampers. These advances began to find their way onto production models during 1948 but it would be 1950 before all Vincents left the factory in 'Series C' specification.

This matching-numbers Rapide comes with a copy of its Works Record Card revealing that it was originally built with touring handlebars; black steel mudguards; 3.50x19" front and 4.00x18" rear wheels; and sidecar equipment. Completed in December 1951, it was despatched to Reynolds in Liverpool that same month. The machine has since been restored to what might be termed 'mainstream' specification, while noteworthy non-standard features include battery/coil ignition; a Black Shadow-type Smiths 150mph speedometer; and a Series D centre stand. Unfortunately, it is not known how long the Vincent has been in the deceased owner's private collection or when it was last used. The most recent of four old MoTs on file expired in 1993 and the late owner's maintenance notes were last updated in 2017.

Unused for some considerable time, the machine will require recommissioning or restoration to a greater or lesser extent and is sold strictly as viewed. Accordingly, prospective bidders must satisfy themselves as to the condition and completeness prior to bidding. Offered with a current V5C document.

£25,000 - 30,000

547

Property of a deceased's estate

1937 BROUGH SUPERIOR 982CC SS80

Registration no. DYX 442

Frame no. M8/1837

Engine no. BS/X/4497

- *Matching frame, engine, gearbox and registration numbers*
- *Present ownership since 2000*
- *Restored by Dave Clark*
- *36 miles on the odometer (believed since the rebuild)*



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 machine to lap the Surrey track at over 100mph. Even more surprising was the fact that this landmark figure had been achieved on its maker's Brooklands debut. That particular Brough Superior SS80 - subsequently re-christened 'Old Bill' - went on to win 51 out of 52 races contested, only failing in the last when a tyre burst.

Brough entered the 1930s with an entirely JAP-powered range, and then, after a brief absence, the SS80 reappeared in 1935 as the SS80 Special, this time with an engine built by Associated Motor Cycles. 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.

One of 460 Matchless-engined SS80s built, of which some 300-or-so survive, this matching-numbers example was built to Standard specification and dispatched to Godfreys Ltd on 18th June 1937. It was supplied with, among other items, foot gear control, separate oil tank, Cranford mudguards, Amal touring bars, and the small curved-top panniers.

The late owner purchased the Brough, evidently in need of restoration, at a UK auction in March 2000 and immediately commissioned renowned marque specialist Dave Clark to carry out a thorough rebuild (details on file). The solitary MoT certificate on file was issued in April 2001 (at 35 miles), which may be the approximate date the restoration was completed. The current odometer reading is 36 miles, which is quite likely the distance covered since the rebuild. Additional paperwork includes the March 2000 auction catalogue; old/current V5/V5C documents; and copies of the machine's Works Record Card. Unused for several years, the Brough will require re-commissioning or possibly more extensive renovation before returning to the road and thus is sold strictly as viewed.

£50,000 - 60,000

548

Property of a deceased's estate

1937 BROUGH SUPERIOR 1,096CC 11-50HP

- *Matching frame and engine*
- *Restored circa 2000 by Dave Clark*

Registration no. DTO 677

Frame no. M8/1823

Engine no. LTZ/F 56205/SN



Legendary superbike of motorcycling's between-the-wars 'Golden Age', the Brough Superior was synonymous with high performance, engineering excellence and quality of finish. Always the perfectionist, Brough bought only the best available components for his motorcycles, reasoning that if the product was right, a lofty price tag would be no handicap. Launched in 1933, the 1,096cc 11-50 was the largest Brough Superior to enter series production. Powered by a sidevalve v-twin (of unusual 60-degree configuration) supplied exclusively to the Nottingham factory by J A Prestwich, the 11-50 fitted into the Brough price range between the touring SS80 and super-sports SS100 models. The 11-50 was conceived as a long-legged, effortless tourer and could exceed 90mph in solo form or pull a heavy sidecar at up to 75mph; indeed, in the latter role it was one of the finest sidecar mounts of its day. Production lasted until 1939, by which time the 11-50 was the only JAP-powered machine in the Brough Superior range.

This 11-50 has the rigid frame and Monarch front fork that characterised the 'standard' offering for sidecar use (Castle forks and rear suspension were options). Although it left the Nottingham factory in solo form, the Brough was later attached to a sidecar (see copy Works Record Card and old-style continuation logbook on file).

'DTO 677' is offered from the estate of a late important UK-based private collector, who bought it at a London auction in December 1994. Prior to his ownership the Brough had belonged to Peter Tacon of Steyning, West Sussex and before him to Mr Sidney Arthur Mason of Norwich, to whom it was registered in January 1959. The history file contains a substantial quantity of bills and correspondence from George Brough Ltd, much of it dating from Mr Mason's ownership, together with photographs, instruction books, photocopied literature, expired MoTs, BS Club newsletters, and a current V5C.

Circa 2000 the Brough was comprehensively restored for the late owner by renowned marque specialist Dave Clark (see file for related correspondence and a detailed description of the works carried out). It should be noted that the 'doll's head' gearbox ('SN64349') is a replacement, as is the (unnumbered) fuel tank. Unused for some considerable time, the machine will require recommissioning or restoration to a greater or lesser extent. Accordingly, prospective bidders must satisfy themselves as to the condition and completeness prior to bidding.

£50,000 - 60,000



549

Property of a deceased's estate

C.1937 BROUGH SUPERIOR 'PETROL-TUBE' CHASSIS AND CRUISER SIDECAR

"While George Brough may have designed his machines for the sporting solo rider, he recognised from the outset that they would have equal appeal to the confirmed sidecar man. ... it was not long before he was offering a sporting combination as part of the Brough Superior range." – Peter Miller, Brough Superior The Complete Story. Arguably the best known of Brough's sidecars is the Alpine Grand Sports, commonly known as the 'petrol-tube'. Launched at the 1936 Motorcycle Show at Olympia, it featured a chassis main member consisting of an endless 2"-diameter tube that carried a sprung body in a choice of two styles: Sports and Cruiser. The main tube also functioned as an auxiliary fuel tank of 1½ gallons, which, when pressurised using a tyre pump, could transfer its contents to the motorcycle's tank. An ideal companion for the Brough Superior 11-50 in this sale, this example is offered with a file of documents.

£5,000 - 6,000



550

Property of a deceased's estate

1968 TRIUMPH 649CC T120 BONNEVILLE

Registration no. EMB 72F

Frame no. T120 DU83246

Engine no. T120 DU83246

Triumph's top-of-the-range sports roadster, the Bonneville arrived at what aficionados consider its ultimate specification with the launch of the 1968 model. By this time the frame had been sorted and 12-volt electrics standardised, but welcome improvements included improved forks, independently adjustable ignition points, Amal Concentric carburettors, and a twin-leading-shoe front brake. As featured in *Classic Bike* magazine ('Best of the Bonnies', June 1989 issue), this '68 Bonneville was restored to original condition for the immediately preceding owners by Coventry-based Clive Humphries in the early 1980s. For the succeeding eight-or-so years it was ridden regularly and shown throughout England, winning numerous concours awards including 'Best Classic Bike' at Stafford. Dry stored since 1994, it was purchased by the late owner at Bonhams' Stafford sale in October 2004 (Lot 385). The tax disc in the holder expired on 30th April 2014 and it is believed that the Triumph has not been ridden since then. On file is a sheet of hand-written notes detailing various cleaning and maintenance tasks undertaken between 2016 and 2018, while additional documentation includes an old-style continuation logbook (issued 1974) and an old-style V5C. An instruction manual and a workshop manual are included in the sale. Unused for several years, the Bonnie will require re-commissioning or possibly more extensive renovation before returning to the road and thus is sold strictly as viewed.

£5,000 - 6,000



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551

Property of a deceased's estate; only 7 miles from new

1977 TRIUMPH 744CC T140V 'SILVER JUBILEE' BONNEVILLE

Registration no. not registered

Frame no. DP81863J

Engine no. T140V DP81863J

In 1977 Triumph introduced a special, limited edition Bonneville to celebrate HM Queen Elizabeth II's Silver Jubilee. This was basically the standard T140V Bonnie enhanced by a red, white, and blue on silver finish, coach-lined cycle parts, and a chromed timing cover and primary chain case. Originally the plan was to manufacture 1,000 units for the UK market, but such was the demand that a further 1,000 were built for North America and another 400 or so for export elsewhere. This example of one of the more collectible of later Bonneville has covered a genuine 7 miles only from new. Its late owner purchased the Triumph at a UK auction in May 1996, at which time it was described as having been supplied new to the then vendor, a Triumph dealership that had carefully mothballed it, preserving the machine in 'brand new' condition. Unused since acquisition, the Bonnie will require re-commissioning or possibly more extensive renovation before taking to the road and thus is sold strictly as viewed. It should be noted, there is no key present. Accompanying documentation includes the auction catalogue, assorted correspondence, and a Triumph Owners' MCC dating letter. An owner's handbook and Haynes workshop manual are included in the sale.

£6,000 - 7,000



552

Property of a deceased's estate

1975 NORTON COMMANDO 850 INTERSTATE

Registration no. KPN 944P

Frame no. 129901

Engine no. 320274

The late owner (only its third from new according to the accompanying old V5C) purchased this Norton Commando at Brooks' sale at the National Motorcycle Museum in July 1995 (Lot 188A). The Commando had been supplied new by Redhill Motors (Brighton) Ltd to Mr David Oakenford of Surrey, and spent periods of its early life abroad, as evidenced by export paperwork on file. Four expired MoTs on file record the mileage total as rising from 600 in May 1982 to 676 in June 1986; the mileage when purchased from Brooks was 680 and the current total of 841 is believed genuine. The machine comes with its original Worldwide Distributors & Dealers book and service voucher booklet (unstamped); an original rider's manual; an original workshop manual; a Haynes workshop manual; and a history file containing various current documents and a current V5C. Also on file is a page of the hand-written notes detailing various cleaning and servicing tasks undertaken in 2018. Unused for some considerable time (the tax disc in the holder expired in December 2002), the machine will require recommissioning or restoration to a greater or lesser extent and is sold strictly as viewed. Accordingly, prospective bidders must satisfy themselves as to the condition and completeness prior to bidding.

£7,000 - 8,500



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



553

Property of a deceased's estate

1988 NORTON 588CC CLASSIC

Registration no. F805 NVT

Frame no. LE091

Engine no. LE091

Norton's rotary-engined roadster debuted in 1982 as the police-specification Interpol, though it would be 1987 before the motorcycling public got to sample the rotary's excellent handling and smooth, almost vibration-free engine in the form of the Classic. Conceived as a limited edition model - only 100 examples were made - the Classic is today one of the most collectible of modern Nortons. Number '091' of the 100 built, this Classic was sold new to its late owner on 1st August 1988 and comes with its original plastic wallet containing the original factory log book, owner's manual, and embroidered patch. Additional paperwork consists of the original purchase invoice; various Service Release notifications; old/current V5/V5C documents; and 13 MoTs issued between 1991 and 2004. The tax disc in the (detached) holder expired on 31st July 2005 and it is believed the Classic has not been ridden since then. The current odometer reading is 4,200 miles. Also on file is a page of notes detailing various cleaning and servicing tasks undertaken in 2016 and 2019, including fitting new brake pads; stripping and cleaning the carburettors and fuel tap; and draining the fuel system (it should be noted that the filler cap is seized). Unused for some considerable time, the machine will require recommissioning or restoration to a greater or lesser extent and is sold strictly as viewed. Accordingly, prospective bidders must satisfy themselves as to the condition and completeness prior to bidding.

£6,000 - 7,000



554

Property of a deceased's estate

1982 SUZUKI GSX1000S KATANA

Registration no. GMA 100X

Frame no. G10X-500066

Engine no. GS10X-100372

First seen at the 1980 Cologne Show, the GSX1100 Katana was Suzuki's bold effort to produce an uncompromising sports bike in the European mould. The result was a machine that combined straight-line speed with secure handling like no Japanese bike before it. The concept's immediate success confirmed the wisdom of Suzuki's policy of introducing a family of similarly styled machines across just about every capacity class, though some may have wondered why there was a 997cc GSX1000S version as well as one of 1,100cc. In fact, the former was only included to ensure the model's homologation for production racing in the up-to-1,000cc class, and nowadays is considerably rarer than the GSX1100. This rare GSX1000S is offered from the estate of a late important UK-based private collector, who acquired the machine in September 1993 and is only its second registered keeper. Accompanying documentation includes an original owner's manual; copy parts lists; sundry expired MoTs; old V5 and old/current V5C documents; and hand-written riding and maintenance notes for the period 2003-2017 showing very limited usage (the most recent MoT expired in 2006). The Katana has been restored, it is believed some years ago. Unused for some considerable time, the machine will require recommissioning or restoration to a greater or lesser extent and is sold strictly as viewed. Accordingly, prospective bidders must satisfy themselves as to the condition and completeness prior to bidding.

£4,000 - 5,000



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.

555

Property of a deceased's estate

1981 LAVERDA 981CC JOTA '180'

Registration no. HAY 80V

Frame no. LAV1000-6365

Engine no. 1000-6365

Blessed with one of the most evocative names in motorcycling history, the Slater Brothers-developed Jota was the bike that really put Laverda on the map. Few major changes were made to the three-cylinder Jota prior to 1982 when a heavily revised version was introduced, complete with a 120-degree crankshaft that made for a more even firing order. One consequence of this was the instant elevation of the original version, which came with a 180-degree 'flat' crank, to iconic 'first-of-the-line' status among collectors. This Jota '180' was purchased by its late owner from Slater Laverda on 5th August 1997 at 23,037 miles (correspondence, MoT certificate, and sales invoice on file). Issued 12 months later, the next MoT certificate records the mileage as 23,221, while the current odometer reading is 23,224 miles. The tax disc in the holder expired on 31st August 1999 and it is believed the Jota has not been ridden since then. On file is a page of hand-written notes detailing various cleaning and servicing tasks undertaken in 2018/2019, while the final entry is dated January 2020. Additional paperwork consists of sundry bills and old/current V5/V5C documents. Unused for some considerable time, the machine will require recommissioning or restoration to a greater or lesser extent and is sold strictly as viewed. Accordingly, prospective bidders must satisfy themselves as to the condition and completeness prior to bidding. A (copy) workshop manual is included in the sale.

£7,000 - 8,500



556

Property of a deceased's estate

1979 BIMOTA 1,015CC KB1

Registration no. KLN 223V

Frame no. KB1.00193

Engine no. Z1E126081

Offered here is an example of Bimota's first design made to house the big Kawasaki four – the KB1 – which was produced from 1977 to 1982. Like most Bimotas of this period, the KB1 used a tubular steel spaceframe and was one of the first machines to feature adjustability of the steering head angle. First registered on 26th October 1979 and one of only a handful in the UK, this KB1 has had three previous keepers and was purchased by the late owner at Brooks' sale at the National Motorcycle Museum in July 1996 (Lot 357). The tax disc in the holder expired on 30th September 2000 and it is believed the Bimota has not been ridden since then. On file is a page of hand-written notes detailing various cleaning and servicing tasks undertaken in 2016/2017, which included ultrasonically cleaning the carburettors; repainting the wheels and exhaust system; de-greasing the engine; and draining the fuel tank and carburettors. Unused for some considerable time, the machine will require recommissioning or restoration to a greater or lesser extent and is sold strictly as viewed. Accordingly, prospective bidders must satisfy themselves as to the condition and completeness prior to bidding. Offered with a current V5C and a history file, this KB1 represents a rare opportunity to acquire an original example of an early Bimota that can only become increasingly collectible. A matching dualseat is included in the sale.

£9,000 - 11,000



557

Property of a deceased's estate

1978 MV AGUSTA 832CC MONZA

Registration no. XPK 333T

Frame no. MV750.2210378

Engine no. 221 0315

- *Exclusive, last-of-the-line, limited edition model*
- *Believed genuine 802 miles from new*
- *Present ownership since 1994*



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

Also in the line-up was the more sporting 750S. Its replacement - the 750S America - was introduced for 1976 featuring a motor bored out to 789cc. The next stage of development was the Monza. A stretched (to 832cc) version of the 750S America, the Monza had started life as the 'Boxer' until complaints from Ferrari (whose sports car had prior claim to the name) forced a change. Cast-alloy wheels, triple Brembo disc brakes, and a fairing - all optional on the 750S America - usually came as standard on the Monza.

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

One of the last MVs to leave the Gallarate factory, 'XPK 333T' was first registered on 27th September 1978 and has covered a believed genuine 802 miles from new (not warranted). The MV is offered from the estate of a late important UK-based private collector, who purchased it in July 1994. The 1994 purchase receipt is on file together with a current V5C; copies of previous V5 registration documents; details of previous owners; and a sheet of hand-written notes concerning routine maintenance carried out in 2016/2017. Unused for some considerable time, the machine will require recommissioning or restoration to a greater or lesser extent and is sold strictly as viewed. Accordingly, prospective bidders must satisfy themselves as to the condition and completeness prior to bidding.

£38,000 - 45,000

FURTHER PROPERTIES

558

1992 / 2012 'DUCATI' SPORTS MOTORCYCLES 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 with the machine 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

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.



559

1974 DUCATI 750 GT

Registration no. SWW 42M

Frame no. 754552

Engine no. 754490

Designed by the legendary Fabio Taglioni, Ducati's first road-going v-twin - the 750 GT - arrived in 1971. Lacking the resources of larger Far Eastern rivals, Ducati had made the most of what it already possessed to create one of the all-time great post-war motorcycles. A 90-degree vee, the engine looked like two of the Bologna firm's bevel-drive overhead-cam singles on a common crankcase (which in essence it was) though the coil valve springs represented a departure from Ducati's traditional hairpins. The 90-degree layout made for exceptional smoothness and a lengthy wheelbase, a handicap more apparent than real that failed to stop the fine-handling Ducatis notching up a succession of wins in Formula 750 events, commencing with Paul Smart's famous victory at Imola in 1972. This superb 750 GT was purchased as a project in 2010 for £6,500 and was then treated to a full 'last nut and bolt' restoration by renowned marque specialists Made in Italy Motorcycles of Stowmarket, Suffolk. Undertaken between 2011 and 2012, the rebuild cost £18,000, with parts sourced from private sellers and specialist suppliers worldwide bringing the overall total to around £27,500. Receipts for most of the work/parts plus some documentary evidence of the additional outlay are on file. The only notified deviations from factory specification are Brembo twin front discs, 750 Sport pistons, and Dyna-S electronic ignition.

£20,000 - 25,000



560

1978 MV AGUSTA 789CC AMERICA 'MAGNI'

Registration no. YUC 77T

Frame no. 2210352

Engine no. 2210352

When MV retired from Grand Prix racing in 1976, Magni and his two sons set up their own company in Samarate, producing performance parts for the MV Agusta 750 street bikes, including big-bore kits, special frames and chain-drive conversions. Magni commenced production of motorcycles under his own name in 1980, initially using the Honda CB900 engine. Despite all his latter-day successes with Moto Guzzi, Arturo Magni's name will forever be linked with that of MV Agusta, whose reputation this great engineer did so much to forge. The first MV model officially to bear his name was the 'Monza Arturo Magni', a stretched (to 832cc) version of the 750S America. Official production of the Magni, together with that of all MV Agusta's other models, ended in February 1979, although Arturo and his sons Carlo and Giovanni continue to create bespoke MVs to special order. First registered in October 1978, this MV Agusta America has been modified using numerous Magni components: tank, seat, exhausts, etc. The machine was purchased in 2004 by the lady vendor's late husband and used on the road and at track events throughout their ownership, being serviced and MoT'd regularly up to 2019. The Magni exhausts were replaced in 2018 with new pipes supplied by the factory, and the machine comes with all its original America parts including the tank, seat, fairing, rear light, indicators, badges, etc. Ridden regularly on the road in 2020 and described by the vendor as in good condition, the machine is offered with a owner's manual and V5C document.

£65,000 - 75,000



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.

561

Ex-Arturo Magni,

1975 MV AGUSTA 125 SPORT PROTOTYPE

Registration no. KAU 232N

Frame no. 660422

Engine no. 21802064

- *Pre-production prototype for MV's final 125 Sport*
- *Unique aluminium alloy tank made by Primo Filotti*



Having commenced motorcycle production in 1945, MV Agusta introduced its first 125cc production roadster - the Gran Turismo - in 1954 with single-cylinder overhead-valve engine, a format MV's 125s would retain until the end of production in 1977/78. Completely redesigned for 1975, emerging as the beautiful 125 Sport, the engine featured an alloy barrel and electronic ignition to produce 14bhp at 8,500rpm, and a top speed of around 75mph.

But the machine offered here isn't just any MV Agusta 125 Sport, it is the pre-production prototype used for the sales leaflets and differs in many ways to the production run. The frame is unique, the unique aluminium alloy tank was made by Primo Filotti - who made the factory racers' bodywork - with a Monza cap. The side panels are steel with 4 louvers versus plastic 5 louvers items on production bikes. More unique features were acquired during its remarkable early ownership. The bike was passed to MV race team director Arturo Magni for his youngest son Giovanni to use, registered in Varese in 1975. The bike was fitted with 18" EPM wheels, twin front discs, Brembo rear calliper, Magni competition exhaust pipe, and bored out to what is believed to be 155cc.

The bike was owned by Giovanni until 1981 when it was sold to Emiliano Bezzon, later to be Giovanni's brother-in law. The bike was purchased by the vendor in 1987 whilst attending Giovanni's wedding. Looking for a bike for his son to use he spotted the 125 in the Magni factory. Agreeing to the sale, Arturo typed up and signed a statement confirming of the origins of the bike. Once in the UK the Sport was used as daily transport by the vendor's son. When no longer required the bike was renovated to the match its original look on the sales leaflet look, bar the decision to keep the EPM wheels and competition exhaust as an homage to its link to Magni. Since renovation in the early 1990s the bike has remained part of an important collection of Italian motorcycles, featuring in the July 1995 issue of Classic Bike magazine.

This bike has a verifiable history over 45 years, very much one of a kind, being not only the original prototype for MV's final 125 Sport, but also possibly the only Magni 125 Sport built. Included in the sale are copies of the sales leaflet, the statement signed by Arturo Magni, receipt of purchase from Emiliano Bezzon, various Italian licence documents showing ownership by Giovanni Magni and Emiliano Bezzon, UK import document, V5 and old MOT certificate.

£12,000 - 15,000

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.

562

1981 DUCATI 864CC MIKE HAILWOOD REPLICA

Registration no. SVR 957W
Frame no. DM900 SS 901036
Engine no. DM860 091611

- Imported from South Africa in 2018
- 19,482 kilometres recorded (circa 12,100 miles)
- Generally good original condition



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 glass fibre tank and racing seat. In fact, on the very earliest examples the 'tank' hid a steel fuel reservoir, glass fibre 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. Today good original examples like that offered here are among the most sought after of bevel-drive Ducatis.

This Ducati Mike Hailwood Replica was imported into the UK from South Africa by Motorcycle Emporium Ltd and first registered in this country on 1st October 2018 (document on file). We are advised by the private vendor that the machine had been delivered to Cape Town and ridden solely by its owner for 15 years before passing to his nephew, seeing very little use (the odometer reading is 19,482 kilometres).

The vendor further advises us that the MHR is in generally very good original condition and that it was last run in December 2019, following which the fuel was drained. Accompanying documentation consists of DVLA correspondence, a NOVA notification, an expired MoT (June 2019), a DOC Age Certificate, and a V5C Registration Certificate.
£13,000 - 15,000

563

2008 MV AGUSTA BSB 'SUPERSTOCK' RACER

- *Genuine factory built MV Agusta race version of the 1000cc F4*
- *Wins and awards in the 2008 Superbike Cup in the British Super Bike series*
- *Raced for two seasons before it was acquired by the vendor as a track day machine*
- *Dymag wheels, Ohlins suspension*
- *A stunning Italian beauty, with a voice to match.*



The record and reputation of the MV Agusta factory in international racing and the winning of world titles had no equals until the arrival of powerful and ambitious Japanese factories, who could see the publicity value of sporting success and the demand for machines that came with a famous name, so set about conquering the racing scene. After a long and hard-fought battle, MV Agusta withdrew from racing in the late 70s, their four-stroke three- and four-cylinder bikes outpaced by two-strokes from the Far East but forever remembered for their prowess. Despite offers to buy the company, it remained dormant.

Until 1992, when the Castiglioni brothers' persistence prevailed and they bought the name and Massimo Tamburini, a man with a strong racing history with both Cagiva and Ducati, was charged with the design of a super-sporting four-cylinder machine. The result was the 750cc F4, so breathtakingly graceful that it was one of the star exhibits in the Guggenheim Museum's three immensely successful 'Art of the Motorcycle' exhibitions. In 2010 the capacity was upgraded to 1000cc and the F4 became one of the most coveted of machines.

This very rare example of the 1000cc four-cylinder model was built by the factory in 2008 to the order of Jon Strike of STP Racing of Pontypool and prepared for the Superbike Cup for private entries. Ridden by Chris Burns, it was fifth in the series with four first places and a fastest lap at Knockhill that earned the 'Daily Star' trophy for the team; the cup awarded on that occasion is offered with the machine, along with factory supplied spare upper and lower fairings. The engine was prepared by Tim Radley and developed over 180bhp; it is fitted with a Motec data logging system. In the interests of weight saving, the machine wears Dymag wheels.

It was retired from active competition at the end of the 2009 season, having been ridden by Victor Cox and Michael Howarth that year and was acquired by the vendor for his exclusive use only at track days. It comes with a detailed record of finishes in the 2008 season. As a pure racing machine, it is not road registered and as invoiced by the factory it showed neither chassis nor engine numbers.

£20,000 - 23,000



564 N

1979 BENELLI 750 SEI

Registration no. not UK registered

Frame no. BC 5818

Engine no. BC 005554

Despite a racing heritage second to none, Benelli was in trouble by the late 1960s and fell into the clutches of Argentine industrialist Alejandro De Tomaso in 1971. Under De Tomaso's stewardship the revitalised company was soon grabbing the headlines with a host of new models, none more startling than the 750cc Sei (Six) of 1972, the world's first production six-cylinder motorcycle. The fact that Benelli was able to produce the design so quickly despite lacking previous experience of this type of engine was easily explained: it looked like a Honda CB500 'four' with two extra cylinders, which in effect was just what it was. Even the bore and stroke dimensions were identical to those of the Japanese unit. Production proper began in 1974 but the Benelli was soon overshadowed by Honda's own CBX1000 'six', forcing the Italian company to respond with the 900 Sei in 1980. Un-restored and presented in largely original condition, this 750 Sei last ran in December 2019 and is described by the private vendor as in good condition, running well. It should be noted that front brake master cylinder/lever is incorrect and that the saddle cover is new. The machine is offered with a copy of its original Italian registration document.

£12,000 - 14,000



565

1983 DUCATI 864CC MIKE HAILWOOD REPLICA

Registration no. A159 RWW

Frame no. DM900R 984269

Engine no. 096509

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 machine entered and prepared by Manchester-based Ducati dealer, Sports Motor Cycles. 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. First registered overseas, this example was imported into the UK by the private vendor in 2013 and registered here in 2016. The machine benefits from new fork seals, Avon tyres, regulator/rectifier, and a rewind generator (all fitted in 2020) and is described by the owner as in very good condition throughout. Bills for the aforementioned parts are on file and the machine also comes with a V5C document.

£15,000 - 20,000



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

566

1981 LAVERDA 981CC 'JARAMA'

Registration no. OEL 838W

Frame no. 6964

Engine no. 6964

A rare example of the standard Jarama three-cylinder Laverda that has not been converted to a pseudo Jota, this is an unspoilt example from the Breganze factory that produced some of the finest European sporting and touring machines of the 1970s and 80s. Laverda was internationally known as an agricultural engineering concern, but there was a great enthusiasm for motorcycles in the family and in 1949 Moto Laverda S.A.P. was registered as a separate company. They built small capacity machines at first, with enough performance to take the first five places in the 1951 816 miles Milan-Taranto race. It was a natural move to build bigger machines and the 750 parallel twin was an outstanding series until the 1972 launch of the 981cc triple. Journalist Dave Minton knew the family well and has told of his visit to the works, where he was loaned a 750 SFC twin and rode through the hills above Breganze struggling to keep Massimo Laverda on the new triple in sight. As he put it: "If they can test ride like that, it's no surprise they build such quick bikes." This fine example of the breed, with a recorded 29,564 miles, was purchased by the vendor in 2015, having been kept in France for some time, where the previous owner had an established business and used the Jarama as relaxation when work demands allowed. It is unrestored, its condition reflecting the quality that brought such respect to the brand.

£8,000 - 10,000



567

1979 MOTO GUZZI 350 GTS

Registration no. not UK registered

Frame no. 13811

Engine no. 012880

Revitalised following its take-over in 1971 by Argentine industrialist Alejandro De Tomaso, Benelli launched a range of new four- and six-cylinder sports bikes. With the addition of Moto Guzzi to the De Tomaso empire in 1973, some of these were marketed as Moto Guzzis, much to the dismay of the marque's aficionados. The first of these Honda-inspired machines was the Benelli 500 Quattro of 1974, which despite its Oriental-looking power unit was thoroughly Italian in all other respects, boasting a rigid cradle frame, powerful Grimeca drum brakes and alloy wheel rims. In 350cc form this engine powered the basically similar Moto Guzzi 350 GTS. The latter was enlarged to 400cc in 1975, a front disc brake being adopted at the same time, and in 400 GTS form lasted until 1979. Benelli's smallest four, the 231cc Quattro, was also badged as a Moto Guzzi, the '254'. Currently displaying a total of only 11,386 kilometres (approximately 7,000 miles) on the odometer, this rare Moto Guzzi four is presented in generally excellent original condition. Last run five years ago, the machine was purchased by the vendor at Bonhams Stafford sale in October 2015 (Lot 151) since when it has formed part of a private collection. Offered with Netherlands registration papers, and Nova declaration.

£2,600 - 3,200



568

1910 FAVOURITE 500CC

Registration no. SV 6442

Frame no. 241

Engine no. A047

- *Rare Australian motorcycle*
- *Restored in the UK*
- *Regular Pioneer Run competitor*



'Favourite' was the marque name of motorcycles manufactured or modified by Bill Smith in Petersburg (later Peterborough), South Australia. It is understood that before the Great War (1914-1918) his motorcycles were known as 'The Burg', their name being changed after 1915 to the more universally appealing 'Favourite' in response to anti-German sentiment. The frame and engine are identical to those of the Abingdon King Dick (Kerry Abingdon) motorcycles built in Tyseley, Birmingham, although this machine has Druid front forks rather than the sliding-spring type favoured by Abingdon King Dick. Smith is known to have used Druid forks on his own machines, and they are most likely to have been fitted to this Favourite following accident damage to the originals. Only a tiny handful of Favourites is known to be in the UK.

This particular Favourite was found in Brisbane, Australia by Ken Blake, brought to the UK and restored to its present excellent condition (note the kangaroo mascot on the front numberplate). The machine's date of first UK registration is 19th February 1997. 'SV 6442' was acquired by the current owner in 2008 having previously belonged to Malcolm C Elder & Son of Oxfordshire.

Since then he has competed in the London to Brighton Pioneer Run with this Favourite motorcycle on three occasions, on the last of which he completed the 62-mile journey in 1½ hours at an average speed of over 40mph: not bad for a 110-year-old motorcycle. The vendor advises us that although the Favourite has belt drive and single-speed transmission, the addition of the clutch makes riding the motorcycle in modern traffic more straightforward and not so much of a challenge.

This rare Australian motorcycle is offered with a history file containing correspondence; an old-style V5C registration document; SORN paperwork; and quantity of MoTs (most recent expired March 2013). There is no Pioneer Certificate offered with the machine however, the Sunbeam Motor Cycle Club advise a replacement certificate (number '1471') can be sought by the successful purchaser following the sale.

£12,000 - 15,000

569

C.1901 PERKS & BIRCH/SINGER TRICYCLE PROJECT

Registration no. not registered

Engine no. 125 (see text)

- *Early motorised tricycle*
- *Extremely rare*
- *Three engines and numerous spare parts included*



The Singer Motor Wheel was invented by Messrs Edwin Perks and Frank Birch, who took out patents to the design in 1899. Their invention consisted of a small four-stroke engine complete with carburettor, fuel tank, and low-tension magneto, which was housed within an eight-spoked cast-aluminium wheel suitable for attachment to any standard bicycle (at the rear) or tricycle (at the front). The pair began manufacturing the Perks & Birch Motor Wheel at their works in Coventry. The neighbouring Singer Cycle Company was their main customer, and in 1900 Singer acquired the rights to the P&B Motor Wheel, which they proceeded to improve. Out of the handful of known survivors, bicycle versions of the Singer Motor Wheel are owned by the National Motor Museum and the Shuttleworth Collection. Very few tricycles are known of, making this an exceptionally rare machine from motoring's pioneering age.

This lot includes three engines, numbers: '125', '247' and '621', '125' being the earliest engine known to exist. Engine '247' was purchased in Wales where it had been used to power a saw bench. One of the main reasons it was purchased was because it had the original low-tension Simms magneto that was missing from engine '125'. This Lot also includes much research information, including correspondence with the Birch family, and many photographs. There is also an impressive amount of information, photographs, period advertisements, and articles on a USB memory stick.

Restoration work on engine number '125' has started, with pattern making, casting, and machining work carried out. In addition, the pattern for the late-type cylinder barrel has been made and one casting produced for the later Singer motor wheel engine. Most original cycle parts are included either to use 'as is' or to serve as patterns. Other noteworthy features include an original Dunlop tyre on one of the spare motor wheels, and auxiliary fuel and oil tanks by Singer, which were extras that greatly increase the vehicle's range.

The private vendor believes the tricycle to be of Singer type albeit with incorrect front forks and handlebars, and without the '125' engine and wheel fitted; however, its exact origins are unknown. This Lot comprises a vast array of components of varying condition and completeness. Accordingly, prospective purchasers must satisfy themselves as to the suitability, date, origins, and correctness of these components prior to bidding. Close inspection advised.

When completed, and following the relevant Sunbeam Pioneer Motor Cycle Club application, this motorised tricycle should be eligible for both the London-Brighton Veteran Car Run and the Pioneer Run as well as many other events for Veteran cars and motorcycles.

£12,000 - 15,000



570
1927 HUMBER 350CC
 Registration no. VF 1571
 Frame no. 10492 Engine no. 10488

A firm with its roots in the Victorian bicycle industry, Humber began experimenting with powered transport in the closing years of the 19th Century, introducing its first successful motorcycle - a built-under-license P&M - in 1902 and the first all-Humber design in 1908. The vendor first saw this Humber motorcycle advertised in an auction at Shepton Mallet, Somerset in 2006. His first Vintage motorcycle, 'VF 1571' had been originally supplied by A G Sparrow of East Dereham, Norfolk, whose original transfer may be found underneath the 'flapper bracket' on the rear mudguard, and whose brass nameplate is on the front mudguard. A few black and white photographs came with the Humber, one of which depicts the original owner sitting astride the machine with his son on the pillion seat. There is another photograph taken later of the son, looking older and taller, astride the Humber. It is believed that this motorcycle has had only four owners from new. In the accompanying history file is a copy of the catalogue description when the original owner sold the Humber at a Phillips auction in March 1990. He had last taxed the Humber in 1930; it was said to have only covered 700 miles from new. During the vendor's ownership, both he and his wife have used the Humber, including two rallies in Northern Ireland (in the Mountains of Morne); a rally in the hills around Blairgowrie in Scotland; and several local runs around Norfolk. We are advised by the owner that it is a very nice motorcycle to ride and will climb 1-in-4 hills, two up, with no problem - not bad for a 1920s motorcycle. The vendor has attempted to keep the machine original and un-restored, and in usable condition. The reading on the odometer is now 1,201 miles, so it appears that the Humber has covered only 500 miles since the auction in 1990. The machine comes with a history file containing SORN paperwork; old/current V5C Registration Certificates; a quantity of MoTs (most recent expired October 2012); photocopied literature; the aforementioned period photographs; and the original Humber 3.49hp Motor Cycles Instruction Book.

£4,000 - 5,000



571
1929 SCOTT 596CC SUPER SQUIRREL
 Registration no. VM 7904
 Frame no. 2754
 Engine no. Y2031A

Alfred Angus Scott's experiments with two-stroke motorcycles began in the closing years of the 19th Century, leading to the grant of a patent in 1904. Scott's original design for a vertical twin two-stroke engine featured a central flywheel with 180-degree overhung cranks and slim connecting rods that would characterise his products from then onwards. Although recognisably derived from his earliest designs, the Scott motorcycle of the 1920s gained steadily in both complexity and weight. A three-speed countershaft gearbox had been introduced for 1923 and, as a result of the racing programme, there was a new duplex frame and bigger brakes for 1927. For the traditionalists, the old-style, lightweight, two-speed model continued, remaining in production into the early 1930s. The current owner acquired this two-speed Super Squirrel on 1st December 2009. The Scott had a sidecar attached when purchased, but that had to go following complaints from its usual passenger, the owner's wife! Sadly, due to the owner's failing health, the Scott has not been ridden or started for around two years. Described by him as fast and impressive to ride, the machine is offered with an old-style continuation logbook (issued 1953); assorted correspondence; an old-style V5C document; and a quantity of MoTs dating back to 1992, the most recent of which expired in 2008.

£6,000 - 7,000



572

1948 NIMBUS 750CC FOUR

Registration no. 843 XUR

Frame no. 7701

Engine no. 12946

Resulting from diversification by the Danish vacuum cleaner manufacturer, Fisker & Nielsen, the Nimbus motorcycle first appeared in 1919. Unusually, only inline four-cylinder models were built. Motorcycle production was suspended in 1928 to enable the company to concentrate on producing vacuum cleaners, and when the new Nimbus appeared in 1934 it was with an overhead-camshaft power unit that showed strong motor-industry influence, being constructed along car lines with integral cylinder block in cast iron and a detachable alloy sump. Foot change for the three-speed gearbox, a beefier front fork, and larger brakes had been added by the end of the 1930s, but from then on the Nimbus changed little until series production was ended in 1954, once again to free up resources for the vacuum cleaner business. Production was always on a limited scale, but such is the quality of the Nimbus that many remain in service today. This Nimbus has been in its current restored condition since 1988 when it was acquired by the Professor Fritz Ehn Motorcycle Museum Collection in Austria. Since its acquisition in 2008, the Nimbus has been one of the owner's favourite machines to ride. Not used for around 18 months, it will need light re-commissioning, including a new 6v battery, before returning to the road. Offered with a VMCC dating letter, V5C Registration Certificate, and a history file.

£7,000 - 8,000



573

Ex-T G Meeten, Scottish Six Days Trial

1932 FRANCIS-BARNETT 150CC LAPWING

Registration no. PJ 4550

Frame no. B24758

Engine no. GY695

Beginning in the mid-1920s Tommy Meeten gained many successes riding Francis-Barnett lightweights at Brooklands, the IoM TT, the Scottish Six Days Trial (SSDT), and many other prestigious events. These results were mainly achieved on 150/175cc Villiers-engined machines – occasionally fitted with a sidecar – and undoubtedly helped promote the Coventry firm at a time when the motorcycle market was extremely sluggish. Equally commendable was Mrs Meeten's completion of a 1,000-mile run on a Francis-Barnett, whose fuel consumption averaged a remarkable 196mpg. The 148cc Lapwing was introduced as a 'high quality utility model', priced at £24 15s, in late 1931. It was not unusual at that time for production models to be used in competition events; Tommy Meeten is thus pictured beside 'PJ 4550' (while mending a puncture) in Motor Cycling's May 24th report of the 1933 SSDT (copy available). The history trail then goes cold until the machine was purchased, in restored condition, some 30 years ago by the immediately preceding owner, who reportedly rode it just once (the last tax disc expired in 2008). Its late owner purchased 'PJ 4550' at Bonhams' Stafford Sale in April 2015 (Lot 268), since when the machine has been kept in dry storage. In need of careful re-commissioning and the customary safety checks, 'PJ 4550' comes with a Francis-Barnett 'Hints & Spares' book; a V5C Registration Certificate, and its original logbook recording Tommy Meeten as owner from February 1933.

£4,500 - 5,500





574

Property of a deceased's estate

1919 CALTHORPE-JAP 2 3/4 HP LIGHTWEIGHT

Registration no. AX 1617

Frame no. 151A

Engine no. U417

Manufactured by the Minstrel & Rea Cycle Company of Birmingham, the first Calthorpe motorcycle appeared in 1909 powered by a 3 1/2 hp 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 5/6 hp v-twin, joined the line-up a few years later together with an overhead-valve 'Tourist Trophy' model. By 1919 the company name had changed to The Calthorpe Motor Cycle Company and the range had shrunk to just two lightweight models: a 293cc (2 3/4 hp) JAP and a Peco-powered two-stroke, the former priced at 57 guineas.

Dating from 1919, this Calthorpe is powered by a single-cylinder, sidevalve JAP engine and has the two-speed Enfield transmission with clutch-less 'tram-handle' control, and belt final drive. An older restoration, the machine was purchased by the late owner at Bonhams' Stafford Sale in October 2006 (Lot 586) since when it has been dry stored as part of a small private collection (the last tax disc expired in 2007). The machine will require re-commissioning and the customary safety checks before returning to the road. Accompanying paperwork includes copies of marque related literature; some expired MoTs; a hand-written 'riding log book'; and old/current V5C documents.

£4,500 - 5,500



575

Property of a deceased's estate

1932 NEW IMPERIAL 148CC MODEL 23

Registration no. ESJ 552

Frame no. 23 92/18815

Engine no. 75/35857/23

Builder of the last British-made machine to win the Lightweight 250 TT during the pre-war era, New Imperial was unsurpassed for innovation during the 1930s, offering models featuring pivoted fork rear suspension and unitary construction of the engine and gearbox. Introduced for 1933, the unitary construction Model 23 was based on an unconventional, stillborn prototype, first seen in 1932, which carried its valve gear behind the cylinder. The production Model 23 was more conventional as far as its valve gear was concerned but less so elsewhere, featuring unitary construction of the engine/gearbox, geared primary drive, and coil ignition. Qualifying for a reduced rate of road tax for up-to-150cc machines, the Model 23 was a huge success for New Imperial and continued in production until 1940. This Model 23 was purchased privately circa 2014 by its late owner and has been dry stored since acquisition (the last tax disc expired in 2007). Presented in age-related condition with a nice patina, the machine will require careful re-commissioning and the customary safety checks before returning to the road. The machine is offered with a V5C Registration Certificate and a copy of 'New Imp News' from 2014.

£3,500 - 4,500



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

576

Property of a deceased's estate

1922 LEVIS 2¼HP LIGHTWEIGHT

Registration no. MD 5004

Frame no. 8146

Engine no. 10442

Manufactured by Butterfield Ltd of Stechford, Birmingham, the Levis motorcycle derived its name for the Latin word for 'light', which was one of the diminutive machine's many virtues. One of the pioneers of the two-stroke motorcycle, the firm commenced manufacture of its 211cc, single-gear lightweight in 1911. Soon dubbed 'Popular', the model was a huge success for the Birmingham marque, remaining in production until 1926. Levis dominated 250cc racing in the early 1920s, winning the Lightweight category at the Isle of Man TT in 1920 and 1922, and duly introduced a new 247cc production model alongside the Popular for 1921. This Levis lightweight - a chain-cum-belt model equipped with countershaft gearbox - was restored circa 1985 and remained in the then owner's hands until it was purchased by the late vendor at Bonhams' Stafford Sale in October 2014 (Lot 358). The machine had not been used since 1989 and since acquisition has been kept in dry storage as part of a small private collection. The Levis appears in generally good condition but nevertheless will require careful re-commissioning and the customary safety checks before returning to the road. Offered with V5C Registration Certificate.
£3,800 - 4,800



577

Property of a deceased's estate

1923 LEVIS 2¼HP LIGHTWEIGHT

Registration no. BS 9599

Frame no. 11563

Engine no. 13287

Manufactured by Butterfield Ltd of Stechford, Birmingham, the Levis motorcycle derived its name for the Latin word for 'light', which was one of the diminutive machine's many virtues. One of the pioneers of the two-stroke motorcycle, the firm commenced manufacture of its 211cc, single-gear lightweight in 1911. Soon dubbed 'Popular', the model was a huge success for the Birmingham marque, remaining in production until 1926. Levis dominated 250cc racing in the early 1920s, winning the Lightweight category at the Isle of Man TT in 1920 and 1922, and duly introduced a new 247cc production model alongside the Popular for 1921. Originally registered as 'NW 4970', this two-stroke Levis lightweight - a single-cylinder, chain-cum-belt model equipped with countershaft gearbox - was acquired by the immediately preceding owner in 2004 and purchased by the late vendor at Bonhams' Stafford Sale in April 2008 (Lot 426). An older restoration, the machine has been dry stored since purchase as part of a small private collection and will require re-commissioning and the customary safety checks before returning to the road. Accompanying paperwork consists of the original logbook; some expired tax discs and MoTs; and old/current V5C documents.
£3,000 - 4,000



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.

578

Property of a deceased's estate

1914 SUNBEAM 3½HP WITH MILLS-FULFORD SIDECAR

Registration no. HK 4799

Frame no. 2144

Engine no. 2184 B

- *Desirable Veteran outfit*
- *Long term ownership (since 1984)*
- *History since 1971*



John Marston's Sunbeam bicycles had already established a peerless reputation when, in 1912, he introduced the first Sunbeam motorcycle. This was the 2¾hp, a 349cc side valve single with a two-speed gear. The early design work had been done by Harry Stevens before his involvement with the rival AJS concern. Meanwhile John Marston had recruited John Greenwood as the Sunbeam designer. Greenwood had previously worked for Rover & JAP, but this must have been a happy appointment for he stayed with Sunbeam until his retirement over 20 years later. His hand can be seen in every Sunbeam manufactured during his tenure and for some time afterwards.

In June 1913 a JAP 770cc powered machine with a three-speed gearbox was introduced, and then just three months later came the new 3½hp model, a 499cc side valve single with the same three speed gearbox. This was truly a gentleman's motorcycle, but sporting success came quickly, both in reliability trials and road racing. At the 1914 Senior TT Howard Davies took joint 2nd place, and Sunbeam won the team prize. Sunbeam motorcycles were to become as renowned as their bicycle cousins for the same superb workmanship and the best finish in the industry. They were also reassuringly expensive.

The key to recognizing a veteran Sunbeam single is the central bulge in the timing case which accommodates the geared drive to the magneto.

From 1915 Sunbeams had chain driven magnetos. This splendid Veteran Sunbeam outfit has had just two owners since 1971 when it was sold by Wally Lambert to Geoff Morris (a photocopy of the bill is supplied). It completed many Pioneer Runs in Geoff's hands, and he sold it only to facilitate the purchase of a V-twin Veteran Sunbeam. It then passed, in October 1984 via the late Brian Verrall, to the late owner. He in turn rode it in at least ten Pioneer Runs and more than twenty Oude Klepper parades until his death aged 96 in 2019.

It is accompanied by a very early 1921 buff log book in slightly distressed condition, Pioneer certificate no. 676, a green continuation log book from 1972, a V5C which records the previous registered keeper as Brian R. Verrall, and other assorted paperwork and photographs. The Sunbeam was restored many years ago by Wally Lambert who also found and fitted the charming Mills-Fulford sidecar which is equipped with a period windscreen and weather protection. Geoff Morris recalled that the inside of the Sunbeam's chaincase was date-stamped November 27th, 1913. It has not been run for about a year, and careful re-commissioning is recommended before further use. Prospective bidders must satisfy themselves as to the outfit's completeness and mechanical condition prior to bidding.

£14,000 - 22,000

No Reserve

579

Believed 1927 Works TT

1927 TRIUMPH 498CC RACING MOTORCYCLE

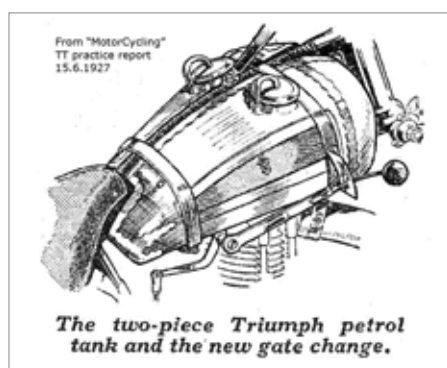
Registration no. DFP 466

Frame no. 702232

Engine no. 122031

Crankcase mating no's T7 1 / T7 1

- *Believed Works TT machine*
- *Offered from long term ownership (since 1984)*



The Triumph factory had not had much success on the Island in the twenties, but a lot of effort went into the 1927 Senior TT with no fewer than six works entries and a private entry by Vic Horsman. Four of the seven Triumphs finished the race, but ironically it was Tommy Simister's privately entered machine which finished 3rd, well ahead of the works bikes. Harris crashed out at Quarter Bridge on the first lap, Quinn crashed on lap 4, Wilmot Evans retired on the last lap, but Harry Hobbs finished 12th, Tyrell Smith was 13th, and Norman Black was 18th. It is not known who rode which machine.

The racing machines differed from the production model in relatively minor aspects: twin pannier petrol tanks were fitted with the gearchange mounted on the right hand tank, though Simister's petrol tanks were of a slightly different shape, and his gearchange was mounted on the gearbox - like the production machines. Large cylindrical oil tanks were fitted beneath the saddle, with an auxiliary foot pedal allowing the rider to give the engine an additional charge of oil without having to remove his hand from the bars. Andre steering dampers were fitted, and the front forks were modified with lighter springs and B&D dampers.

These Triumphs are certainly worthy of further research. The motorcycle offered here is believed to be one of the six works bikes. It was bought by the late owner from Stephen Griffith in 1984 following a period on display in the Stanford Hall Collection (receipt on file). We note that the Stanford Hall brochure makes no mention of this bike's involvement in the 1927 TT, but states that "it was raced by E. Archibald in the Amateur TT, and that it was rebuilt by Colonel Jack Churchill who favoured the fancy copper exhaust pipes". The bikes were numbered T (for TT?), 7 (for 1927?), and 1 to 6. This machine's headstock is stamped T.7.5, each crankcase is stamped T7 1 behind the cylinder barrel, and the gearbox is stamped T7 in two places. Interestingly, a sister bike which Bonhams sold in 2012 featured frame no. T.7.1 and crankcase nos. T7 5. The late owner's sons were told by their father that it was believed the factory swapped the engines and frames around after the race.

The age-related registration number dates from 1982. A splendid 100 mph Bonniksen speedometer is fitted - and has apparently been there for a very long time. A V5C registration document accompanies the machine which has not been run since 2012, so careful re-commissioning is essential before further use. Prospective bidders must satisfy themselves as to the Triumph's provenance, completeness, and mechanical condition prior to bidding.

£20,000 - 30,000

No Reserve

580

'VELOCETTE' 348CC 1937-TYPE KTT 'WORKS' REPLICA RACING MOTORCYCLE

Frame no. 7TT40

Engine no. KTT 740

- *Re-creation of a 'works' KTT racer*
- *Mk VIII KTT engine internals*
- *Ideal for parades, sprinting, and racing*



Various incarnations of Velocette's KTT followed the model's introduction in 1928, and were later ascribed ascending 'Mark' numbers as they were changed and developed. Alongside these were the inevitable factory, or 'works' special versions with experimental features. As with most manufacturers, either with racing pedigrees, or aspirations to such, Velocette promoted their racing exploits with their own team of riders, and also by providing machines and/or factory-built and tuned engines to favoured promising, or established, riders. 'Works' bikes included a supercharged version, and, in 1936, a double overhead camshaft design. When the DOHC failed to produce the required power output, the works machines for 1937 reverted to single overhead cam layout, but with a large 10-inch cylinder head, and big-finned cylinder barrel. A similar layout, but with slightly smaller fins was later used for the Mk VIII.

The owner of this unique racing special was captivated by these 1937 works machines, and, as a genuine example would be unobtainable, or prohibitively expensive, he determined to build a replica which he could use for parades, sprints and hillclimbs. He was fortunate enough to have original Mk VIII engine internals and crankshaft which, with a new big end assembly, formed a basis for the engine, and he obtained new castings made from copies of the original factory drawings, with which to construct the motor.

A replica frame with cast lugs was utilised, together with newly cast hubs, original gearbox, and other parts. Carburation is via an Amal TT carburettor, and ignition from a BTH magneto.

The work took approximately four years, and was completed in 2012. The vendor ran the machine for the first time at the Festival of 1000 bikes in 2013. He reports that it seemed to run well at that time. Since then, other matters have occupied his attention, and, with advancing age, he now feels that his creation should pass to another who can use the machine as he intended. Running on mineral oil, this racer provides a new owner with an excellent opportunity to run the machine in parades, for sprinting, hillclimbs, or racing. It will require safety checks and commissioning prior to use, and in particular, the gearchange needs adjustment, and some of the paintwork now ideally needs refinishing. It will undoubtedly provide endless talking points for Velocette enthusiasts everywhere. Documentation with this machine comprises the aforementioned copy factory drawings for the crankcases, cylinder head, and timing cases.

£12,000 - 18,000

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.

581

C.1931 VELOCETTE 348CC GTP/KTT RACING MOTORCYCLE

Frame no. GP2504

Engine no. KTT30X

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 further to capitalise on the firm's racing success. This machine was assembled by the owner, utilising the frame from a GTP, and a KTT-specification engine. It was intended for use as a sprint or hillclimb mount and was used by the vendor for this purpose most years from completion in approximately 2000 until 2018. The machine benefits from additional frame strengthening to help cope with competition use, and also had new crankcases when built. Only basic maintenance has been needed during that time on the bike, which has performed faultlessly. However, due to his advancing years, the vendor has reluctantly decided that he must retire from competition. Unused now for two years, the bike will require safety checks and a modicum of re-commissioning prior to use by a new owner. Lubricant is mineral oil. Also of note is the 4-speed gearbox and coil valve springs. There are no documents with this machine.

£3,000 - 4,000



582

C.1931 ARIEL 497CC SQUARE FOUR 4F REPLICA

Frame no. none visible

Engine no. R818

The Ariel Square Four, announced in 1931, was a genuinely ground-breaking design. It was introduced as an overhead-camshaft 500cc, with two gear-coupled crankshafts and a square four-cylinder layout. The following year it was offered in both 500 and 600cc capacities. At the time it was as radical as any design before or since and was the creation of the great Edward Turner. The vendor of this machine was in possession of most of the bike but was missing a frame and unable to locate one. He was, however, able to acquire a new, reproduction frame which was built with measurements from an original frame and cast lugs as per original. Combined with the original parts he possessed; he was able to rebuild the machine. The engine, four-speed Burman gearbox, forks, wheels etc. are all original items, and even the petrol tank is modified from another Ariel model from 1931. He advises us that he stripped and rebuilt the engine with new valves, valve springs, and oil pump body. He further advises that the big ends, bores, pistons, and camshaft were all in useable condition. Whilst all four gears select, he states that the gearbox layshaft needs replacing to facilitate the speedo drive, and a used one is included with the bike. The magneto requires reconditioning, and there are no internals in the dynamo. In need of completion, this machine will provide a new owner with a budget-level entry to the normally expensive world of early Square Four ownership. Documents with this lot comprise a copy parts book and copy handbook.

£3,000 - 4,000



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.



583

1936 TOMMY SPANN SPECIAL AJS 498CC

Registration no. CVT 897 (see text)

Frame no. 89996

Engine no. T.S.S. No.2

According to its original old-style logbook, this machine was first registered on 7th April 1936 as a 'Tommy Spann Special AJS'. Tommy Spann raced throughout the 1920s and into the 1930s, enjoying spells as a works rider with Sunbeam and then AJS. His links with latter were not confined to the racetrack, as he married AJS boss George Stevens' daughter Millie in 1930. Arguably the highlight of a varied career was his 2nd place finish at the 1928 TT behind Graham Walker's Rudge while riding for AJS, while his best Isle of Man TT result was 4th place in the 1932 Lightweight event aboard a New Imperial. For a time at least he ran a motorcycle dealership in Didsbury, Manchester. The current vendors acquired this machine in 2016 when they bought a farm from the estate of the late Peter David Lishman, who had owned 'CVT 897' since February 1956. The Spann AJS was found in an outbuilding in a dismantled state and has since been loosely reassembled. The aforementioned logbook shows that the machine was first registered in Stoke-on-Trent and that Mr Lishman was the fifth owner. The machine appears to be based in part on a 498cc AJS 'Big Port', while the frame number suggests a manufacturing date for that component of 1931. The front fork is from a works 1928 AJS. There is no registration document with this machine and prospective purchasers must satisfy themselves with regard to its registration status prior to bidding. The machine is offered for restoration and sold strictly as viewed.

£7,000 - 10,000



584

1929 COTTON 496CC MODEL 25 TWIN-PORT

Registration no. DE 7081

Frame no. to be advised

Engine no. KOY/S 21382 (see text)

Between the wars Cottons were well known for their distinctive triangulated frames which connected the top and bottom of the headstock to the rear wheel spindle by four straight tubes. As a result of this unique frame design they were equally renowned for their superb handling. Racing successes included Stanley Woods' inaugural TT win in the 1923 Junior, and a memorable 1-2-3 in the 1926 Lightweight TT. The "model 25 two port" model offered here was effectively top of the range in 1929. Blackburne engines were the more common power plant in the late vintage years, but JAP engines were also catalogued, and it is a JAP which is fitted to this example. The Cotton is accompanied by a V5C and a continuation buff logbook which shows that since 1938 it has been based in Kent, and that the late owner, a time served vintage motorcycle enthusiast, acquired it over 51 years ago in March 1969. Little is known of the Cotton's mechanical state, but it makes for a fascinating and unusual project. Both the old and new registration documents show the engine number as KOY/6... but the 6 is in fact an "S" as listed above. We were unable to locate the frame number on our initial inspection. Two pairs of exhaust pipes thought to have been intended for this machine are included. There are some obvious missing items e.g. chaincases, silencers, footrests, & toolboxes. Prospective bidders should satisfy themselves as to the motorcycle's completeness and mechanical condition.

£3,000 - 5,000



585

1926 SCOTT 498CC SUPER SQUIRREL

Registration no. BF 6307

Frame no. 2245

Engine no. Z7827

Scott's iconic two speed Super Squirrel was introduced for the 1925 season and was based on the 1924 TT machines. This very nice example is from 1926, although the engine (which is of the correct type) dates from 1925. Little is known about the history of this "Super", but the late owner, a time served vintage motorcycle enthusiast, appears to have acquired it some time after 2012 because it is accompanied by a Scott Owners Club dating certificate from October of that year addressed to the previous owner. On the certificate Club Registrar Ian Parsons commented "All the major components are correct for the period". We noted some minor deviations from the original specification including a later Amal carburettor (which will no doubt help rideability), rather sporty replacement mudguards, and wire on tyres and wheel rims in place of the original beaded edge items, but surely few would argue against these being a sensible upgrade. Engine lubrication is via 1925 style twin drippers - which most time served Scott riders will consider a more reliable and superior system to the Best & Lloyd oil pump fitted for 1926 which tended to over-oil one side of the engine and starve the other - with inevitably unfortunate consequences. The Scott's mechanical state is unknown, but it is believed not to have been ridden for some years, and careful re-commissioning is recommended before further use. It is accompanied by a V5C registration document. Prospective bidders should satisfy themselves as to the motorcycle's completeness and mechanical condition.

£4,000 - 6,000



586

1927 BSA 4.93HP DELUXE

Registration no. YE 2858

Frame no. U 5430

Engine no. M 11620

In his Vintage Road Test series VMCC founder Titch Allen tested an identical model to this 1927 500cc side valve BSA and concluded "It's a really well-built machine of sound though conservative design". This particular example had been an unfinished sympathetic restoration by its late owner, a time served vintage motorcycle enthusiast, who had bought it in 2012. In the January 2020 edition of "Classic Bike" Rick Parkington described how he assembled it into its present state. The BSA remains unfinished but is now mostly in one piece, and surely represents a very worthwhile and intriguing project. We understand that the magneto is in need of a rewind. The front mudguard is in a poor state but should be a sound pattern. The combined petrol and oil tank has a wonderful patina, a splendid vintage electric lighting set is fitted albeit there is a ding in the headlamp rim, and most of the period controls are present. An electric horn is included but not attached to the machine, and a replacement silencer and rear carrier are also supplied. No rear chain is fitted. The original registration number is retained. We do not know for sure, but it is likely that the engine & frame are the original pairing because the present numbers appear on the 1949 continuation buff logbook. This wrongly states the engine size as 350cc, but the 500cc capacity is correctly stated on the accompanying V5C. Prospective bidders should satisfy themselves as to the motorcycle's completeness and mechanical condition.

£3,000 - 5,000



587

Ex-1930 Manx Grand Prix,

Offered directly from the estate of the late Les Williams

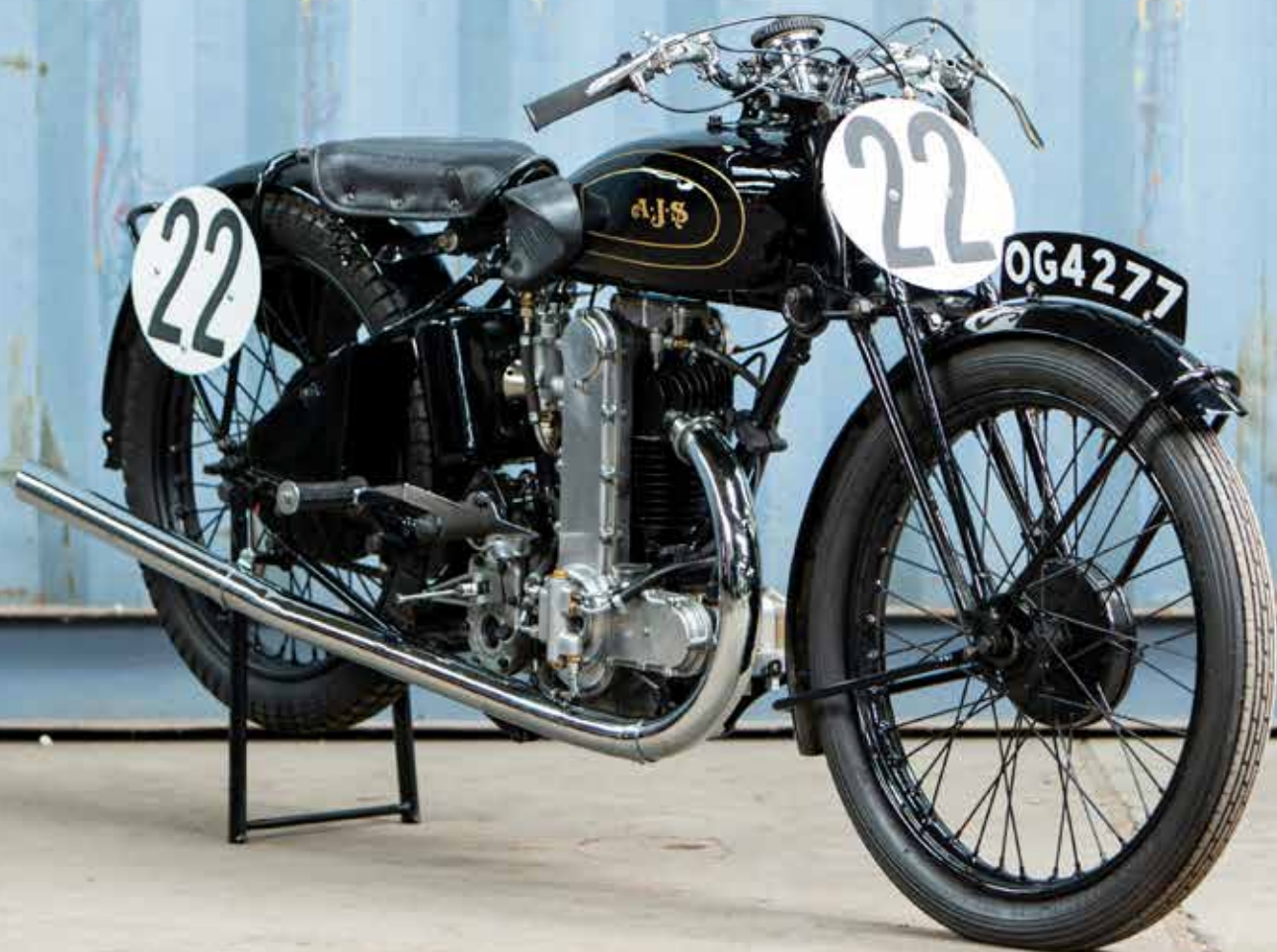
1930 AJS 346CC R7 RACING MOTORCYCLE

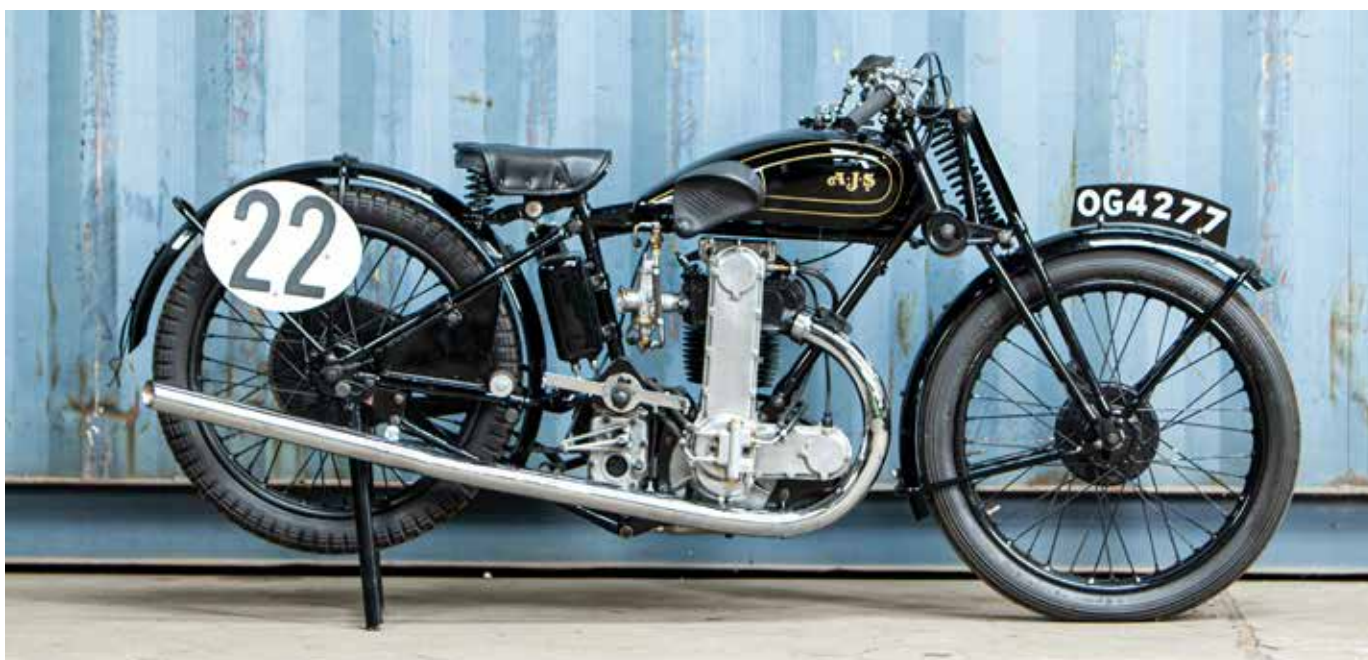
Registration no. OG 4277

Frame no. R145260

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





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.

£20,000 - 25,000

588

Property of a deceased's estate

1951 VINCENT 998CC SERIES-C BLACK SHADOW

Registration no. UNO 187
Upper Frame no. RC/9824/BC
Rear Frame Number. RC/9824/BC
Engine no. F10AB/1B/7924
Crankcase Mating no's. WW10

- Matching frame and engine numbers
- Present ownership since 1993
- Restored in the 1990s



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. Not until the advent of Jaguar's XK120 was there a production sports car that could live with the thundering v-twins from Stevenage. With a top speed approaching 120mph, and bettering it in the Black Shadow's case, the Vincent v-twin was quite simply the fastest road vehicle of its day.

The Black Shadow was indeed a legend in its own lifetime, and in the 60-plus years since production ceased, the esteem in which this iconic motorcycle is held has only increased, fuelling the demand among discerning collectors for fine examples of the marque, such as that offered here.

This Black Shadow has belonged to the late owner since January 1993. Restored by him over the next few years, the Vincent comes with a most extensive history file documenting the restoration in full (perusal recommended). Although old age prevented the owner from riding the Vincent in his later years (it was last taxed for the road in March 2010), the engine has been started up occasionally. Careful re-commissioning and the customary safety checks are advised before further use. As well as the aforementioned restoration records, the history file contains copies of factory records; a quantity of old MoTs; an old-style V5C document; and a VOC dating certificate confirming matching frame and engine numbers.

£50,000 - 60,000

589

1955 VINCENT 998CC BLACK PRINCE

Registration no. SXA 919
Upper Frame no. RD13021 B/F
Rear Frame No. RD13021 B/F
Engine no. F10/AB/2B/11121
Crankcase Mating no's. K28V

- *The ultimate Vincent v-twin*
- *Matching numbers*
- *One of the last Vincent motorcycles made*



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 announced that production 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 only 100 more of the fabulous v-twins would be completed. Vincent's final v-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. When production ceased in December 1955, around 460 Series D v-twins had been built, some 200 of which were enclosed models.

Frame number '11121', this Black Prince is the 13th from last Vincent motorcycle made, having left the factory in December 1955. First owner Joseph Jenkins bought the Black Prince from the famous Vincent dealers Conway Motors of Shepherd's Bush, West London (see letter on file).

An accompanying document lists a further seven owners including the current vendor, its owner since December 1998. The Black Prince was restored to its present condition in the late 1980s by Robin Blackwell and Phil Primmer for its then owner, Tim Pearcey. A record of all maintenance carried out since 1998 is in the file, which also contains instructions for the Grosset electric starter and electronic ignition distributor. An Alton generator provides reliable 12-volt electrics. The beautiful matching panniers were produced by Phil Primmer of West Country Sidecars of Fordingbridge, Hampshire, and larger-than-standard brakes have been fitted to enhance the stopping power. The engine is said to be in excellent condition, having been re-bored and fitted with new pistons in 2003, the cylinder heads being overhauled at the same time.

'SXA 919' has featured in *The Classic Motor Cycle* (August 1991 edition) and in *Vincent – Classic Motorcycles* by Duncan Wherrett. The machine has also won numerous VOC concours awards, most recently at the Annual Rally in 2001 ('Best Series D'). Last run in September 2020, this ultimate Vincent v-twin is offered with a spare parts list; BMS workshop manual; sundry bills; copies of previous registration documents; and a current V5C.

£48,000 - 56,000

590

1950 VINCENT 998CC RAPIDE PROJECT

Registration no. KRU 725
Upper Frame no. RC7592
Rear Frame Number. RC7592
Engine no. F10AB/1/5692
Crankcase Mating no's. C70

- *Effectively two private owners from new*
- *Present family ownership since 1954*
- *Off the road since 1963*
- *Matching numbers*



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

Introduced in 1946, the Vincent-HRD Series-B Rapide was immediately the fastest production motorcycle on sale anywhere, with a top speed of over 110mph. The basic design clearly had even greater potential though, which would be realised later in the form of the Black Shadow and Black Lightning models. In 1948 the Vincent range began to be updated to 'Series-C' specification.

The most significant changes made concerned the suspension, there being a revised arrangement at the rear incorporating curved lugs for the seat stays and an hydraulic damper between the spring boxes, while at the front the new models boasted Vincent's own 'Girdraulic' fork: a blade-type girder fitted with twin hydraulic dampers. These advances began to find their way onto production models during 1948 but it would be 1950 before all Vincents left the factory in Series-C specification.

First registered to Huxham's Ltd of Dorset, this 'barn find' Rapide came into the lady vendor's family's possession when her late father (its second private owner) purchased the machine from Huxham's in July 1954. In 1963 her father had an accident, suffering serious head injuries (he was not wearing a helmet) and the Vincent has been off the road since then (the 1963 tax disc is still in the holder). Accompanying paperwork consists of the 1954 sales receipt, guarantee, and correspondence; a VOC Certificate of Authenticity; and an old V5 registration document. Offered for restoration and sold strictly as viewed, 'KRU 725' represents an exciting opportunity for the dedicated Vincent enthusiast to return one of these wonderful machines to its former glory.

£22,000 - 28,000

591

C.1955 VINCENT 998CC 'BLACK PRINCE' REPLICA

Registration no. TRC 6L

Frame no. RD 12611B

Rear Frame No. Unstamped

Engine no. F10AB/1/7133

Crankcase Mating no's RR29/RR29

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



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

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

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

During the present ownership the engine has been rebuilt by recognised Vincent specialist Bob Dunn to include new cylinders (liners/muffs), pistons and valves. 'TRC 6L' has also completed two tours of New Zealand with the Vincent Owners Club. Benefiting from long-term enthusiast ownership and a 'no expense spared' attitude to maintenance, the machine is offered with a V5C registration document and an October 2019 Quirks Classics invoice totaling £950 for works including fitting of a refurbished magneto, new spark plugs and HT leads, strip of the front carburetor, fairing screen and various other works. The vendor advises the engine now runs well following the aforementioned recommissioning.

£15,000 - 20,000

592

1937 BROUGH SUPERIOR 982CC SS80 & PETROL-TUBE SIDECAR (SEE TEXT)

Registration no. FWL 826

Frame no. M8 1605

Engine no. BS/X 4642

- One of some 300 AMC-engined SS80s surviving
- Present family ownership since 1954
- Requires re-commissioning/renovation
- Non Matching Numbers



Brough entered the 1930s with an entirely JAP-powered range, and then, after a brief absence, the SS80 reappeared in 1935 as the SS80 Special, this time with an engine built by Associated Motor Cycles. 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, by which time Brough had built 460, of which some 300-or-so survive.

According to Brough Superior Club records, its Works Record Card shows that 'FWL 826' left the factory with frame number 'M8 1909' and engine number 'BS/X 4642'. Since then 'FWL 826' has been rebuilt around frame number 'M8 1605' (taken from another SS80 registered 'BRH 799') and retains its original engine as numbered above. 'FWL 826' was despatched to Layton's of Oxford in December 1937 while 'BRH 799' had gone to Jordan & Co of Hull where it was damaged in an air raid in May 1941 and been presumed lost. Frame number 'M8 1909' still exists in SS80 'FTV 710', which was sold as an incomplete restoration project by Bonhams at Stafford in October 2013 (Lot 395).

In the early post-war years 'FWL 826' was owned in Lancashire by a Mr Boyd, and in 1954 passed to BSC member Jim Smith of Warrington. The family's sole means of transport, the Brough was ridden regularly until the late 1960s when a Minivan was purchased, including holiday trips to Wales and twice-yearly visits to the Isle of Man for the TT and Manx GP. Following Mr Smith's death in October 2001, the Brough passed to his daughter, the current vendor.

Originally a solo, the SS80 is currently attached to a Brough petrol-tube sidecar chassis (number '182') that left the factory when new attached to another SS80 registered 'ETV 331'. The latter was first owned by one A E Briggs, Resident Engineer at Heysham Harbour, Lancashire. The sidecar currently fitted is of unknown make.

'FWL 826' last ran circa 2017 and will require re-commissioning at the very least and possibly more extensive renovation before returning to the road; accordingly, the machine is sold strictly as viewed. Accompanying documentation consists of Brough Superior Club correspondence, an old-style logbook, and a V5C Registration certificate.

£45,000 - 55,000

593

2016 BROUGH SUPERIOR 997CC SS100

Registration no. B2 EGP

Frame no. VPJSS1MK1GJ000002

Engine no. KT0RAG00002

- The 2nd production SS100 made
- Built specially for the current owner
- 888 kilometres (approximately 550 miles) from new



In 2013, after decades of dormancy, the legendary Brough Superior marque was resurrected by Mark Upham. The reconstituted company went on to produce several 'continuation' examples of Vintage-era Brough Superior SS100s while negotiating with Thierry Henriette of Toulouse-based Boxer Design to produce an entirely new Brough Superior motorcycle. Upham insisted on retaining visual cues linking the new motorcycle with its historic ancestors, as well as continuing the original ethos of the marque: innovation, excellent design, and superior construction and materials. The new Boxer-designed Brough Superior SS100 first appeared at the EICMA show in Milan in 2013, with production commencing in 2016.

The new SS100 features an 88-degree, 997cc, v-twin engine with water-cooling and DOHC four-valve cylinder heads, designed and built by Boxer Design. The engine produces 120bhp in standard tune and functions as a stressed member of the chassis, the latter being constructed of titanium, carbon fibre, and aluminium. Up front is a Fiori-based fork, reminiscent of the pre-war girder type, with mono-shock suspension at the rear and Öhlins hydraulic dampers at both ends. Sourced from the aircraft industry, the Beringer front brakes feature four rotors and radial callipers.

The fuel tank, seat cowl, mudguards, and side panels are hand-crafted in aluminium, and the SS100 weighs a little under 400lbs dry, making it among the lightest 1,000cc bikes on the market. The list price at time of launch was a shade under £45,000 but by the time Motorcycle News got to test a production version in 2018 that had risen to £59,999. "No mass-produced machine will ever give you such a sense of occasion every time you turn a wheel," declared MCN. "...it's a worthy successor to the original, and you'll never feel more special carving through the British countryside".

The second production SS100 made, the machine offered here was built specially for the current owner, many-time Bonneville Speed Week competitor Eric Patterson, and was presented to him at the Excel exhibition. There is a commemorative plaque on the fuel tank. Originally registered 'HJ16 HVT', it now carries the personal registration 'B2 EGP'. Last run in March 2020, the machine is presented in effectively 'as new' condition having covered a mere 888 kilometres (approximately 550 miles) from new (the speedometer was changed by the factory at 800km and the current reading is 88km). All maintenance, upgrades, etc has been carried out by Motocorsa of Ashmore, Dorset. Offered with a V5C document, this stunning machine represents a wonderful opportunity to own one of the most talked about motorcycles of recent times.

£39,000 - 45,000



594

C.1952/48 VINCENT 998CC SERIES-C RAPIDE PROJECT

Registration no. not registered

Frame no. RC/11265

Rear frame no. RC/1/6302

Engine no. F10/AB/1/268

Crankcase mating no. C70

This non-matching numbers Vincent Rapide consists of a main frame that formed part of a Series-C Rapide despatched to Kempster in London in October 1952; the rear frame from a Series-C Comet that went to Conway Motors in West London in July 1950; and the engine from a Series-B Rapide that was sent to Huxham's in Bournemouth in August 1948. The Vincent was purchased by the current vendor at Bonhams' Oxford sale in June 2014 as a dismantled restoration project, having been owned for some 30 or so years and dry stored by the previous owner's family. However, a change of plan has meant that the current vendor has not started the restoration and the Vincent has remained in dry storage. Only loosely bolted together and believed relatively complete, the Rapide is now offered for sale requiring full restoration. We are informed by the vendor that the engine turns over and that the gearbox selects all gears. There are no documents with this Lot, which is sold strictly as viewed.

£15,000 - 20,000



595

1952 VINCENT 499CC COMET PROJECT

Registration no. JAM 952

Frame no. RC/1/10102/C

Rear frame no. RC/1/10102/C

Engine no. F5AB/2A/8202

Crankcase mating no. 47FF

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. Belonging to the vendor for some 45 years, during which time it has attended numerous VOC rallies, this partially dismantled Comet is offered for restoration and sold strictly as viewed. A matching-numbers machine, it comes with sundry bills; an old-style (part) V5 document; and an assortment of detached parts.

£12,000 - 16,000



596

1950 VINCENT 499CC METEOR

Registration no. MKP 267

Frame no. R/1/5408

Rear frame no. R/1/5408

Engine no. F5AB/2/3508 (see text)

The post-war Vincent single was offered in two forms initially: Series-B Meteor and Series-C Comet, the main differences between the two being the new Girdraulic front fork fitted to the latter (the former retained the old Brampton girders) and the Meteor's slightly smaller carburettor. When production of Series-B models was phased out during 1950, the Meteor disappeared from the range, making it one of the rarer post-war Vincents. Dating from the final year of production, by which time the model had been updated with the Girdraulic front fork, this Meteor has matching main/rear frame numbers; however, it should be noted that the engine number is not a Vincent factory stamping. 'MKP 267' has belonged to the vendor for 45 years and was in a totally dismantled state when acquired. Noteworthy features include an Amal Concentric carburettor; Paul Paxman 4LS brake; and a luggage rack (a pair of Craven panniers is included in the sale). Restored by the owner, the Meteor has been enthusiastically campaigned over the years, attending numerous VOC rallies, although it has not been used for some time (the attached tax disc expired in 2014). Its mechanical condition is not known and thus the machine is sold strictly as viewed: in need of re-commissioning or possibly more extensive restoration. Accompanying documentation consists of SORNs; expired MoTs; an old-style continuation logbook; and old/current V5/V5C Registration Certificates.

£12,000 - 16,000



597

'EGLI-VINCENT' 499CC COMET PROJECT

Registration no. MRD 736J

Frame no. CTG002

Engine no. F5AB/2A/5453

Crankcase mating no. 4R

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. These days widely regarded as a marque in its own right, it is the Egli-Vincent, 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 frames continued to be produced in limited numbers by other specialists, this CTG example (manufactured in 1971) being the work of Cyril Maylem (see documentation on file). Other noteworthy features include a Kawasaki fuel tank; BSA-Triumph TLS conical front brake; alloy wheel rims; flashing indicators; and alternator electrics. 'MRD 736J' has been registered as an Egli-Vincent since 2001 and appears not to have been used for some considerable time (the attached tax disc expired in 2002). Offered for restoration and sold strictly as viewed, the machine comes with old/current V5/V5C documents.

£8,000 - 12,000





598



599

598

1936 COVENTRY EAGLE 250CC SILENT SUPERB

Registration no. 980 UXF

Frame no. 72196 Engine no. AXF 1486

This very attractive Coventry Eagle was acquired by the vendor about two years ago. He reports that it had been restored by the previous owner and that he has had to do nothing to it at all. It has a non-transferable age-related registration number. The original number was 'DNU 172' as confirmed by a continuation buff logbook which is supplied, along with a V5C, and original Coventry Eagle fold out leaflet. The vendor tells us that the frame and cycle parts are "excellent", while the engine and 3 speed transmission are "very good". The only reported deviation from factory specification is a conversion to LED lighting, both front and rear. It has been run within the last month. Prospective bidders must satisfy themselves as to the machine's completeness and mechanical condition prior to bidding.

£2,800 - 3,200

599

1931 TRIUMPH 277CC MODEL WS

Registration no. NG 181

Frame no. 621608 Engine no. 409625

The 277cc Model W had the biggest engine Triumph could build while keeping the resulting machine within the favourable taxation class that limited weight to 220lbs. Introduced for 1927, the Model W changed little for the next couple of years, becoming the WS in 1930 when it adopted the fashionable saddle tank, and was dropped when the 1931 range was announced. Apparently complete and in original condition having been stored for many years, this Model WS formerly belonged to the lady vendor's father and before that to her uncle. It is understood that the engine was professionally rebuilt in 1979 and the frame repainted. The inside of the fuel tank is rusted, but after the carburettor float bowl had been filled with petrol the engine started and ran in October 2020 having last been run circa 2000. Offered for restoration, the machine comes with an instruction book, an old-style buff logbook, and a V5C document.

£3,000 - 4,000



600



601

600

C.1944 BSA 496CC EX-WD M20

Registration no. OTV 920G

Frame no. WM20 110090 Engine no. WM20 74630

After the war, ex-WD bikes were sold off and eagerly scooped up by the public. They have seen a resurgence of interest in recent times, with 'wartime' or 1940s/1950s re-enactment events. This WD M20 was sold off by the MoD in 1968, as evidenced by the original VE60 green registration book, when registered on 2nd August 1968 by Dawsons Cars & Motorcycles in Nottingham as OTV 920G. It was sold later the same month to the first owner who kept it until 1974, when it was purchased by the vendor. It was used by him for only a short period before being dry-stored until today. It will, therefore, require re-commissioning and safety checks before use by a new owner. Included with it are a spare saddle, the rear rack, pannier frames, and a sidecar frame with wheel. Documentation comprises an old-type V5, the aforementioned VE60 logbook and sundry papers.

£3,000 - 4,000

601

1933 SUNBEAM 344CC MODEL 10

Registration no. HG 2111

Frame no. unable to locate Engine no. HG 2111

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. 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. It is understood that there are only 15 Model 10s on the Sunbeam Register, 11 of which date from 1931. This example was purchased as a 'barn find' in 1973 and has been dry stored since then. Although the Sunbeam was stripped and examined, the vendor could not find time to restore the machine and it has been loosely reassembled for sale. Prospective purchasers must satisfy themselves with regard to this motorcycle's condition, completeness, correctness or otherwise prior to bidding. Sold strictly as viewed, it comes with an old-style continuation logbook and old V5/V5C documents.

£3,000 - 4,000

No Reserve

602

1937 VELOCETTE 348CC KSS MKII PROJECT

Registration no. ENB 685

Frame no. 4308

Engine no. KSS 8357

Velocette's Percy Goodman-designed Model K first appeared in 1924. Of 348cc, the new engine employed a single overhead camshaft driven by vertical shaft, and was unusual in having a very narrow crankcase (an arrangement determined by the existing transmission and frame design) which made for a stiff crankshaft assembly. By the end of the 1920s Veloce's range of K-Series roadsters boasted a host of variations on the theme that included Normal, Sports, Super Sports, Touring, Economy and twin-port models. Introduced in 1925, the KSS was the Super Sports version while the KTS tourer employed the same overhead camshaft engine in virtually identical cycle parts, differences being confined mainly to mudguard style and wheel sizes. Introduced for the 1936 season, the MkII version of the KSS/KTS represented a major redesign, featuring many improvements including a new aluminium-alloy cylinder head with enclosed valve-gear, plus the cradle frame and heavyweight Webb forks of the new MSS. Owned by the vendor since 1974, this KSS MkII comes with a VOC dating letter stating that it was invoiced by the factory on 23rd November 1937 and first owned by one P Fisher of Manchester. Dismantled and offered for restoration, the machine is sold strictly as viewed. Additional documentation consists of an old-style continuation logbook (issued 1947) and a V5C Registration Certificate, and the machine also comes with sundry transfers and an original Instruction Book.

£3,000 - 5,000



603

1937 VELOCETTE 495CC MSS

Registration no. EKM 603

Frame no. 4232

Engine no. 2851

The third of Velocette's overhead-valve, high-camshaft, single-cylinder designs, the 495cc MSS was announced in 1935. The first of these new models had been the 250cc MOV of 1933, which was joined for 1934 by a long-stroke '350': the MAC. In creating the MSS, Veloce kept to the basic design, combining the MAC's 96mm stroke with a larger bore to create its new '500'. The MSS engine went into a new frame derived from that of the racing KTT. The model disappeared from Veloce Limited's range in 1948 while the company concentrated on the LE, reappearing in 1954 with a new swinging-arm frame and Hall Green's own telescopic front fork. The engine too was updated, gaining 'square' bore and stroke dimensions of 86x86mm along with an alloy cylinder barrel and 'head'. This highly original MSS has belonged to the current vendor since 1999 and has had only three owners from new; indeed, the vendor bought it from the second owner having known the machine since the early 1960s. The MSS has been ridden only occasionally, including up the test hill at the 'Brooklands Relived' event in 2000. Kept in a heated garage, the machine has not run for over 15 years and will require re-commissioning, including a new battery, before further use. Accompanying paperwork consists of an old-style logbook and old/current V5/V5C documents.

£6,500 - 7,500



604 N

1914 CLÉMENT 4HP AUTOCYCLETTE GRAND TOURISME

Registration no. not UK registered

Frame no. not known

Engine no. 29789

- *Premier French make*
- *Rare early model*
- *'Barn find' for restoration*



Already a successful maker of bicycles and pneumatic tyres – he owned the Dunlop patents in France – Gustave-Adolphe Clément diversified into motorcycle manufacture in 1897, having just bought the Gladiator cycle company, and built his first four-wheeled automobile two years later, taking an interest in the existing Gladiator concern. Around 1902 Clément began supplying motorcycle engines to Charles Garrard in the UK, who fitted them in frames supplied initially by James Lansdowne Norton and marketed his products under the Clément-Garrard name until 1911. Norton was impressed by the French-built motor and used it to power the first of his own motorcycles in 1902. In October 1903 Adolphe Clément broke his connection with the company he had founded and set up a new factory in Levallois-Perret, adopting the trade name 'Bayard'. Now fully controlled by British investors, the original Clément-Gladiaior enterprise, trading under the 'Clediaber' name, continued to manufacture motorcycles until 1935.

After 1905 motorcycle production was suspended for a number of years but by the end of 1911 new models had been introduced that generated considerable interest.

Inspired by the lightweight v-twins becoming popular in Britain, especially the Motosacoche-powered Royal Enfields, Clediaber introduced MAG-engined 2¾hp and 4hp Clément and Gladiator v- twins, which were designed along British lines and more luxurious than the average French motorcycle. Produced up to the outbreak of war in 1914, the 4hp model, as seen here, was the most expensive in the catalogue.

Looking remarkably similar to the contemporary Motosacoche-engined Royal Enfield, this Clément previously formed part of the collection belonging to a deceased Munich-based private collector and is offered for sale by his heirs. The machine has been dry-stored for many years and is presented in 'barn find' condition, in need of complete restoration. Some parts are missing: the front mudguard, foot-boards, and chains covers being the most obvious. The engine turns over but the machine's mechanical condition is not known and thus it is sold strictly as viewed. There are no documents with this Lot.

£8,000 - 12,000

605

1925 SUNBEAM 3½HP MODEL 6 'PENDINE SPRINTER'

Registration no. CY 8406

Frame no. 08519

Engine no. 270/18302

- Resident in West Wales all its life
- Raced at Pendine Sands in period
- Stored for the last 10 years



The first Sunbeam motorcycle - a 350cc (2¼hp) side-valve single - left the Wolverhampton premises of John Marston, hitherto a manufacturer of finest quality enamelled goods, bicycles and - latterly - cars, in 1912. Designed by Harry Stevens (later to found AJS) the 2¼hp Sunbeam was equipped with a two-speed countershaft gearbox and fully enclosed all-chain drive, proving an instant success in an era when the norm was hub gears and belt-drive. Like Marston's other products, his motorcycles soon established a reputation for sound construction and exemplary finish. Their racetrack performances did nothing to discourage sales either. Howard Davies (later to found the H.R.D. marque) finished second in the 1914 Senior TT on his and Sunbeam's first visit to the Island, and Tommy De La Hay inherited victory in the 1920 Senior after George Dance, also Sunbeam-mounted, retired while leading. Sunbeam's second model was the John Greenwood-designed 3½hp of 1913. A sidevalve single like its predecessor, the 3½hp came with a three-speed hand-change gearbox and fully enclosed oil-bath chain cases, the latter first seen on the company's bicycles.

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

The Model 6 'Longstroke' had gained drum brakes by the mid-1920s, and in lightweight guise with low handlebars and minimal equipment was known as the 'Speedman's Machine'.

This un-restored Sunbeam 'Longstroke' was first registered to Handel Davies, a well-known and successful garage proprietor who began his career at the Brooklands Garage in Garnant, Carmarthenshire before moving to his own premises in Oxford Street, Swansea. Handel was probably the first owner of a Brough Superior in Wales. During the same period, he also owned this Sunbeam, and both bikes were raced at the world famous Pendine Sands with great success. The current vendor has known the Sunbeam and its two previous keepers since the 1970s. The machine has resided in West Wales all of its life and is well known in local motorcycling circles. Stored for the last 10 years, this historic Welsh racer will require re-commissioning at the very least and probably more extensive restoration before further use. Offered with a V5C Registration Certificate.

£6,000 - 10,000



606

1925 AJS 349CC DE LUXE SPORTING MODEL E4

Registration no. TT 4061

Frame no. 52180

Engine no. 52180

In 1925 there were three side valve 350s in the AJS range, including the De Luxe Sporting Model E4, which was fitted with TT bars, sporting footrests, internal expanding front and rear brakes, and a hand operated clutch. The original RF60 buff logbook for TT 4061 shows that it was first registered in Devon on 29th May 1925 to Mr. William Curzon of Holsworthy. He moved house twice after that, but remained in Devon and in possession of TT 4061. It was purchased by the vendor's father sometime in the 1930s (although not registered in his name until 1970), and is believed to have been used occasionally for pleasure on fine days and holidays, and to visit the TT races. It is thought to have last run in the 1960s, after which it was retired to dry storage until the present day. Ownership passed to the present owner on his father's death. It remains remarkably unmolested, save for a coat of paint at some time in its life, and is all matching numbers (frame, engine, and gearbox) with only one previous owner before the father and son. The engine turns freely, and the gears select. It is fitted with acetylene lighting, but the generator appears to have gone missing at some time. In need of re-commissioning or restoration, this wonderful AJS presents an increasingly rare opportunity for a new owner to re-commission, sympathetically restore, or fully renovate. Documentation comprises an old-type V5, and the aforementioned RF60 logbook.

£4,000 - 5,000



607

1937 BSA B21

Registration no. XV270

Frame no. HB205440

Engine no. HB211765

A fine example of BSA's rare B21 Sports model, a product of the largest motorcycle factory in the country in 1937, when the Birmingham Small Arms company dominated the home market and sold machines all over the globe, such was its reputation for solid reliability and quality. The overhead valve single-cylinder 250cc model represented a step into the world of real motorcycling, a far step above the smaller two-stroke models that for most of their lives plodded gently to work leaving a trail of blue smoke and interrupting progress when the sparking plug developed a whisker and roadside attention was needed. Not on a four-stroke product of the huge works in Small Heath's Armoury Road, ownership of which was a matter of pride and a hint of knowledge above the humble rider whose needs were simply to commute. This handsome but easily ridden model was the younger brethren of the more sporting machines that dominated competition and the young man, or occasionally lady, who chose such a model was clearly destined to move on into the elite world of the long distance traveler. This example is an excellent starting point in the vintage world and promises many happy hours at moderate speeds; it will require careful inspection before being used and enjoyed fully. The registered mileage is 6,550, but this cannot be verified.

£4,000 - 6,000



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.

608 N

1943 TRIUMPH 343CC 3HW

Registration no. not UK registered

Frame no. TL 36905

Engine no. 3HW 46905

When war broke out in September 1939, Triumph's entire stock of completed civilian machines was requisitioned by the War Office. The Coventry firm went on to develop a 350cc twin-cylinder model – the 3TW – specifically for military use, only for the destruction of its factory in an air raid in November 1940 to scupper the project. Installed in new premises at Meriden, Warwickshire, Triumph recommenced production of the single-cylinder sidevalve 3SW and overhead-valve 3HW models. The latter was based on the pre-war Tiger 80 sports roadster, the engine of which was modified to incorporate rocker boxes cast integrally with the cast-iron cylinder head, aluminium alloy being in short supply. Triumph's single-cylinder models were used mainly by the Royal Navy for despatch duties and general liaison, with the less-powerful 3SW reserved for the WRNS. Making it highly unusual to say the least, and possibly unique, this 3HW has been modified with a swinging-arm conversion, complete with friction dampers, giving it a distinctly Italian look. The private vendor advises us that the machine was modified in the 1950s and has remained un-restored since then. It last ran in September 2019 and is described by the owner as running well. Accompanying documentation consists of copies of the motorcycle's Italian registration papers and Registro Storico Triumph entry.

£5,000 - 6,000



609 N

1941 MATCHLESS 348CC G3L MILITARY MOTORCYCLE

Registration no. not UK registered

Frame no. 35211

Engine no. G3L 39263

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. This Matchless G3L has been restored in its original military livery, the only non-original parts being the headlight shroud, ammeter, and Amal Concentric carburettor, the latter fitted for convenience (original carburettor included). Last run in March 2019, the Matchless is described by the owner as in good condition throughout. Accompanying documentation consists of a copy of the machine's ACI Certificato di Proprieta.

£3,500 - 4,500



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

610 N

1929 NORTON 490CC MODEL 16H

Registration no. not UK registered

Frame no. S38229

Engine no. 45162

- *Landmark model for Norton*
- *An older restoration*
- *Last Run in September 2020*



Norton relied on proprietary engines in its formative years - winning the inaugural Isle of Man TT with a Peugeot-engined machine - before introducing its own design of power unit in 1907. The long-stroke sidevalve single displaced 633cc and the new model it powered became known as the 'Big 4'. Smaller capacity versions followed and in 1911 the '500' adopted the classic 79x100mm bore and stroke dimensions that would characterise the half-litre (actually 490cc) Norton for the next 50 years.

Norton's new sidevalve was among the fastest in its class, being the first machine under 500cc to be officially timed at over 70mph, which was some going for 1911. The following year Norton-mounted Jack Emerson easily won the 150-mile Brooklands TT against a field of more experienced competitors (setting three long-distance records in the process) having ridden his machine down from Hull! Small wonder that the slogan 'Unapproachable' began to be applied to the Norton singles at around this time. Tuner/rider D R O'Donovan's work at the Weybridge track resulted in a flood of new speed records, including 81.05mph for the flying kilometre in April 1914, the first occasion 80mph had been exceeded by a 500cc machine. O'Donovan's successes led to the introduction of tuned 'Brooklands' models, and these highly developed sports versions continued into the 1920s.

The 490cc engine was revised for 1914 and the following year gained a new frame with lowered riding position together with the option of a Sturmey Archer three-speed gearbox. When fitted with chain drive, the 490cc sidevalve single became the 'Model 16' in Norton's numbering system, and then changed to '16H' in 1921 when a new lower frame was introduced. Norton's trusty 16H sidevalve would be continuously up-dated for the next 30-plus years before taking its final bow - along with the Big 4 - in 1954.

Restored in 1959, this 16H was last run in September 2020 and is described by the private vendor as in generally good condition, with patinated brightwork. The Norton is currently resident in Sweden and comes with Swedish registration/'MoT' paperwork, a maintenance instruction book, and a (copy) manual. A pillion seat and a pair of leather panniers are included in the sale, and it should be noted that the exhaust system is that of a 1930 model 16H.

£12,000 - 14,000

611

1942 HARLEY-DAVIDSON 739CC WLA

Registration no. BSL 627

Frame no. WLA56610

Engine no. 42WLA56610

- *Ex-military machine*
- *UK registered since 1999*
- *Restored between 2017-2019*
- *Requires finishing (see text)*



Introduced in 1929 as a competitor to Indian's successful 750cc sidevalve v-twin, the Harley-Davidson Model D - better known as the '45' (its capacity in cubic inches) - really took off when the USA's entry into WW2 created an unprecedented demand for military motorcycles, around 90,000 of the WL (military) version rolling off the Milwaukee production lines before hostilities ceased. After rigorous testing in 1939, the US Army ordered its first batch of WLs in March 1940, with further substantial orders of machines from South Africa and Great Britain following soon after.

These military Harleys benefited from the new aluminium cylinder heads fitted to the civilian version from 1939 and came with a full complement of equipment including D-shaped foot-boards, crash bars, skid plates, cargo racks, and panniers. Designated WLA (Army) or WLC (Canadian-built), the Harley '45' saw action in just about every theatre of war. 'De-mobbed' Harleys helped meet the upsurge in demand for motorcycles in the immediate post-war years, doing much to establish the marque's reputation worldwide.

Completely stripped and rebuilt between 2017 and 2019, this civilianised WLA was first registered in the UK in June 1999 and has had only one owner in this country prior to the vendor. The latter advises us that the previous owner was able to supply photographs of the Harley in military livery. We are further advised that the frame, wheels, brakes, etc have been reconditioned; the engine rebuilt from the crankshaft upwards; the transmission overhauled, and a new clutch fitted; and most of the brightwork renewed.

In addition, the electrics have been upgraded to 12-volt operation; auto advance ignition fitted; and the original carburettor replaced with a modern Mikuni. According to the vendor, only a small amount of work (engine tuning, road testing, etc) is required to finish the job. Accompanying paperwork consists of sundry restoration bills; a VMCC dating certificate; and a V5C registration document.

£13,000 - 16,000



612

2000 HARLEY-DAVIDSON XLH 1200S SPORT

Registration no. X923 RJC

Frame no. 1HD1CHP18YK128669

Engine no. to be advised

A new addition to Harley-Davidson's XL ever-popular Sportster line-up for 1996, the 1200S Sport featured triple floating disc brakes; fully adjustable suspension front and rear; 13-spoke alloy wheels; 'flat-track' handlebars; and a two-position seat. All Sportsters received a larger 3.3-gallon tank for 1997, while for the following year the 1200S was upgraded with twin-plug cylinder heads; a higher compression ratio; 'hotter' camshafts; and soft-compound tyres. There were additional performance enhancing changes made to the 1200S engine for 1999, while 4-piston callipers were adopted for the triple disc brakes and a black-finished exhaust system introduced for 2000. A rev counter; remote-reservoir gas shocks; and a five-speed gearbox were also standard features. A Harley wouldn't be a Harley without some tasty after-market additions, and this 1200S Sport features a Harley-Davidson Screaming Eagle exhaust system; a Screaming Eagle free-flow air filter; an oil cooler; a Stage 1 tune (larger carburettor jets); a bobbed rear mudguard; and a H-D 'Badlander' custom seat (the original 'King & Queen' seat is included in the sale). The Sport currently displays a total of only 21,366 miles on the odometer and is described by the private vendor as in excellent condition throughout. Last MoT'd to May 2016 and SORN'd since then, the Harley has been run regularly and is said to be 'ready to go'.

£2,500 - 3,000



613 N

2002 HARLEY-DAVIDSON XL883R SPORTSTER

Registration no. not UK registered

Frame no. 1HD4CKM132K141724

Engine no. CKM2141724

In 1982 Harley-Davidson introduced a new welded frame, replacing the traditional lugged type in use hitherto, and then the following year saw the introduction of two new Sportsters: the XLX and XR-1000, the former being a more affordable base model intended to attract new customers. In 1986 Harley-Davidson's new all-alloy Evolution engine became available in the ever-popular Sportster, the model having recently been up-graded with Harley's diaphragm clutch, alternator electrics and five-speed gearbox. The new Sportster was initially offered in 883cc and 1,100cc sizes, the latter being opened out to 1,200cc for 1988. The machine offered here is an example of the new-for-2002 XL883R Sportster, the orange and black colour scheme of which recalled that of the factory's XR-750 racers. A one-owner-from-new example, this Sportster has covered only 11,772km (7,315 miles) and is described by the vendor as in excellent condition throughout (last serviced in July 2017). The machine is said to be original except for adjustable rear suspension; added rev counter; Screaming Eagle air filter cover; and an after-market seat. The original cockpit plate; air filter cover; and seat are included in the sale together with the original owner's manual; original keys; and Italian registration papers.

£3,000 - 4,000



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614

1937 AJS 982CC MODEL 37/2

Registration no. HV 8529

Frame no. 905

Engine no. 37/2 2400

- *Present ownership since 2007*
- *Requires re-commissioning*
- *Brough Superior SS80 performance at a fraction of the cost*



Ill-timed diversification that coincided with the post-Wall Street Crash depression would result in the sad demise of A J Stevens Ltd, which had been manufacturing motorcycles of high quality at its Wolverhampton works since 1911. AJS was taken over by Matchless in 1931 and production shifted to the latter's factory in Plumstead, South London where the existing range continued largely unaltered initially. Indeed, the two marques would retain largely separate identities until the outbreak of WW2, although their models became increasingly similar, using the same engines, gearboxes, and other major components.

AJS's own 998cc sidevalve v-twin was one of the first models to be dropped, disappearing at the end of the '31 season, and for the next 12 months there was no large-capacity 'sidecar tug' in the range. That changed in July 1932 with the arrival of the new Model 2, which was powered by the engine of the long-established Matchless Model X. This 982cc sidevalve v-twin engine had first appeared in the 'X/2' in 1925 and would remain in production until the outbreak of WW2, being supplied to Brough Superior for use in the SS80 from 1935 onwards.

Intended primarily for sidecar duty, the Model 2 became available to 'export' specification during 1933 complete with American-style foot-operated clutch, left-side gear lever, and swept-back handlebars. The Model 2 continued to be available in domestic and export forms until 1939 and was included in the catalogue for 1940. Sadly, this imposing and handsome machine did not reappear after the War's end.

This AJS Model 2 has belonged to the vendor since October 2007. Believed to be an older restoration, 'HV 8529' is offered in need of re-commissioning, or possibly more extensive renovation, and is sold strictly as viewed (the engine turns and the machine would respond well to detailing). Accompanying documentation consists of an old-style continuation logbook and old/current V5/V5C Registration Certificates.
£18,000 - 26,000

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.



615

1940 ARIEL 599CC MODEL 4F SQUARE FOUR

Registration no. FOK 517

Frame no. AX697

Engine no. EE592

Designed by the legendary Edward Turner, Ariel's Square Four was first shown at Olympia in 1930. Unique at the time of its introduction, the 'Squariel', as it was swiftly dubbed, featured a single block of four cylinders and twin geared-together crankshafts with pistons phased at 180 degrees. The crankcase was split horizontally, unusually for a motorcycle engine of the period, while the vertical valves were operated by a single overhead camshaft. Although launched as a '500', the Squariel was soon enlarged to 601cc with an eye on the important sidecar market, this bigger version being made available for the 1932 model year. In 1937 a total redesign saw the Squariel re-emerge as the Model 4G, with 995cc overhead-valve engine, making it an even more enticing prospect for sidecarists. Dropped after 1936, the '600' 4F reappeared for 1939, redesigned along the lines of its larger sibling. Not revived after WW2, the overhead-valve 4F is one of the rarest of 1930s Ariels. This 4F Square Four has belonged to the current vendor since June 2011. Believed to be an older restoration, 'FOK 517' is offered in need of re-commissioning, or possibly more extensive renovation, and is sold strictly as viewed (the engine turns and the machine would respond well to detailing). Accompanying documentation consists of an old-style continuation logbook; a dating certificate; a V5C Registration Certificate; and sundry bills for parts.

£15,000 - 20,000



616

1948 ARIEL 995CC MODEL 4G 'SQUARE FOUR'

Registration no. MAS 311

Frame no. XP2064

Engine no. CJ616

In 1937 a total redesign saw the Ariel 'Square Four' re-emerge as the Model 4G, with 995cc overhead-valve engine, making it an even more enticing prospect for sidecarists. Anstey Link plunger rear suspension became an option in 1939 but would not be offered again until 1946 when a telescopic front fork replaced the previous girder type. An exercise in weight shedding saw the cast-iron cylinder head and barrel replaced by alloy components for 1949 on the revised 'Mark I', which was now capable of 90mph-plus. To date, the innovative Ariel Square Four remains unique in motorcycling history; a true 'gentleman's motorcycle', this refined yet characterful machine retains an enthusiastic and loyal following and is highly prized by discerning enthusiasts. An older restoration, this Square Four comes with a substantial quantity of bills relating to its refurbishment in the late 1990s while with previous owner, together with others relating to ongoing maintenance. The Ariel was acquired by the vendor in April 2010 and was last MoT'd in 2012. Offered in need of re-commissioning, or possibly more extensive renovation, the machine is sold strictly as viewed (the engine turns, and it should be noted that the speedometer is missing). Accompanying documentation includes a dating certificate; two expired MoTs; old/current V5/V5C documents; and the aforementioned bills the machine also comes with parts lists and an Owner's Guide.

£14,000 - 18,000



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

617

1935 ARIEL 601CC MODEL 4F/6 SQUARE FOUR

Registration no. AOX 135

Frame no. Y6806

Engine no. WA294

Designed by the legendary Edward Turner, the Ariel Square Four was first shown at Olympia in 1930. Unique at the time of its introduction, the 'Squariel', as it was swiftly dubbed, featured a single block of four cylinders and twin geared-together crankshafts with pistons phased at 180 degrees. The crankcase was split horizontally, unusually for a motorcycle engine of the period, while the vertical valves were operated by a single overhead camshaft. Although launched as a '500', the Squariel was soon enlarged to 601cc with an eye on the important sidecar market, this 4F/6 version being made available for the 1932 model year. The '500' was dropped after 1932 but the '600' continued until the end of 1936, its place being taken by the totally redesigned Model 4G, with 995cc overhead-valve engine. The '600' reappeared for 1939 as the 4F, redesigned along the lines of its larger sibling, but did not resume production after the war. This 4F/6 Square Four has belonged to the vendor since September 2014. Offered for restoration and sold strictly as viewed, the machine comes with an Owners' Guide; spare parts lists; and old/current V5/V5C documents. It should be noted that the earliest copy of these lists a different engine number.

£10,000 - 14,000



618

1937 ARIEL 995CC MODEL 4G 'SQUARE FOUR'

Registration no. ABO 383

Frame no. P386

Engine no. DC363

In 1937 a total redesign saw the Ariel 'Square Four' re-emerge as the Model 4G, with 995cc overhead-valve engine, making it an even more enticing prospect for sidecarists. Anstey Link plunger rear suspension became an option in 1939 but would not be offered again until 1946 when a telescopic front fork replaced the previous girder type. An exercise in weight shedding saw the cast-iron cylinder head and barrel replaced by alloy components for 1949 on the revised 'Mark I', which was now capable of 90mph-plus. Introduced in 1953, the 'four-pipe' Mark II with redesigned cylinder head elevated the Square Four into the league of genuine 100mph motorcycles. Square Four production, along with that of all other Ariel four-strokes, ceased in 1959. To date, the innovative Ariel Square Four remains unique in motorcycling history; a true 'gentleman's motorcycle', this refined yet characterful machine retains an enthusiastic and loyal following and is highly prized by discerning enthusiasts. Believed an older restoration, and owned by the vendor since May 2011, this Square Four is offered in need of re-commissioning, or possibly more extensive renovation, and thus is sold strictly as viewed (the engine turns). Accompanying documentation includes an old-style continuation logbook (1954); dating letter (confirming matching numbers); hand-written restoration notes (1990s); expired MoT (2011); and a V5C Registration Certificate.

£10,000 - 14,000





619

1954 ARIEL 995CC MODEL 4G MKII 'SQUARE FOUR'

Registration no. 402 BML

Frame no. KR154

Engine no. PL161

In 1937 a total redesign saw the Ariel 'Square Four' re-emerge as the Model 4G, with 995cc overhead-valve engine, making it an even more enticing prospect for sidecarists. Anstey Link plunger rear suspension became an option in 1939 but would not be offered again until 1946 when a telescopic front fork replaced the previous girder type. An exercise in weight shedding saw the cast-iron cylinder head and barrel replaced by alloy components for 1949 on the revised 'Mark I', which was now capable of 90mph-plus. Introduced in 1953, the 'four-pipe' Mark II with redesigned cylinder head elevated the Square Four into the league of genuine 100mph motorcycles. Square Four production, along with that of all other Ariel four-strokes, ceased in 1959. To date, the innovative Ariel Square Four remains unique in motorcycling history; a true 'gentleman's motorcycle', this refined yet characterful machine retains an enthusiastic and loyal following and is highly prized by discerning enthusiasts. Owned by the current vendor since October 2017, this Square Four is offered in need of re-commissioning, or possibly more extensive renovation, and is sold strictly as viewed (the engine turns and the machine would respond well to detailing). Accompanying documentation includes an HMRC letter; starting instructions; and a V5C Registration Certificate.

£8,000 - 10,000



620

1957 ARIEL 995CC MODEL 4G MKII 'SQUARE FOUR'

Registration no. 526 KEV

Frame no. GM416

Engine no. ML365

In 1937 a total redesign saw the Ariel 'Square Four' re-emerge as the Model 4G, with 995cc overhead-valve engine, making it an even more enticing prospect for sidecarists. Anstey Link plunger rear suspension became an option in 1939 but would not be offered again until 1946 when a telescopic front fork replaced the previous girder type. An exercise in weight shedding saw the cast-iron cylinder head and barrel replaced by alloy components for 1949 on the revised 'Mark I', which was now capable of 90mph-plus. Introduced in 1953, the 'four-pipe' Mark II with redesigned cylinder head elevated the Square Four into the league of genuine 100mph motorcycles. Square Four production, along with that of all other Ariel four-strokes, ceased in 1959. To date, the innovative Ariel Square Four remains unique in motorcycling history; a true 'gentleman's motorcycle', this refined yet characterful machine retains an enthusiastic and loyal following and is highly prized by discerning enthusiasts. Last taxed to 30th April 2013, this Square Four is offered in need of re-commissioning, or possibly more extensive renovation, and is sold strictly as viewed (the engine turns, and the machine would respond well to detailing). Accompanying documentation includes the original old-style logbook; sundry bills; SORN paperwork; a quantity of old MoTs (most recent expired 2013); and old V5/V5C documents (the Ariel is still registered to the previous owner).

£6,000 - 10,000



621

C.1954 ROYAL ENFIELD 500 TWIN

Registration no. YSL 150

Frame no. G2/27809

Engine no. T3230

Launched in 1948, Royal Enfield's 500cc Twin followed orthodox lines, though the use of separate barrels and cylinder heads, and the oil tank's incorporation within the crankcase - a feature inherited from the 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. Just like AMC, BSA, Triumph and Norton, Royal Enfield went on to enlarge the Twin, eclipsing its rivals with the (nominally) 700cc Meteor for 1953, Britain's largest vertical twin at that time. The crankcase remained fundamentally unchanged but the bore/stroke dimensions and engine top-end were those of the 350 Bullet, doubled up and restyled. The 500 Twin continued in the range, latterly as the Meteor Minor and Sports Twin, until 1962. Believed to date from around 1954, the year the distinctive fork-top 'casquette' was introduced, this Royal Enfield 500 Twin was purchased by the vendor in April 2010. The Enfield is offered for re-commissioning, or possibly more extensive renovation, and thus is sold strictly as viewed (the engine turns). Accompanying paperwork consists of two old MoTs (most recent expired 2011) and old/current V5C Registration Certificates.

£3,400 - 3,800



622

1961 BMW 594CC R60/2 & STEIB S501

MOTORCYCLE COMBINATION

Registration no. 679 PKJ

Frame no. 622668

Engine no. 622668

At the end of 1954, BMW dropped its existing trio of horizontally opposed twins (the R51/3, R67/2 and R68), replacing them with the R50 and R69. The engines were little altered, significant changes being concentrated on the frame and cycle parts, which now featured an Earles-type leading-link front fork and swinging-arm rear suspension. The R67/2, a lower-compression model much favoured by sidecarists, was not replaced until the arrival for 1956 of the R60, which used a low-compression version of the R69 engine. The sidecar market remained an important one for BMW, and the new fork's bottom link incorporated alternative mounting points giving suitable trail should a 'chair' be attached. In 1960 the flat-twins range was revised as the '/2', most of the changes being inside the engine, which received a strengthened crankcase and crankshaft, hard-chromed piston rings, improved internal ventilation, new cam followers, and a stronger clutch assembly. The R60/2's compression ratio went up from 6.5:1 to 7.5:1, boosting peak power to 30PS (29.6hp SAE). This classic BMW/Steib motorcycle combination was in one single family ownership from 1964 until purchased by the vendor in October 2009 and was last taxed for the road in 2012. The outfit is nicely presented and should require only minimal re-commissioning before further use. This superb example of Teutonic engineering is offered with marque-related literature; a Clymer manual; its original old-style logbook; some expired MoTs; and a V5C document.

£8,000 - 12,000





623

1967 MATCHLESS 745CC G15CS

Registration no. KFX 184F

Frame no. 120989

Engine no. G15CS 120989

Following the handful of G15s built for export only in 1962 and fitted with AMC's own 750cc engine, the concept was revived in the middle of the decade using the Norton Atlas engine in the existing G12CSR frame. By this time Norton production had been shifted to AMC's Plumstead factory, and in a further move towards product rationalisation the new G15 roadster (and similar AJS Model 33) was fitted with Norton hubs and Roadholder forks. CSR sports roadsters and enduro-styled CS models followed soon after, and these Norton-powered models were the only AMC twins left in production by the end of 1966. Manufacture ceased the following year and today these relatively rare AMC/Norton hybrids are becoming increasingly collectible. This Matchless G15CS was supplied new to Joe Berliner's Matchless Corporation in the USA in April 1967 and re-imported into the UK from Illinois in 1999. Offered in need of re-commissioning, or possibly more extensive renovation, the Matchless is sold strictly as viewed (the engine turns, and the machine would respond well to detailing). Accompanying paperwork includes old US title documents; an AJS & Matchless Club dating certificate; two MoTs (most recent expired 2011); and old/current V5/V5C registration documents. The vendor is the second owner in the UK.

£7,000 - 10,000



624

1972 BENELLI TORNAO 650S

Registration no. KGV 101K

Frame no. EA 5680

Engine no. 5887

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, the unitary construction Benelli motor aped its British rivals but followed Japanese practice by 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. A machine for the parallel-twin connoisseur who dares to be different, this 650S Tornado was first registered in the UK in 2001 and has belonged to the current vendor since November 2015. Apparently original and un-restored, the machine is offered for re-commissioning, or possibly more extensive restoration, and thus is sold strictly as viewed. Representing a wonderful opportunity to acquire one of these rare Italian thoroughbreds, the Benelli is offered with expired MoTs; an original rider's manual; a V5C document; and a substantial file of marque-related literature and other material (inspection recommended).

£3,200 - 3,800



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625

1950 TRIUMPH 498CC TIGER 100

Registration no. XSY 632

Frame no. TF 16118

Engine no. T100 16118

Although Edward Turner's Triumph Speed Twin caused a sensation when it appeared at the 1937 Motorcycle Show, few of its admirers can have guessed how influential the design would prove to be. Light, narrow and from certain angles looked just like a twin-port single, it was just what the conservatively minded motorcycling public wanted, and the Speed Twin would prove enormously successful. Performance was exemplary for a road-going 500, around 85mph being attainable by the Speed Twin while the Tiger 100 sports version was even faster. The latter's performance was boosted by the use of high-compression forged pistons and polished ports and internals, the result being a machine that could touch 100mph in road trim and exceed it with the silencer end-caps removed. When production resumed in 1946, the T100 reappeared with telescopic forks in place of the original girders, and separate dynamo and magneto instead of the pre-war version's magdyno. This sprung hub-equipped Tiger 100 was purchased by the vendor in April 2018. Apparently original, the Triumph is offered in 'oily rag' condition, ripe for sympathetic re-commissioning or possibly more extensive renovation. Sold strictly as viewed, the machine comes with the 2018 sales invoice; some expired MoTs; and a V5C document.

£5,000 - 7,000



626

1949 TRIUMPH 498CC TIGER 100

Registration no. UXS 283

Frame no. TF 28251

Engine no. T100 9105975

Although Edward Turner's Triumph Speed Twin caused a sensation when it appeared at the 1937 Motorcycle Show, few of its admirers can have guessed how influential the design would prove to be. Light, narrow and from certain angles looked just like a twin-port single, it was just what the conservatively minded motorcycling public wanted, and the Speed Twin would prove enormously successful. Performance was exemplary for a road-going 500, around 85mph being attainable by the Speed Twin while the Tiger 100 sports version was even faster. The latter's performance was boosted by the use of high-compression forged pistons and polished ports and internals, the result being a machine that could touch 100mph in road trim and exceed it with the silencer end-caps removed. When production resumed in 1946, the T100 reappeared with telescopic forks in place of the original girders, and separate dynamo and magneto instead of the pre-war version's magdyno. Believed an older restoration, this Tiger 100 has belonged to the vendor since May 2018. Offered in need of re-commissioning, or possibly more extensive renovation, the machine is sold strictly as viewed (the engine turns). Offered with DVLA correspondence and a V5C Registration Certificate.

£5,000 - 7,000





627 N

1973 KAWASAKI W3 ROADSTER 650

Registration no. not registered

Frame no. W3F-00802

Engine no. W1E-68913

The first big four-stroke to be badged as a Kawasaki, the 500cc twin-cylinder K2 appeared in March 1965, having previously been built by Meguro as the K1, and was a close copy of the BSA A7. In October of that year it was joined by a '650' version: the W1, which again followed BSA practice apart from the use of needle-roller big-end bearings instead of the British machine's shell type. More powerful W1SS and W2SS street scrambler variants were introduced, followed by the W2TT Commander in 1968, this model's distinguishing feature being twin high-level exhaust pipes on the left side. By this time something of an anachronism, Kawasaki having decided that high-performance two-strokes were the way forward, the W series ran on into the early 1970s, latterly in Japan only as the Roadster 650 (or W3), and was last produced in 1975. Today these early Kawasaki four-strokes are among the most collectible of classic Japanese motorcycles. This restored W3 was purchased by the current vendor in 2016 (bill of sale on file) and currently displays a total of 64,673 kilometres on the odometer. Offered in need of re-commissioning, or possibly more extensive renovation, the machine is sold strictly as viewed (the engine turns and the brightwork would respond well to detailing). Accompanying documentation consists of DVLA correspondence and Form V55/5.

£8,000 - 12,000



628

1969 KAWASAKI W2 650-TT COMMANDER

Registration no. KJC 223G

Frame no. W1F-08341

Engine no. W1E-54510

The first big four-stroke to be badged as a Kawasaki, the 500cc twin-cylinder K2 appeared in March 1965, having previously been built by Meguro as the K1, and was a close copy of the BSA A7. In October of that year it was joined by a '650' version: the W1, which again followed BSA practice apart from the use of needle-roller big-end bearings instead of the British machine's shell type. More powerful W1SS and W2SS street scrambler variants were introduced, followed by the W2 650-TT Commander in 1968, this model's distinguishing feature being twin high-level exhaust pipes on the left side. The W series ran on into the early 1970s, latterly in Japan only as the Roadster 650 (or W3) and was last produced in 1975. Today these early Kawasaki four-strokes are among the most collectible of classic Japanese motorcycles. This 650-TT Commander was imported from the dry state of New Mexico and first registered in the UK in November 2016. It has belonged to the current vendor (its second UK owner) since November 2018. Currently displaying a total of 3,451 miles on the odometer, the Kawasaki is offered in need of re-commissioning, or possibly more extensive renovation, and is sold strictly as viewed (the machine would respond well to detailing). Accompanying paperwork consists of a dating certificate; manufacturer's brochure; recently expired MoT (April 2019); and a V5C document.

£7,000 - 9,000





629



630

629

1967 HONDA 305CC C77 DREAM

Registration no. KTL 278E (see text)

Frame no. over-painted Engine no. CA77E-1036136

Honda's early twins featured - to European eyes - somewhat idiosyncratic styling with their boxy leading-link fork; pressed-steel frame and swinging-arm; deeply valenced mudguards; and enclosed drive chain. They were, nevertheless, extremely well engineered and well specified, boasting overhead camshafts and electric starters at a time when such advanced features were virtually unheard of in Europe. This machine is an example of Honda's 305cc tourer in its ultimate C77 form. Carrying a tax disc that expired on 31st October 2011, the machine displays a total of 390 miles on the odometer and is presented in 'oily rag' condition. Offered in need of re-commissioning, or possibly more extensive renovation, the Honda is sold strictly as viewed. There are no documents with this Lot. The registration 'KTL 278E' is listed in the HPI and DVLA databases; nevertheless, prospective purchasers must satisfy themselves with regard to this motorcycle's registration status prior to bidding.

£2,600 - 3,200

630

1966 SUZUKI 247CC T10

Registration no. CJP 435D (see text)

Frame no. T10-13610 Engine no. T10-13236

Using the Colleda marque name, Suzuki launched its first 250 two-stroke twin in 1956. Of advanced conception for its day, the Colleda TT featured a swinging-arm frame with pressed-steel spine, Earles-type leading-link forks, four speed unitary gearbox, flashing indicators and what would later become something of a Suzuki trademark - a gear indicator light. The replacement T10 appeared in 1963 sporting Suzuki's new 'CCI' pumped lubrication system. A telescopic front fork replaced the previous leading-link type, and the newcomer featured an improved frame, a pressed-steel swinging arm, and full enclosure of the rear chain. An older restoration that would benefit from detailing, this T10 is offered for re-commissioning, or possibly more extensive renovation, and thus is sold strictly as viewed. There are no documents with this Lot. The registration 'CJP 435D' is listed in the HPI and DVLA databases; nevertheless, prospective purchasers must satisfy themselves with regard to this motorcycle's registration status prior to bidding.

£2,800 - 3,600



631



632

631

1961 ZÜNDAPP BELLA 200

Registration no. AFA 886A Frame no. 137709 Engine no. 137709

After WW2 the mainstay of Zündapp production was two-stroke lightweights, and like just about every other European motorcycle manufacturer the German firm had to have a scooter in the range. Introduced at the Frankfurt Show in 1953 and based on the Italian Parilla, this was the Bella, which would go on to become the most popular two-wheeler Zündapp ever produced. Sold as 'Der Roller für den Motorradfahrer' ('the scooter for the motorcyclist'), the Bella was constantly developed and fitted with increasingly larger engines and remained in production until 1962. Acquired by the vendor in June 2008 and believed to be in original condition, this late example is offered for re-commissioning, or possibly more extensive restoration, and thus is sold strictly as viewed. Accompanying paperwork includes technical information; (photocopy) instruction manuals and spare parts lists; SORN notifications; an expired MoT (2008); and old/current V5C documents.

£1,800 - 2,600

No Reserve

632

1956 MOTOBÉCANE 124CC MOBY MONTAGNE-LUXE SCOOTER

Registration no. AOT 134A (see text)

Frame no. 47018 Engine no. S48483H

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. Marketed as the 'Montagne-Luxe', the Moby offered here is one of Motobécane's final scooter designs. Last taxed in 2010, the machine currently displays a total of 11,366 miles on the odometer and appears to be in original condition. There are no documents with this Lot, which is offered for re-commissioning/restoration and sold strictly as viewed. The registration 'AOT 134A' is listed in the HPI and DVLA databases; nevertheless, prospective purchasers must satisfy themselves with regard to this motorcycle's registration status prior to bidding.

£1,600 - 2,000

No Reserve

The Blackden Collection

Mark Blackden was one of those rare characters where it would be wrong to measure his success in, and contribution to, classic racing solely on race and championship results alone, respectable though they were, but rather in the sheer good natured spirit he brought to life in the paddock and to the social side of racing.

From his earliest days Mark was fascinated by motor bikes. Spending time on the airfields where his father was a regular RAF officer, he watched the dispatch riders come and go with great enthusiasm. Later, at boarding school in Dorset, he sneaked his bike into the neighbouring town (in cahoots with two maiden ladies!) so that he could ride to and from home. When settled into marriage and family life he gradually acquired his collection. His wife joked that she didn't really know how many he had or where they all were! Mark started racing in mid-life and continued well into his sixties predominantly on Manx Nortons of which, at one time, he owned three. There was a short foray into modern racing aboard a Tigcraft Yamaha but a big crash at Snetterton while dicing for second place bought an end to that - so it was back to the ever-faithful Manx Nortons. Those Nortons took him to frequent successes in the Lansdowne Classic Series (sponsored by Bonhams) along with the CRMC and the Kent Racing Combine.

He was also a regular competitor in the Goodwood Revival. One of his last competitive outings was in the Ulster Grand Prix, which he completed in weather conditions so appalling that some of his competitors pulled in during the race. He famously commented on his return that he could remember little of the race not because he couldn't see very much (his visor kept misting up) but due to over-indulgence in Irish hospitality! That last comment gives a huge insight into the real Mark.

While doing well and achieving personal bests on the track was important to him it was not as important as enjoying the company of fellow competitors and doing all he could to help those of them who might be genuinely struggling. From finding a replacement Manx Norton engine for Barry Sheene at his first Goodwood Revival to quietly buying a new tyre for an impoverished newcomer was, for Mark, all part and parcel of his racing. This even extended to lending out his beloved Nortons from time to time to those he felt were down on their luck and deserved a break. We shall never know the full extent he assisted his fellow racers and he would be acutely embarrassed if we ever tried. For him, the satisfaction was in the giving.



That same reluctance to seek public acclaim means it's little known that Mark was one of the sponsors behind the development of the Renwick Konig racing sidecar outfits (often referred to as 'The Wedge') that achieved considerable success at National and International levels in the 1970's.

Away from the race track and off-season would see Mark ringing around his extensive list of racing friends – usually on a Sunday evening – for one of his long trademark chats about anything and everything! In his later years, ill health put paid to his racing but right up to the end he kept his finger on the Classic Racing pulse by providing his Nortons for shows, parades, and even the Classic TT Parade.

It is both a joy and a sadness to see Mark's bikes going to Auction. A sadness because it signifies the end of an era the likes of which we shall not see again but a joy in that, through the Lansdowne Series, Mark got to know Bonhams well so he would see this auction as his way of saying thank-you to them.

To the buyers, you will be acquiring machines that have been much loved, cherished, and used by Mark over a long period of time both for his own enjoyment and for the enjoyment of like-minded enthusiasts, especially those in a less fortunate position than himself. If you are able in some small way able to help continue that legacy with Mark's bikes that really would be the cherry on top of the Blackden cake.

Richard Thirkell
Founder of the Lansdowne Classic Series
Vice Chair and Director of the Vintage Motorcycle Club
Long-time friend of Mark Blackden

633

Property of a deceased's estate

C.1957 NORTON 350CC MANX RACING MOTORCYCLE

Frame no. M10M 73811

Engine no. 11M 78809 (also stamped BEART and 1957)

- *Reputedly raced by Terry Shepherd at the 1958 Isle of Man TT*
- *Francis Beart engine*
- *Present ownership since 1981/1982*
- *Professionally restored since it retired from racing*



When production resumed in 1946, Norton's over-the-counter Manx racers were much the same as their pre-war counterparts, with single-overhead-camshaft engine, 'square' cylinder head finning, upright gearbox, and plunger-suspended 'garden gate' frames. Only the presence of the Roadholder telescopic front fork readily distinguished them from the '39 machines. 1949 brought the first significant change in engine specification, the Manx gaining a double-overhead-camshaft '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 350 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. Loved and admired by all that have ridden one, the Manx Norton in its many forms is a mainstay of today's classic racing scene. Reputedly raced by Terry Shepherd at the Isle of Man TT in 1958, a year in which he finished 4th in the Junior but retired from the Senior event, this Manx Norton incorporates a '500' frame and a 350cc engine: the latter stamped 'BEART' and '1957' in addition to the factory number.

'BEART', of course, stands for the legendary Manx Norton tuner Francis Beart, who sponsored and supplied engines to many of the UK's star riders, including Terry Shepherd.

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

The Manx was purchased by its late owner circa 1981/1982 and raced by him in classic events until replaced with replica Lancefield and Summerfield Manxes. When the machine was 'retired', the owner had it restored; renowned tuner Phil Kettle being entrusted with the engine rebuild. Subsequently the Manx took part in the last 'Festival of 1000 Bikes' to be held at Brands Hatch and came away with a trophy for 'Best Solo' despite not being entered in the concours! The Manx went on to feature in Classic Bike magazine (May 2008 edition, copy article available).
£18,000 - 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.

634

Property of a deceased's estate

1951 VINCENT 998CC SERIES-C BLACK SHADOW

Registration no. LVU 982

Frame no. RC8723B (see text)

Rear Frame no. RC8723B

Engine no. F10AB/1B/6823

Crankcase mating no's. PP99

- *Present ownership since 1970*
- *One owner from 1958-1970*
- *Believed an older restoration*
- *Requires re-commissioning*



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 Series-D Black Knight and Black Prince, Philip Vincent's stress on appearance and performance is legendary. His machines bristled with innovative features, offering adjustment of brake pedal, footrests, seat height and gear-change lever. The finish was to a very high standard commensurate with the cost of the machine, which was virtually double that of any of its contemporaries.

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

The Black Shadow was indeed a legend in its own lifetime, and in the 60 years since production ceased, the esteem in which this iconic motorcycle is held has only increased, fuelling the demand among discerning collectors for fine examples of the marque, such as that offered here.

This particular Black Shadow comes with an old-style continuation logbook listing only one keeper from date of issue (1958) until its purchase by the late owner in 1970. Additional documentation consists of the 1970 purchase receipt and an old V5 document. Currently displaying a total of 3,869 miles on the odometer, the Vincent appears to be an older restoration and is offered for re-commissioning. It should be noted that the upper frame has been stamped with a non-factory font and is assumed to be a replacement. The rear frame and engine both belong to a Series-C Black Shadow built in May 1951, and the crankcase mating numbers are correct.

£38,000 - 48,000

635

Property of a deceased's estate

1951 VINCENT 998CC SERIES-C RAPIDE

Registration no. NRL 565

Frame no. RC6558 (see text)

Rear frame no. over-painted

Engine no. F10AB/1/4658

Crankcase mating no's. HH89

- *Present ownership since 1973*
- *An older restoration*
- *Requires re-commissioning*



The outbreak of WW2 in 1939 brought production of all Series-A models to a halt, and when Vincent resumed production at the war's end it was with the all-new Series-B. Its rear suspension aside, the Series-A Vincent-HRD had been conventional enough: tubular steel frame, girder forks, separate gearbox, etc but with the Series B Messrs Vincent and Irving effectively established the marque's reputation for the defiance of convention in the pursuit of engineering excellence. For a start there was no 'frame' as such, merely a fabricated box attached to the cylinder heads that served as the oil tank and incorporated the headstock and attachment point for the rear springs. The gearbox was integral with the engine, and the swinging arm pivoted directly in the engine/gearbox casings, features commonplace today but unusual 60 years ago.

Only in his retention of the pre-war Brampton girder fork did Phillip Vincent appear to be lagging behind other manufacturers, almost all of which had switched to telescopics, but this apparent shortcoming would soon be addressed by the introduction of the famous 'Girdraulic' fork. Introduced in 1946, the Vincent-HRD Series-B Rapide was immediately the fastest production motorcycle on sale

In 1948 the Vincent range began to be up-dated from Series-B to Series-C specification. The most significant changes made concerned the suspension, there being a revised arrangement at the rear incorporating curved lugs for the seat stays and an hydraulic damper between the spring boxes, while at the front the new models boasted Vincent's own 'Girdraulic' fork: a blade-type girder fitted with twin hydraulic dampers. These advances began to find their way onto production models during 1948 but it would be 1950 before all Vincents left the factory in Series-C specification.

This Series-C Rapide has belonged to the late owner since 1973, as evidenced by the old-style continuation logbook on file issued in 1960. An older restoration, the machine displays a total of 3,416 miles on the odometer and is offered for re-commissioning. It should be noted that the upper frame has been stamped with a non-factory font and is assumed to be a replacement. The crankcase mating numbers are correct. Additional documentation consists of old V5/V5C documents.

£25,000 - 35,000

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.

636

Property of a deceased's estate

C.1952 VINCENT 998CC SERIES-C RAPIDE

Registration no. not registered

Frame no. to be advised (see text)

Rear frame no. RC/1/11450/B

Engine no. F10AB/1/5615 (see text)

Crankcase mating no's. KK96

- *Non-matching engine*
- *An older restoration*
- *Requires re-commissioning*



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 Series-D Black Knight and Black Prince, Philip Vincent's stress on appearance and performance is legendary. His machines bristled with innovative features including adjustable footrests, brake pedal, seat height, and gear-change lever.

The finish was to a very high standard commensurate with the cost of the machine, which was virtually double that of any of its contemporaries. But above all else it was the v-twin's stupendous performance that captivated motorcyclists, whether they could afford one or not. With a top speed approaching 120mph, and bettering it in the Black Shadow's case, the Vincent v-twin was the fastest production motorcycle on sale anywhere. The basic design clearly had even greater potential though, which would be realised later in the form of the high-performance Black Shadow and Black Lightning models.

In 1948 the Vincent range began to be up-dated to Series-C specification. The most significant changes made concerned the suspension, there being a revised arrangement at the rear incorporating curved lugs for the seat stays and an hydraulic damper between the spring boxes, while at the front the new models boasted Vincent's own 'Girdraulic' fork: a blade-type girder fitted with twin hydraulic dampers. These advances began to find their way onto production models during 1948 but it would be 1950 before all Vincents left the factory in Series C specification.

This Rapide consists of the rear frame from a Series-C Comet manufactured in October 1952; the engine from a Series-C Rapide manufactured in December 1950 (heavily stamped, it is believed by the factory); and an unidentified upper frame, the serial number of which is heavily over-painted. The crankcase mating numbers are correct. There are no documents with this Lot, which is offered for re-commissioning and sold strictly as viewed.

£20,000 - 25,000

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

637

Property of a deceased's estate

1954 VINCENT 499CC COMET

Registration no. HJN 17

Frame no. RC/1/11536/B

Rear frame no. RC/1/11536/B

Engine no. F5AB/2A/9636

Crankcase mating no's. 33MM

Vincent's first single-cylinder model of the post-war era appeared in 1948. The newcomer was offered in two forms initially: Series-B Meteor and Series-C Comet, both of 500cc. 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. This matching-numbers Series-C Comet was completed in September 1952, despatched from the factory to Costin of Westcliff-on-Sea in March 1953 but not registered until March 1954. Purchased by the late owner in 1974, this example displays a total of 5,548 miles on the odometer, which is possibly the distance covered since restoration. A centre stand and black-painted rims are noteworthy features. Offered for re-commissioning, the machine comes with a copy V5, part V5C, and its original logbook listing only six private owners from new.

£14,000 - 18,000



638

Property of a deceased's estate

1958 VELOCETTE 350CC VIPER

Registration no. 7125 BP

Frame no. RS10169

Engine no. VR3421

"One's outstanding impression is of the exceptional flexibility and smoothness of the engine – it seems almost incredible that so much docile punch should be the product of no more than one cylinder and an 8.5:1 compression ratio," enthused Motor Cycling about its test Viper, summarising characteristics that will be familiar to anyone who has ever ridden one of Hall Green's delightful high-camshaft singles. Engine development pursued as part of the scrambles programme bore fruit in 1956 in the shape of the high-performance 500cc Venom and its 350cc sibling, the Viper. The MSS frame and forks were retained for the newcomers, but full-width alloy hubs were adopted to boost braking power and smart chromed mudguards fitted to enhance the models' sporting image. The Viper ceased production in 1968, two years before the Hall Green factory closed forever. This particular Viper has belonged to the late owner since 2001 and was last taxed in May 2014. The machine displays a total of 1,156 miles on the odometer and is offered for re-commissioning. Accompanying paperwork consists of old V5/V5C documents and invoices for major works carried out by marque specialist Geoff Dodkin in the early 1980s.

£3,000 - 4,000





639
Property of a deceased's estate
1978 LAVERDA 981CC 3CL
 Registration no. WUF 980S
 Frame no. LAV.1000 6051
 Engine no. 1000 6051

Introduced in 1972, the '3C' was the first of Laverda's much admired family of classic three-cylinder 'muscle bikes' that would do so much to establish its reputation as one of Italy's foremost purveyors of high-performance motorcycles. Displacing 981cc, the new engine had a character all its own. No longer conceived along Honda lines like its twin-cylinder predecessors, Laverda's triple was a twin-overhead-camshaft design with 180-degree 'flat' crankshaft. Following the introduction of the Slater Brothers-inspired Jota super sports version, the 3C continued as the 3CL sports-tourer, with the 80bhp engine and 125mph capability; and although slightly slower than the Jota, the less highly-stressed 3CL is considered by many Laverda aficionados to be the more enjoyable machine to ride. The vendor advises us that this one-owner Laverda 3CL has been stood for the last five years and was last started around three years ago. The engine having been turned over regularly. Last taxed in 2012, the Laverda has covered only 15,438 miles from new and would respond well to detailing. Offered for re-commissioning, this collectible Italian superbike comes with old V5/V5C documents and two MoTs (most recent expired 2007).

£3,000 - 5,000



FURTHER PROPERTIES



640
1980 SUZUKI GS1000 WES COOLEY REPLICA
 Registration no. not registered
 Frame no. GS1000 524523
 Engine no. to be advised

The success of Honda's four-cylinder CB750 made it inevitable that the other major Japanese manufacturers would follow suit, Suzuki's offering, the GS750, arriving in 1976. Within a short time, there was a 1,000cc version: the GS1000. The latter arrived in the UK for the 1978 season, vying with Kawasaki's Z1000 for the 'top sportsbike' crown. "The GS1000 provides the silky smoothness synonymous with most across-the-frame fours, an incredible amount of torque which reduces gearchanging to a minimum plus devastating performance," reported Bike. 'Devastating performance' amounted to a sub-12s standing quarter-mile time and a top speed in excess of 135mph - good enough to beat the Kwacker in a straight line - while air forks at the front and rear suspension units adjustable for damping as well as spring pre-load made for superior handling when pressing on. Historically significant as Suzuki's first one-litre multi, the GS1000 is today one of the most collectible of early Suzuki four-strokes. It was also a highly capable production racer in its day, particularly the Yoshimura-entered examples ridden by Wes Cooley in the AMA Superbike Championship. Cooley won the Championship in 1979 and 1980, and the factory cashed in on his success by introducing the 'Wes Cooley Replica', as seen here. Described by the vendor as in generally excellent condition, this example was imported earlier this year and last ran in May. The machine is offered with NOVA confirmation.

£5,000 - 7,000





641



642

641 N

1999 DUCATI 748 BIPOSTO

Registration no. not UK registered

Frame no. ZDM748S009717 Engine no. ZDM748W4009814

'Baby brother' of the iconic 916, from which it was virtually indistinguishable, Ducati's 748 was the preferred choice of the many riders who found the smaller model more easily controllable. Even today, the 748's combination of v-twin grunt and one of the best chassis ever built is guaranteed to keep it at the front of the track-day pack in the hands of a competent rider. And when it comes to style there is simply no comparison. Benefiting from bodywork repainted in the original colour two years ago, and a new pillion seat cover, this example last ran in October 2020 and is described by the private vendor as in good condition and running well, having been serviced (including a belt change) by a Ducati specialist in Italy in July of this year (copy bill available). Additional documentation consists of copies of the machine's Italian registration papers.

£4,000 - 5,000

642

1995 APRILIA RS250

Registration no. N746 PEE Frame no. 00050498 Engine no. 1000649

When Aprilia's RS250 ceased production in 2002 it marked the end of the line for the two-stroke sports road bike, much to the dismay of devotees everywhere. For the preceding almost 20 years these quarter-litre race replicas from Europe and Japan had delighted their owners with peaky, adrenaline-rush power bands and razor-sharp handling; nothing else came anywhere near as close to the genuine Grand Prix experience. This RS250 dates from the first year of production and has formed part of the vendor's private collection for the last 10 years. The vendor advises us that the machine has covered a mere 600 miles over the last 13 years and is in good condition throughout. (The mileage total when the last MoT was issued in May 2018 was 8,283 miles.) Accompanying documentation consists of a check-MoT printout and a V5C Registration Certificate. Much lighter than stock, the Nikon pipes are a very worthwhile upgrade.

£4,000 - 6,000



643



644

643 N

C.1955 CIMATTI 160CC

Registration no. not UK registered 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 delivery 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

644

1952 LAMBRETTA D 125

Registration no. 903 XVG Frame no. 05221 Engine no. 33830

Manufactured by the Italian industrial giant Innocenti, the Lambretta scooter gained widespread acceptance in the 1950s, its cleanliness and convenience in particular appealing to those who regarded the true motorcycle with suspicion. The D (un-enclosed) LD (enclosed) models arrived in 125cc form in 1951 and became available with 150cc engine three years later, in October 1954. The D/LD 125's engine produced 4.8bhp, giving the model a top speed of around 45mph. Production of the Lambretta model D ended at the end of 1956 after over 54,000 had been built; survivors though, are relatively few. The vendor advises us that this model D was restored in Italy by the CEO of a major clothing company. Purchased in France, it has not been ridden while in the vendor's ownership but has been started weekly. Presented in beautiful condition, this rare early Lambretta is offered with sundry bills, a V5C document and a Lambretta Club GB dating letter.

£4,500 - 6,500



645

C.1958 PIAGGIO VESPA 150 SCOOTER COMBINATION

Registration no. not registered

Frame no. to be advised

Engine no. VBA1M 36996

Forbidden by the victorious Allies from resuming his aviation business after WW2, Enrico Piaggio instructed his chief designer Corradino d'Ascanio to design a scooter, for which he believed a potential market existed, particularly among women. d'Ascanio's aviation background meant that he was well versed in techniques of stressed-skin construction, and these were deployed in creating the Vespa's monocoque chassis. The name 'Vespa' (wasp) is said to have been inspired by the buzzing sound made by the single-cylinder two-stroke engine. Since its introduction in 1946, millions have been made and countless different versions come and gone, yet the Vespa of today remains recognisably related to the first one made 60 years ago. Classic? Most definitely. This rare Vespa combination has been owned by a well-known car collector for many years. Apparently nicely restored, the machine presents well apart from some pitting and light surface corrosion to the brightwork and would benefit from detailing. Both the saddle and sidecar interior appear to have been re-trimmed, and the odometer reading is 0.2km, which is presumed to be the distance covered since restoration. The engine turns over; however, no attempt has been made to start it. Its mechanical condition being unknown, the machine is offered for re-commissioning and sold strictly as viewed. Close inspection advised. Offered without documents.

£4,000 - 6,000



646 N

1979 HONDA CB400F SUPER SPORT

Registration no. not UK registered

Frame no. CB400F 1083668

Engine no. CB400FE 1079492

Now one of the undisputed classics of the 1970s, the Honda CB400F first appeared in 1974. Described 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 than 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. With a top speed of around 105mph, the CB400F was as quick as the rival two-strokes and handled better, yet was significantly more economical, especially when ridden hard. Well-preserved original examples are highly prized today. Registered in Italy, this particular CB400F has had only three recorded owners from new (two being the same person). Described by the vendor as in good condition, the machine currently displays a total of 47,636km (29,601 miles) on the odometer and was last serviced in January 2018. Formerly red, it comes with the original fuel tank and side panels, while the seat has been re-trimmed to the original pattern. Otherwise said to be highly original, the machine is offered with its original keys; ACI Certificato di Proprieta; FMI Registro Storico Nazionale certificate and ID card; and Italian registration papers.

£2,000 - 3,000

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.

647 N

1991 DUCATI 851 SP3 SUPERBIKE

Registration no. not UK registered

Frame no. ZDM888S000829

Engine no. ZDM888W4001084

Ever since the arrival of its water-cooled, eight-valve, v-twin Superbike in the late 1980s, Ducati has pursued a policy of offering limited edition, higher-specification variants of the standard model, one of the first of these ultra-desirable modern classics being the SP2. Introduced part way through 1990 and based on the 851 Biposto, the SP2 came with the 888cc engine first used in the works racers. It was replaced for 1991 by the SP3, which boasted upswept Termignoni 'silencers', stronger crankcases, up-rated clutch, remote brake/clutch master cylinders, black wheels, carbon fibre front mudguard and a slight power increase (to 111bhp, up from the SP2's 109 horsepower) in addition to a host of more minor improvements. This limited edition SP3 carries a plaque on the top yoke certifying that it is number '477' out of approximately 700 built. Registered in Italy, the machine has had three recorded owners from new (two being the same person). Currently displaying a total of 14,995km (9,312 miles) on the odometer, it was last serviced in January 2018 and is described by the vendor as in excellent condition throughout. The Ducati is said to be original except for the carbon fibre exhausts and a non-standard windscreen (original screen available). The machine comes complete with tool kit; two sets of keys; and Italian registration papers.

£12,000 - 16,000



648 N

1997 DUCATI MONSTER 900

Registration no. not UK registered

Frame no. ZDM900M 012964

Engine no. ZDM904A2C 038530

While its large-capacity sports models were grabbing the headlines by dominating the World Superbike Championship, it was the relatively humble Monster that was Ducati's real success story, selling worldwide by the container-load and thus ensuring the Italian company's survival. Designed by Miguel Angel Galluzzi and introduced in 1993, the Monster single-handedly kick-started the continuing revival of 'naked' motorcycles. The fact that it was achieved by raiding the parts bin and combining the major components of existing models, only serves to underline the brilliance of Galluzzi's original concept. Thus the first M900 version used the air-cooled, two-valves-per-cylinder engine of the 900 Supersport and the chassis of the 851/888 Superbike. A 600 Monster arrived in 1994 and Ducati has continued to ring the changes on the engine front as the range expanded to encompass a plethora of variants. It remains a cornerstone of the Ducati range to this day. Italian registered, this Monster 900 has had three owners from new and is described by the vendor as in excellent condition (last serviced in June 2017). Currently displaying a total of 47,615km (29,588miles) on the odometer, the machine comes with its original clutch cover; two original keys (seat lock not working); tool kit; owner's manual; and Italian registration papers.

£2,000 - 3,000



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.

649

1973 MV AGUSTA 500CC GRAND PRIX RACING MOTORCYCLE REPLICA

Frame no. none

Engine no. 1.02 RM1

- *Faithful re-creation of MV Agusta's last Senior-class Grand Prix racer*
- *Built from factory drawings in 2012*
- *Paraded by World Champions Giacomo Agostini and Phil Read*
- *Last used in August 2019 at the 'Festival of 1000 Bikes' at Mallory Park*



Arguably the greatest team in Grand Prix racing history, MV Agusta won everything that was worth winning at world level from the early 1950s to the late 1960s and beyond. Machines raced by the legendary Italian works team are among the rarest and most desirable racing motorcycles ever made.

The exquisite motorcycle offered here is a replica of the 1973 four-cylinder '500', MV's final fling in Grand Prix racing's Senior class. It was a development of the Italian firm's contemporary '350' four, which had been introduced in 1971 to counter the threat from Yamaha's two-stroke twins. In the Senior category the combination of Agostini and MV's '500' triple had proved good enough to take every World Championship from 1966 to 1972 inclusive, an unprecedented achievement. In 1973 Ago had to give best to his new team-mate, Phil Read, though he still managed to secure another World Championship in the '350' class. By this time MV also had a four-cylinder '500' available; its design, like its predecessor's, following that of the equivalent '350'. Riding the '500' four, Read took the World Championship again in 1974, Ago having moved to Yamaha. It would be the Italian company's final Grand Prix title, the Japanese two-strokes having by now gained the upper hand.

Not to be confused with the many 'cosmetic' replicas on offer, many of which use modern engines, this beautifully made machine was built from (believed) factory drawings in 2012 by Giuseppe Ioannoni and has had only one owner. Boasting a maximum power output of 80bhp at 14,000rpm, it has been paraded at the Isle of Man, Spa Francorchamps, Paul Ricard, Dijon, Donington Park, and the Red Bull Ring. The MV was last ridden - by Giacomo Agostini, no less - in August 2019 at the VMCC's 'Festival of 1000 Bikes' at Mallory Park (see photographs on file). It has also been ridden by Ago's team-mate Phil Read.

This machine has been maintained with no expense spared over the years and always kept in dry storage when not in use. The engine oil has been changed after each outing and the private vendor advises the MV runs well and sounds wonderful.

All surviving genuine examples of MV's last-of-the-line Grand Prix racers are held either in museums or private collections; only extremely rarely is one offered for public sale and when they are the cost is a king's ransom. All of which makes this accurate replica a possibly once-in-a-lifetime opportunity to own the next best thing at a relatively affordable price.
£70,000 - 100,000

650

MV AGUSTA MAGNI 862CC RACING MOTORCYCLE

Frame no. none

Engine no. 214-0281

- *Rare Magni-built MV Agusta*
- *Built as a tribute to the '500' that claimed MV's last Grand Prix win*
- *Ridden by Giacomo Agostini at Mallory Park*
- *Last ridden in 2019 at Paul Ricard*



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

In 1949 Count Domenico Agusta tempted Remor away from Gilera to design MV Agusta's first four-cylinder race engine. Magni followed him in 1950 as chief mechanic and later managed the racing department during MV's Grand Prix 'golden age'. Under Magni's direction MV won no fewer than 75 World Championships.

When MV retired from Grand Prix racing in 1976, Magni and his two sons set up their own company in Samarate, producing performance parts for the MV Agusta 750 street bikes, including big-bore kits, special frames, and chain-drive conversions. Magni commenced production of motorcycles under his own name in 1980, initially using the Honda CB900 engine, with BMW, Moto Guzzi and Suzuki-engined models following. In the mid-1980s Magni commenced what would turn out to be an immensely fruitful association with Moto Guzzi.

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

This particular machine was built as a tribute to the '500' that claimed MV's last Grand Prix victory, which was secured by Giacomo Agostini at the Nürburgring on 29th August 1976. The MV has been paraded around Europe for many years: at Dijon, Paul Ricard, Spa-Francorchamps, Dundrod, Imola, Hockenheim, Aragon, the Isle of Man and many more. Giacomo Agostini rode it at Mallory Park (see photographs on file).

Last ridden at Paul Ricard in 2019, this machine has been maintained with no expense spared over the years and always kept in dry storage when not in use. The engine oil has been changed after each outing and the private vendor advises the MV runs well and sounds wonderful.
£50,000 - 70,000

651 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.

£10,000 - 15,000

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.

652 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.

£3,000 - 5,000

No Reserve



653

C.1965 DMW 247CC HORNET RACING MOTORCYCLE

Frame no. 2H00

Engine no. 2225H P2078 S1552:9

DMW 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. The Hornet model name was first used by the company in 1954 for a 125cc four-stroke racer which was very short-lived. It reappeared in 1964 when DMW utilised the Villiers Starmaker competition engine in another racing bike. It was fitted with Metal Profiles forks (manufactured by DMW) and became a popular mount for club racers of the period. Indeed, Bill Smith rode one with some success in the mid-sixties, notably winning the Southern 100 in 1964. When purchased in 1997, the preceding owner suggested that the frame number (2H00) may have indicated that the bike was a pre-production or prototype. It is certainly different to others of the period, having a six-speed gearbox, whereas later Hornets were equipped with a five-speed unit. The standard front brake is double-sided, and a later Amal Mk II Concentric carb is fitted. When purchased, the bike was in running order, but has been standing for the past 12 years, and will therefore require re-commissioning and safety checks before returning to the track. A racing fairing accompanies the bike, and whilst the vendor has lost his CRMC registration document, he believes the Hornet should not present a problem for a new owner to re-register.

£3,000 - 4,000



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654

The ex-works, Dave Croxford

1971 SEELEY 499CC G50 MARK 4 RACING MOTORCYCLE

Frame no. MK4 CS EXP 152

- *Prototype Seeley Mark 4*
- *Raced by Dave Croxford during the 1971 season*
- *Present ownership since circa 2009*
- *Fully restored 2009-2011*
- *Offered from an important private collection*



Many-times British sidecar champion Colin Seeley bought Associated Motor Cycles' racing department when the company went into receivership in 1966. The previous year he had constructed the first Seeley racing frame to house a Matchless G50 engine, and the AMC purchase enabled him to produce complete Seeley G50 and 7R machines. With their improved frames, the ageing four-stroke singles enjoyed renewed competitiveness, Dave Croxford winning the British 500 Championship on a Seeley G50 in 1968 and '69.

"Our association with him over two years had been just brilliant," recalled Colin in the first volume of his autobiography *Colin Seeley Racer ...and the rest*. "Dave was a real trouper and an entertainment on and off track. He had achieved so much in two seasons, winning races, circuit titles and two British 500cc championships on his Seeleys. Croxford's contribution to the Seeley Racing Company was considerable."

The Seeley frame progressed from the duplex cradle original to the similar but lighter Mark 2 before the down-tubes were abandoned with the Mark 3, the headstock and swinging arm pivot of which were linked solely by tubes running diagonally above the engine. Introduced in May 1971, the Mark 4 featured a revised tubing layout and continued in production until 1973.

Having enjoyed what by his standards was a rather disappointing season riding Yamahas, Croxford returned to the Seeley team in time for the 1970 August Bank Holiday meeting at Oulton Park to ride the prototype Seeley-QUB and was back in the Colin Seeley Racing Developments team full time for 1971. His first race was at the Transatlantic Trophy meeting at Brands Hatch riding the prototype Mark 4, the machine offered here. Colin recalled: "For the 500 race Dave Croxford came to the line with my new Mk4 Seeley G50, painted in a striking colour scheme of red, orange and black." Croxford scored a sensational debut win on the new Mark 4, pipping Gus Kuhn's Charlie Sanby on another Seeley. However, by this time over-bored Yamahas were beginning to assert themselves in the 500 class and wins would be ever harder to come by.

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.



Dave Croxford on the Seeley being chased by Giacomo Agostini at Mallory



When Seeley and MRD (parent company of the Brabham Formula 1 team) agreed to merge at the end of 1971, the Seeley motorcycle racing team was stood down and Croxford was left unemployed, though he swiftly found another job as Peter Williams' team-mate at John Player Norton.

At the end of the 1971 season Seeley sold the prototype 500 Seeley G50 to Roger Winterburn, as confirmed by the original sales invoice (dated 13th November 1971) and Roger's 1995 letter to subsequent owner George Goldie, both of which are on file. The current vendor, a well known historic racer with an important private collection, purchased the Seeley circa 2009 and had it restored, including an engine rebuild over the next couple of years, with most of the work undertaken by Roger Titchmarsh. Since then this historic machine has been raced and paraded at various historic meetings, as evidenced by scrutineers' stickers to the fairing. Accompanying documentation consists of press cuttings, correspondence and bills.

£18,000 - 22,000



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655

The ex-John Pearson

1969 BULTACO 125CC TSS GRAND PRIX RACING MOTORCYCLE

Frame no. B-600621

Engine no. 600621-6

- *Regular Isle of Man TT competitor (1969-1973)*
- *10th place in the 1971 IoM Lightweight 125 TT*
- *Rebuilt to in-period specification*



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) Bultaco 125cc TSS M40 comes with extensive Isle of Man TT history. The Bultaco was purchased new in 1969 from Bill Smith Motors by John Pearson and its first race in 1969 was the Isle of Man Lightweight 125 TT, coming home in 13th place at an average speed of 76.68mph in an event won by Kawasaki-mounted Dave Simmonds. The Pearson/TSS combination would go on to compete in every Isle of Man TT until 1973 and is the last ever Bultaco to finish in the Lightweight TT. Pearson's best result in the Lightweight 125 TT was in 1971 when he brought the TSS home in a very impressive 10th place to gain one World Championship point. The Bultaco's only non-finish in five TTs was in 1970.

This matching-numbers machine has now been fully restored to its early 1970s specification and last ran earlier this year. The engine has been fully rebuilt (big-end, re-bore, piston, seals and gaskets); the radiator re-cored; and a new exhaust pipe obtained from the factory. A long-distance fuel tank and Fahren front brake (as used in period) are the only notified deviations from factory specification.

£12,000 - 16,000

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

656

'NORTON MANX' MATCHLESS 650CC RACING MOTORCYCLE

Frame no. none

Engine no. 59/G12L X0646

- Built by a member of the Institute of Mechanical Engineers
- Last run in October 2019



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 Unity Equipe Norton 'Manx' type replica 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.

The machine was built by the vendor, Stephen Eke, for use on track days and parades. Stephen is a member of the Institute of Mechanical Engineers and has experience in Australia, France, Italy and Germany. In 1984 he became a partner in the company 'Spares 'N Repairs' of Watford. As the company's technical manager he was tasked with finding remedies for the various faults afflicting Ducati's bevel-drive twins, and as a result wrote the book *Ducati Tuning*, which is in effect a rebuild manual for the engine and gearbox. During his time at 'Spares 'N Repairs' the company entered a Ducati in the IoM Formula 2 TT with Steve Cull riding. Stephen was responsible for maintaining the bike, which had several creditable results.

This Manx Matchless has been built with no less care and has been running reliably and competitively as recently as October 2019. The machine is presented in full working order and comes with bills, templates, technical drawings, and notes relating to its construction.
£6,000 - 8,000

657

1973 SEELEY-SUZUKI TR500 RACING MOTORCYCLE PROJECT

Frame no. CS 358 S

Engine no. TR500-10067

- One of two supplied to the Suzuki GB works team
- Ridden by Stan Woods
- Present ownership since the late 1980s
- Offered for restoration



Stan Wood on the Seeley

Many-times British sidecar champion Colin Seeley bought Associated Motor Cycles' racing department when the company went into receivership in 1966. The previous year he had constructed the first Seeley racing frame to house a Matchless G50 engine, and the AMC purchase enabled him to produce complete Seeley G50 and 7R machines. With their improved frames, the ageing four-stroke singles enjoyed renewed competitiveness, Dave Croxford winning the British 500 Championship on a Seeley G50 in 1968 and '69.

Before long, the basic Seeley design was being wrapped around other types of engine: Norton Commando twin, QUB single, Yamaha TD/TR twin, URS four, and the Suzuki TR500 twin. The first of the latter was built for Barry Sheene, then a Suzuki works rider, and on its Isle of Man Senior TT debut in 1971 finished in 3rd place in a race won by MV Agusta's Giacomo Agostini. The following weekend at Mallory Park, Sheene finished 2nd to Ago and the MV. It was no surprise that other riders were soon knocking on Seeley's door with requests for similar machines.

The machine offered here is one of two supplied by Colin Seeley to Suzuki GB in 1973: '356' for Barry Sheene and '358' – that offered here – for Stan Woods. Suzuki GB had already ordered two of Seeley's monocoque designs, but these could not be got ready in time for the start of the 1973 season.

In the second volume of his autobiography, 'Colin Seeley ...and the rest', Colin states: "So we reverted to our proven TR500 Suzuki tubular-framed racer as used successfully by Barry Sheene in 1971. The first rolling chassis was delivered for Barry Sheene on 24th February 1973 and the second for Stan Woods a week later".

The only visible difference between the two riders' Seeley 500s was the tailpiece: Sheene's being red and Woods' navy blue. Stan continued as a works rider with Suzuki GB for 1974 and 1975 before signing for Honda GB's endurance racing team for 1976.

The ex-Woods Seeley-Suzuki was purchased by the vendor in the late 1980s and has been stored ever since. Like many elderly race bikes, it had been modified over the years: the Dresda swinging arm; fork yokes and stanchions; handlebars; later (1974/75) Suzuki seat; and TR500 fairing being the most obvious departures from original specification.

The Seeley is offered for restoration and sold strictly as viewed. Its mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding.

£5,000 - 8,000

658

C.1974 MACHIN-YAMAHA 125CC RACING MOTORCYCLE

Frame no. none visible

Engine no. AS3-220205 (see text)

- *Frame built by Jack Machin*
- *One of only a handful made*
- *Modified Yamaha AS3 engine*
- *Unused in the present ownership for almost 40 years*
- *'As last raced' condition*



It would be fair to say that during the 1970s and into the 1980s the Japanese manufacturers' frame and suspension technology left a lot to be desired, both on road and track. The result was the emergence of a cottage industry of bespoke frame makers such as Harris and Spondon in the UK, and Bimota and Nikko Bakker in Europe, plus a host of smaller enterprises on both sides of the Channel.

The machine offered here incorporates a frame made by Jack Machin, brother of the late Steve Machin, the former British 250cc Champion who was tragically killed in a testing accident at Cadwell Park in 1974. Steve Machin and his business partner Dave Saunders operated out of the Machin & Saunders garage at West Barkwith near Wragby, Lincolnshire. They modified and prepared Steve's race bikes and those of their customers, including manufacturing frames for the racing Yamaha TD and TR twins. One of their projects was an extensively modified Yamaha AS3 125, for which Jack Machin constructed a new and vastly superior rolling chassis. The engine too came in for modification: the cylinder fins being removed, and an aluminium water jacket welded on.

The water-cooling helped reduce the power-sapping cylinder distortion of air-cooled two-strokes once they got hot; no water pump was employed, the water circulating via the thermo-syphon principle. The machine offered here has an engine modified in this way, though whether it was originally sold as a complete motorcycle or as a rolling chassis to take the customer's own engine is not known.

It is estimated that only a few - perhaps 3 or 4 - of these Machin frames were made for the 125 class. Their effectiveness can be judged from the fact that Clive Horton used one to secure his only Isle of Man TT victory, which came in the 1974 Lightweight 125cc event. Nothing is known about the history of this Machin-Yamaha, which has belonged to the current vendor since he purchased it (from an MCN advertisement) in 1981. The machine has been dry-stored since then and not been used. Its mechanical condition is not known and thus the machine is sold strictly as viewed (it should be noted that there is damage to the engine number stamping). There are no documents with this Lot.

£3,000 - 4,000



659

C.1965 BSA 441CC B44 VICTOR SCRAMBLER

Registration no. not registered

Frame no. B44.246

Engine no. B44GP330

Its 420cc engine developed from that of the humble C15 250 roadster, Jeff Smith's works BSA moto-crosser produced more power than it could reliably handle, resulting in a comprehensive engine redesign for 1964. For the new season the works 420 had a much stronger crankcase with revised main bearings, the C15's drive-side ball race and timing-side plain bush being superseded by a roller bearing and ball race respectively. Also new was a light-alloy cylinder with chromium-plated bore, which allowed a useful increase in compression ratio thanks to its superior heat dissipation. The changes made the bike a world-beater, Smith taking the 1964 Moto-Cross World Championship with seven wins in the 14-race series. The new crankcase permitted a further lengthening of the stroke to 90mm for a capacity of 441cc, and in this form the Victor scrambler went into production in 1965. Smith took the world title again that year on the works B44GP. This motorcycle was purchased by the current vendor on 9th June 2004 from a regional UK auction house described by them as possibly having in-period links to Jeff Smith. Unfortunately, the supporting correspondence referred to at that time has been lost. However, further research by the next owner may throw some light on this motorcycle's origins. Offered without documents, the machine is sold strictly as viewed. **£4,000 - 6,000**



660

C.1956 BSA 350CC B32/B34 'GOLD STAR' SCRAMBLER

Registration no. not registered

Frame no. CB34.4172 (see text)

Engine no. DB.32.GS616

The machine offered here consists of a B32 or B34 Competition (trials) model frame dating from circa 1956 and the engine from a 1955 Gold Star, both of these models being descended from the B31. Produced initially with rigid frame and telescopic front fork, the B31 was joined in January 1946 by a Competition variant, the B32. An alloy cylinder barrel and head, broadly similar to those used on the contemporary Gold Star but retaining a separate pushrod tunnel, became available as B32 options from 1949 onwards, as did plunger rear suspension in common with the rest of the 'B' singles range. Although far from competitive initially, the B32 was successfully developed over the next few years as it metamorphosed into the Gold Star scrambler and trials iron. This motorcycle was purchased by the current vendor on 9th June 2004 from a regional UK auction house described by them as a 'DB32 Gold Star' ridden by works rider Andy Lee. However, it should be noted that the frame number has been re-stamped and has one too many digits (there should be no more than three after 'CB34'). It seems unlikely that this would have been done by BSA. However, further research by the next owner may throw some light on this motorcycle's origins. Offered without documents, the machine is sold strictly as viewed.

£4,000 - 6,000





661



663



662



664

661 **1952 TRIUMPH 499CC TROPHY**

Registration no. XMK 633

Frame no. 29909 Engine no. TR5 29909

From the time of its introduction in 1948, the Triumph Trophy was established as a true all-rounder: a machine that could be ridden to work during the week and then, with extraneous components removed, competed on at weekends in its owner's chosen branch of motorcycle sport. This matching-numbers (registration, frame, and engine) Trophy has been equipped from new with the factory-optional sprung hub and dual seat. The machine was restored ten years ago, including a full engine rebuild (new bearings, pistons, crankshaft shell-bearing conversion, etc). There are bills on file for works carried out and parts purchased, and the machine also comes with an old-style logbook, a V5C document, and documentation from the previous owner in the 1950s. Ticking all the boxes - fully matching numbers, original specification, restored condition, etc - the Trophy was last run in 2018 and is described by the private vendor as in very good condition throughout.

£6,000 - 8,000

662 **1965 TRIUMPH 649CC TR6 SS TROPHY MOTORCYCLE COMBINATION**

Registration no. DPR 333C

Frame no. TR6 SS DU 23675 Engine no. TR6 SS DU 23675

Success in the International Six Days' Trial (ISDT) in the late 1940s prompted Triumph to adopt the 'Trophy' name for their off-road-styled twins: at first for the 500cc TR5 and then for the 650cc TR6. For 1962, the final year of the traditional 'pre-unit' Triumph twins, the Trophy was designated 'TR6 SS', and that designation was carried over to the new Trophy when Triumph's 650cc models were upgraded to unitary construction for 1963. Registered to the vendor since 1991 and last used in 1995, this TR6 SS has been converted by him for use in off-road competitions, complete with vestigial sidecar (note the Norton Roadholder fork and 'pie crust' front hub/brake). Dry stored for the last 25 years, the machine will need re-commissioning before returning to the dirt. Accompanying paperwork consists of an old-style V5 document and an expired MoT (1994).

£3,000 - 5,000

663 **1969 TRIUMPH 650CC TR6P POLICE MOTORCYCLE**

Registration no. WUL 226G

Frame no. DC 17865 TR6P Engine no. TR6P DC 17865

ISDT success in the late 1940s prompted Triumph to adopt the Trophy name for their off-road styled twins. But although it retained its sporting character, the model became more of a roadster as time passed, ending up, in effect, as a single-carburettor Bonneville. More tractable than the Bonnie and more economical too, the Trophy gave little away in terms of outright performance, the bike's standing quarter-mile time and top speed being within a whisker of its twin-carburettor sibling's. Triumph enjoyed a long history of providing machines to police forces around the world, and the example offered here is based on the TR6 roadster, albeit fitted with twin carburettors. 'WUL 226G' has belonged to the vendor since 1981 and was last used in 1995. Re-commissioning or possibly more extensive restoration will be required before it returns to the road. The machine is offered with expired MoTs and an old-style V5 document.

£2,000 - 4,000

664 **1961 VELOCETTE 499CC VENOM CLUBMAN PROJECT**

Registration no. 889 PKR (see text)

Frame no. RS17213 Engine no. VM2525

In 1960 Velocette introduced 'Clubman' versions of the Venom and Viper, which featured a raised compression ratio, Amal TT carburettor, 'racing' magneto, rear-set footrests, and a close-ratio gearbox among many other improvements. Produced until the end of Velocette production in 1971, the Venom in its various guises represents the final glorious flowering of the traditional British sports single, and today these supremely well-engineered thoroughbreds are highly sought after. Its accompanying old-style continuation logbook (issued 1969) shows that this totally dismantled Venom Clubman was registered to the current owner on 10th November 1970. Offered for restoration and sold strictly as viewed, the machine also comes with an original service manual and a Haynes workshop manual. It should be noted that the registration '889 PKR' is not listed in the HPI database; accordingly, prospective purchasers must satisfy themselves with regard to this motorcycle's registration status prior to bidding.

£2,500 - 3,500

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

665

The ex-Lovejoy

1960 BSA 646CC A10 & WATSONIAN SQUIRE SIDECAR

Registration no. 322 BXU

Frame no. GA7 17926

Engine no. DA10 6769

- As featured in hit BBC TV comedy drama *Lovejoy*
- Ridden by *Lovejoy's* assistant Eric
- Restored around 10 years ago



This BSA sidecar outfit will be familiar to fans of the 1980s/1990s BBC TV comedy drama *Lovejoy*, featuring the eponymous antique dealer (played by Ian McShane) and his friends, associates, and adversaries. Only seen in Series 1, the BSA was ridden by *Lovejoy's* assistant Eric, played by Chris Jury, and was attached to a Watsonian Squire chassis complete with box sidecar.

The combination has been owned by the vendor for approximately 16 years and was restored around ten years ago so is still in very good condition, though not immaculate. The machine has been used very little in recent years, hence the mileage of 562. Started recently though not run on the road, it would benefit from a service and re-commissioning.

Much work was done by renowned marque specialists SRM Engineering: crankshaft re-ground; cylinders glaze-busted; new piston rings fitted; and new unleaded-compatible valves and valve seats installed. In addition, the frame was stove enamelled; the magneto and speedometer overhauled; a new wiring loom installed; new shock absorbers fitted; and most of the original chrome re-plated.

The tank is new (original available). Borrani alloy wheel rims and a twin-leading-shoe front brake are the only notified deviations from factory specification. A full list of all works carried out is available and the machine also comes with sundry restoration bills and a V5C document.

£5,000 - 7,000

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666

Property of a deceased's estate

1954 BSA 646CC GOLDEN FLASH

Registration no. RTT 446

Frame no. CA7 4979

Engine no. CA10 3019

Introduced late in 1949, BSA's 650cc A10 twin closely followed the basic pattern established by the 500cc A7 while contriving to be almost entirely different in detail. The existing parallel-twin architecture was retained for the new A10, as was the four-speed gearbox bolted directly to the crankcase in a form of semi-unitary construction. The cycle parts remained virtually unchanged, though the larger twin's 8" front brake was one obvious difference. Fitted at first only to export models, the 4.25-gallon fuel tank became available on the home market after one year, as did the striking metallic beige finish of the 'Golden Flash' version. By the end of the succeeding decade, BSA's popular 650cc twin had undergone considerable development. On the cycle parts front, the introduction of a swinging-arm frame in 1954 had resulted in the original bolt-up gearbox's replacement by a conventional separate item, while the engine would undergo numerous improvements before production ceased in 1962. The example offered here has belonged to the late owner since 1994. Restored by him in 2000, the Golden Flash comes with a most extensive history file documenting the restoration in full (perusal recommended). Now nicely patinated, the machine would respond well to detailing. Careful re-commissioning and the customary safety checks are advised before further use. Offered with a V5C document.

£3,000 - 4,000



667

1969 BSA 654CC FIREBIRD SCRAMBLER

Registration no. SCV 903G

Frame no. AC 16942 A65F

Engine no. AC 16942 A65F

The 'street scrambler' had been part of BSA's line-up since the 'pre-unit' days. When the concept was revived for the unitary construction range, the name 'Spitfire Hornet' was chosen for the new model, the 500cc version being called 'Wasp'. The 'Spitfire' part of the designation was soon dropped, being applied exclusively to the new sports roadster, while the 650 street scrambler was re-christened 'Firebird' in 1967, by which time it had become a US-only model. The Firebird was essentially a Lightning equipped with raised handlebars and high-level exhaust system. A relative rarity in the UK, most of the production run having been shipped to North America, it is one of the most highly sought after of unitary BSAs. This re-imported Firebird was first registered in the UK on 15th May 2013 and has belonged to the current vendor since May 2017. Since then the engine/gearbox oil, fork oil, and spark plugs have been changed and an SRM clutch modification fitted. Reputedly restored by an aircraft engineer some years ago (see copy advertisement on file), the Firebird is described by the vendor as in good condition, with excellent frame and cycle parts, and in good running order. Last run in October 2020 and only sold because the owner is downsizing his collection, the machine is offered with a V5C Registration Certificate, DVLA letter, and a VMCC dating certificate.

£7,000 - 9,000



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668

1959 NORTON 596CC MODEL 99 DOMINATOR

Registration no. 121 PVW

Frame no. P14 81945

Engine no. P14 81945

Designed by the legendary Bert Hopwood, Norton's 500cc twin found a new home in the racing singles' 'Featherbed' duplex frame in November 1951. Initially for export only, the newcomer - titled 'Dominator 88' - was the first production Norton roadster to feature the lightweight, race-proven chassis. Updated annually, by the decade's end the Dominator had received an alloy cylinder head, full-width hubs, welded rear sub-frame, alternator electrics, coil ignition and - for 1960 - the narrower 'slimline' Featherbed frame among countless other improvements. Introduced for 1956, the 596cc Dominator 99 was outwardly identical to its Dominator 88 brother. Endowed with greater power and higher gearing, enabling it to top the magic 'ton', the 99 retained all the excellent handling and steering characteristics associated with the Featherbed chassis. One of the Rockers' favourites, the 99 remained essentially unchanged, apart from gaining alternator/coil-ignition electrics for 1958, until dropped in 1962. This matching-numbers (registration, frame, engine) Dominator 99 is one of approximately 250 finished in red by the factory. Restored in 2000, the machine has been upgraded to 12-volt electrics and fitted with Pazon electronic ignition. Used extensively for VMCC events as well as overseas rallies to Ireland and Spain, it is described by the private vendor as in generally good/very good condition. Offered with a V5C document.

£5,000 - 7,000



669

1958 VELOCETTE 499CC VENOM

Registration no. 162 UXC

Frame no. RS15702

Engine no. VM2028

Engine development pursued as part of Velocette's scrambles programme bore fruit in 1956 in the shape of the high-performance Venom and its 350cc sibling, the Viper. The MSS frame and forks were retained for the newcomers while full-width alloy hubs were adopted to boost braking power, and smart chromed mudguards fitted to enhance the models' sporting image. In 1960 'Clubman' versions of both were introduced, minus the enclosure panels of the standard models, featuring a raised compression ratio, Amal TT carburettor, 'racing' magneto, rear-set footrests, and a close-ratio gearbox among many other improvements. Produced until the end of Velocette production in 1971, the Venom in its various guises represents the final glorious flowering of the traditional British sports single, and today these supremely well-engineered thoroughbreds are highly sought after. Boasting 'sports' features of the kind favoured by enthusiastic owners - large Thruxton-type fuel tank, rear-set footrests, rev counter, alloy wheel rims, Amal Concentric carburettor, and a swept-back exhaust pipe - this beautiful Venom was last ridden in July 2020 and is described by the private vendor (a VOC member) as in very good condition. We are advised that all oils and the spark plug were changed this year, and that the magneto and dynamo have been refurbished by a specialist. The machine is offered with a service manual, parts list, sundry bills, and old/current V5C documents.

£6,500 - 8,000



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.

670

1971 TRIUMPH 649CC T120 BONNEVILLE

Registration no. YWX 971L

Frame no. HE30178

Engine no. T120 HE30178

Along with BSA-Triumph's other 650cc twins, the Bonneville was re-launched for 1971 with the new oil-carrying frame. Despite its fine handling qualities, the chassis ran into criticism because of its tall seat and was revised three times before a lower version was standardised for 1972 together with a thinner saddle. The new models' botched introduction meant that within two years the entire BSA-Triumph Group was in severe financial difficulty, and the proposed closure of Triumph's Meriden factory led to the workers occupying the plant in September 1973. By this time the arrival of the 750cc T140 Bonneville had signalled that the 650's days were numbered, and the workers' occupation effectively sealed its fate. One of the last of the 650cc Bonneville, this matching-numbers example was restored in 2018 by RJM Classic Motorcycles and comes with invoices and correspondence relating to its restoration (perusal highly recommended). Additional documentation consists of a dating certificate and a V5C document. Last run in October 2020, this pristine machine is described by the private vendor as in 'as new' restored condition throughout. Although fitted with silencers in the earlier style, the machine also comes with the original pair of megaphone silencers also in 'as new' condition.

£6,000 - 8,000



671

1958 PANTHER 594CC MODEL 100

Registration no. SET 257

Frame no. 26336

Engine no. 58MS128C

Phelon & Moore (P&M) was founded in Cleckheaton, South Yorkshire in 1904. The firm was renowned for its fondness for engines with inclined cylinders, the latter featuring on its new 500cc overhead-valve model of 1923. This was P&M's first 'Panther' and the name would later be extended to the entire range. Post-WW2, Panther added medium-weight 250/350cc models with vertical engines to the range but its largest models retained the inclined engine that had been around since the dawn of time and served as the frame's down-tube. A range of Villiers-powered lightweights and a scooter were added in the late 1950s, these and the old long-stroke singles being the only types on offer after 1961. In 1959 an enlarged (to 645cc) Model 120 joined the 594cc Model 100 and the former would be the sole Panther four-stroke in the range after 1963. This Panther Model 100 comes with a bill dated 6th August 2019 from Second City Customs Ltd of Worcestershire for rebuilding the engine, gearbox, primary drive, and carburettor at a cost of £3,613. Last run in March 2020, the machine is described by the private vendor as in excellent condition and offered with a V5C document.

£4,500 - 6,500





672

1967 NORTON DOMINATOR 650SS

Registration no. PAU 35G

Frame no. 123113

Engine no. 123113

Norton launched its first 650cc twin, the US-market Manxman, in 1960. Available in Europe the following year, the Dominator 650 was built in standard, De Luxe and SS variants, all of which featured a new cylinder head with downdraft inlet ports. With 49bhp on tap, plentiful low-down torque and exemplary handling courtesy of its race-proven Featherbed frame, the 650SS was one of the outstanding sports motorcycles of the 1960s, being more than a match for Triumph's Bonneville in terms of all-round performance. Indeed, in February 1962 Motor Cycling achieved a best one-way speed of 119.5mph at MIRA with a 650SS, more than 10mph up on that of the Bonneville tested the previous summer. Manufactured in 1967 and first registered in 1968, this Dominator 650SS was acquired by the vendor's brother in late 1994 and completely rebuilt in 1995/1996. It then remained unused until the vendor's brother emigrated, whereupon it passed to the vendor. The latter used the Norton once in 2003 when the odometer reading was 11,525 miles, since when it has been stored. The current odometer reading is 11,555 miles. The following upgrades are fitted: Boyer electronic ignition; Superblend main bearings; halogen headlight. The machine has recently been serviced and re-commissioned ready for sale; all bills for work carried out are on file together with V5C documents, expired MoTs, etc.

£7,000 - 9,000



673

1972 NORTON 750CC COMMANDO FASTBACK

Registration no. EOG 34K

Frame no. 202314

Engine no. 202314

The Commando's vibration-beating Isolastic frame enabled Norton Villiers to prolong the life of their ageing parallel twin. Launched in 1967, the Commando used the preceding Atlas model's 750cc engine and AMC gearbox, and was an instant hit with the motorcycling public, being voted MCN's 'Machine of the Year' for five consecutive years. It might have been a little down on 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. The sole model available became the 'Fastback', so called because of its streamlined seat cowl, when the range was extended by the addition of a conventionally styled, 'S' version in 1969. Manufactured in December 1971, this Fastback was acquired by the current owner in 1977, at circa 5,000 miles, and imported into the UK from the USA in May 1993. It was originally built with a high-performance Combat-specification engine, which was completely rebuilt (at 10,300 miles) by Mick Hemmings and Jim Poole and is now fitted with standard 9.4:1 pistons. The machine has the following upgrades: Boyer electronic ignition; belt primary drive; Superblend main bearings; halogen headlight. We are advised that only 11,024 miles have been covered from new and that the Commando comes with its original Norton tool kit. Offered with a history file.

£6,000 - 8,000



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674

1965 ROYAL ENFIELD 736CC INTERCEPTOR MARK I

Registration no. HVK 158C

Frame no. 70770

Engine no. YB16738

Launched in 1948, Royal Enfield's 500cc twin followed orthodox British lines, though the use of separate barrels and cylinder heads, and the incorporation of the oil tank within the crankcase, was unusual. A 693cc version along similar lines - the Meteor - arrived in 1952 and for many years was the UK's biggest twin. Both models were extensively revised in 1958, the new high-performance '700' adopting the name 'Constellation'. The latter was stretched a few years later to 736cc, becoming the 'Interceptor'. Built to satisfy the North American market's insatiable appetite for ever-larger engines, the Interceptor arrived in the UK in 1962 and was closely based on the twin-carburettor Constellation but with the added refinement of a dynamically balanced crankshaft. This re-imported Interceptor was first registered in the UK on 1st December 2014 and has belonged to the current vendor since March 2018, since when the engine oil and filter have been changed and the rev counter refurbished. Described by the vendor as un-restored, the Enfield won the 'Best Bike' award at a local Steam & Vintage fair and is said to be in very good condition, starting and riding well and in good working order. Last run in October 2020 and only sold because the owner is downsizing his collection, the machine is offered with a V5C Registration Certificate.

£8,000 - 12,000



675

Believed 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 a believed 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). To original specification, this 'time warp' CB750 K6 is offered with a VJMC dating letter; NOVA acknowledgement; and a V5C Registration Certificate. The machine will require recommissioning or restoration to a greater or lesser extent and is therefore sold strictly as viewed.

£3,000 - 4,000



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676

1996 HONDA RVF750R TYPE RC45

Registration no. M715 YEX

Frame no. RC45 2000234

Engine no. RC45E2000253

- *Iconic WSB 'homologation special'*
- *18,916 miles recorded*
- *Current MoT*



"The privileged few assure us, it rides like a magic carpet, turning, braking and tug-tug driving with an aloof deliberateness that is unimpeachable. The fastest two-wheeler on every road? The RC45 comes close." – Bike magazine.

Replacement for the exotic VFR750R (RC30), the RVF750 (RC45) was another racer-for-the-road and even more exclusive. Like its illustrious predecessor, the RC45 was a thinly disguised, limited edition, 'homologation special' intended to provide Honda with the means to win the World Superbike Championship, a feat it achieved in 1997 with American John Koscinski riding.

Although clearly related to the RC30, the RC45 took development to the next level, there being scarcely a single component that had not been carefully scrutinised by Honda technicians with a view to improvement. Developed jointly by Honda Racing Corporation (HRC) and Honda R&D, the engine remained a 90-degree V4 with gear-driven cams, but was an all-new, more compact design featuring simplified camshaft drive, narrower valve angle, beefier clutch, and PGM-FI electronic fuel injection.

A maximum power output of 120bhp was claimed for the standard road version, while in excess of 150bhp was attainable with the factory tuning kit. Basically similar to that of the RC30, the frame consisted of a combination of aluminium castings and extrusions supporting the familiar single-sided swinging arm at the rear. At the front however, the conventional forks had gone, replaced by a set of cartridge-type 'upside-downers', while braking had likewise been improved courtesy of Fireblade callipers and NR750 discs.

Hand built on a special assembly line at HRC, the RC45 was necessarily expensive; at a fraction under £18,000 when launched it cost over 50 percent more than a Ducati 916! Its high price and rarity ensured that the RC45 would achieve the same iconic status as the RC30, becoming equally, if not more, collectible.

This RC45 was purchased by the vendor some 18 months ago, the previous owner having owned the machine since 2001. Currently displaying a total of 18,916 miles on the odometer, this collectible modern Honda is offered with current MoT and a V5C document.
£24,000 - 30,000

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.

677

1981 HONDA CBX1000 PRO-LINK

Registration no. C715 XLK

Frame no. SC062301095

Engine no. to be advised

Just as it had in the preceding decade with the four-cylinder CB750, Honda stunned the world again in the 1970s, introducing the Gold Wing super-tourer and the outrageous six-cylinder CBX1000. Launched in 1978, the latter was not the first six of the modern era, Benelli's 750 Sei having beaten it by a couple of years, but it was by far the biggest and fastest. Launched in 'naked' twin-shock form, the CBX was revamped for 1981, gaining Pro-Link mono-shock rear suspension, a half fairing and ventilated front disc brakes. Weighing around 550lbs and with 105bhp on tap, the CBX was good for over 130mph and scorched through the standing quarter mile in around 12 seconds. For most owners though, it was not the CBX's performance so much as its on-road presence that mattered. Even today, few bikes can match it for charisma, visual appeal and, above all, sound. This particular Pro-Link CBX has been in the current owner's hands for the last year or so and since then has only been run on the occasion of its MoT test. The machine is offered with MoT to January 2021 and a V5C document.

£6,000 - 8,000



678

1977 YAMAHA XT500D

Registration no. SMP 293S (see text)

Frame no. 1U6-005922

Engine no. 1U6-005922

Introduced for 1976 and sold only in the United States market at first, the Yamaha XT500 single-handedly made singles cool again thanks to its smart, functional styling and bullet proof engine. An 'adventure bike' before the term was coined, the XT was soon proving its reliability and speed in desert races in North America and the gruelling Paris-Dakar Rally. Although marketed as a dirt bike, the XT500 was equally capable as an urban commuter, its upright riding position, wide handlebars and responsive engine making an ideal combination for carving through city traffic. Dispatchers loved them. Today the XT500 enjoys a cult following and original early models are highly prized. Supplied by Read's of Leyton and presented in the early versions' iconic white/red/black livery, this example has been stored since the 1980s and displays a total of only 17,618 miles on the odometer (the last tax disc expired in 1984). The machine will require re-commissioning, or possibly more extensive renovation, before further use and thus is sold strictly as viewed. Offered without a registration document, 'SMP 293S' is listed in the HPI database; nevertheless, prospective purchasers must satisfy themselves with regard to this motorcycle's registration status prior to bidding. The original warranty/service booklet and owner's service manual are included in the sale, and the Yamaha also comes with a Haynes workshop manual.

£3,000 - 4,000



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679

1980 KAWASAKI KZ1000 LTD

Registration no. BTU 961W

Frame no. JKAKZCK17BA000252

Engine no. KZT00JE-000457

The first major revision of Kawasaki's trend-setting Z1/Z900 arrived for 1977 in the form of the Z1000, which, as its name suggests, was a bored-out version of the original double-overhead-cam four. Power went up - marginally - to 83bhp while there was more torque delivered further down the rev range than before. Testing the new Z1000 in February 1977, Bike magazine had to contend with a wet track but nevertheless recorded a 12.76-second standing quarter mile time, despite an enforced half-throttle take-off, and a staggering terminal velocity of 117mph with rider normally seated! A much-revised frame meant that the Z1000 had lost some of its predecessors' wayward handling while remaining every bit as refined. Also in the range was the KZ1000 LTD 'factory custom', a new style of machine developed by Kawasaki USA and pioneered on the preceding Z900 LTD. This KZ1000 LTD was bought in January 2018 as a non-runner and has been rebuilt in 'flat track' style. Works carried out included rebuilding the engine; powder-coating the frame; overhauling the brake callipers; and fitting a new fuel tank, chain, sprockets, etc. The paintwork is custom throughout by Keith Haddock of 'Kameleon Customs' from Borehamwood. Used on a weekly basis and described by the private vendor as in generally very good condition, this unique machine is offered with a V5C document and MoT to February 2021.

£2,000 - 4,000



680

1991 KAWASAKI 249CC KR-1S

Registration no. J539 SDC

Frame no. KR250C-003272

Engine no. to be advised

In an attempt to crack the export market, Kawasaki tried reviving some of the old Meguro models, but failed to make a dent. It was only when they came up with the 250cc Samurai that things began to change in their favour. Followed by the 350cc Avenger and then the mercurial 500cc Mach III 'widow-maker', they had discovered the magical formula to captivate the international motorcyclist's heart, ultimate performance. After making an international reputation with their radical two strokes, Kawasaki started to develop large four strokes, resulting in the 900 Z1. Further four strokes followed, but they never forgot their roots were in two strokes, and their hooligan past was not dead, merely lying dormant until it was reawakened with the KR1 in 1988. State of the art technology was used, with liquid cooling, balance shaft, crescent-slide carburetors, electronic ignition, six-speed gearbox, and an alloy box-section frame. Power was impressive for a 250, and the following year it was boosted again with the new KR1S version to become the ultimate 250. J539 SDC was purchased by the vendor in 2010, at which time it was in running order. However, it has not been used for the past 10 years and will therefore require a new battery and general re-commissioning before further use by a new owner. It displays an odometer reading of 20,700 miles and is presently SORNed. Documentation consists of a V5C.

£2,000 - 3,000



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681

1998 HONDA CBR600F3

Registration no. N451 KKH

Frame no. JH2PC2502TM501048

Engine no. to be advised

Although Kawasaki can be said to have 'invented' the 600 class with its GPZ600-R, it was Honda that quickly established dominance of this once important market sector with the CBR600F. Introduced for 1987, the CBR set new standards for the class, and the UK's first batch sold out within weeks of arrival. "Offering a previously mythical package, the CBR quite simply left all previous efforts at similar-sized tackle gasping in its whisper-smooth wake," enthused Bike magazine. In 1991 the CBR received a new frame and an updated engine before undergoing a more thorough revision in 1998, re-emerging with an aluminium frame (replacing the previous steel design) and restyled bodywork. As seen here, the 3rd generation CBR600 was produced from 1995 to 1998, featuring a modified engine, ram-air intake, and cartridge forks. "150mph on a good day, race-winning handling, unburstable, useful, repairable, tourable, thrashable, insurable..." – you could tell Bike magazine liked the refreshed CBR. A rare US import, UK registered since 1997, this CBR600F3 is finished in its original yellow/purple colour scheme and is described by the vendor as in good running condition. MoT'd to June 2021, the machine is offered with a V5C Registration certificate. A wonderful opportunity to acquire one of these modern motorcycling icons.

£2,000 - 2,500



682

1983 SUZUKI GS550M KATANA

Registration no. FVX 385Y

Frame no. GS550MX00102570

Engine no. GS550-222429

Styled by the German firm of Target Design under the direction of Brit Jan Fellstrom and first seen at the 1980 Cologne Show, the GSX1100 Katana represented a bold effort to produce an uncompromising sports bike in the European mould. The result was a machine that combined straight-line speed with secure handling like no Japanese bike before it. The concept's immediate success confirmed the wisdom of Suzuki's policy of introducing a family of similarly styled machines across just about every capacity class, the existing GS550 - first introduced in 1977 - getting the Katana treatment for 1981. Testing the GS550 Katana alongside Kawasaki's GPz550 in 1982, Bike magazine found the Kat a little down on power and speed when compared to its rival but the more comfortable mount for long distance riding. The Katana's top speed was clocked at 111mph, and it was judged that the 53.7bhp maximum power output was "well within the range of its frame and suspension". An older restoration, last run around 18 months ago, this Suzuki GS550M Katana is described by the vendor as in good overall condition and original except for a Motad 4-into-1 exhaust system. The machine is offered with a V5 registration document.

£2,000 - 2,500



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.



683

1970 SUZUKI T125 STINGER

Registration no. EHJ 621H

Frame no. T125-113814

Engine no. T125-114093

In 1969 Suzuki replaced its existing T200-based 125cc T125 twin with the sensational all-new T125 Stinger. The Stinger's engine layout was a new one for Suzuki, featuring almost-horizontal cylinders and downdraft carburettors, while the upswept exhaust system's slender protruding end-cans suggested insect aggression and gave the model its evocative name. Built in unit with the five-speed gearbox, the engine was housed in a tubular spine frame equipped with conventional cycle parts. Producing 15.1bhp and weighing a mere 211lbs, the Stinger possessed class-leading performance and proved capable of humbling larger machines over twisty going. There was also a 90cc version produced for two seasons only. Unique in the Suzuki model range, the T125 Stinger remained in production until 1973 when it was replaced for '74 by the more conventional GT125. Today the model is one of the most collectible of 1960s Suzukis. This example of an increasingly sought-after classic Suzuki was restored in the USA using new-old-stock parts and then shipped to the UK in 2019. The machine is described by the vendor as in running condition and comes with a current MoT and a V5C Registration Certificate.

£3,000 - 3,500



684

1966 SUZUKI 247CC T20 X6 HUSTLER

Registration no. KKH 906D

Frame no. 23323

Engine no. 23370

Using the Colleda marque name, Suzuki launched its first 250cc two-stroke twin in 1956, and the type would remain a fixture of the range for the next 40 years. The replacement T10 appeared in 1963 sporting, among numerous improvements, Suzuki's new 'CCI' pumped lubrication system. The next stage of development was the now classic T20 Super Six, which was marketed in the USA as the X6 Hustler. Introduced in 1965, the T20 was an entirely new design although still a 250cc two-stroke parallel twin. The frame was a now tubular and of the duplex loop type, while the gearbox offered the rider the luxury of six speeds for the first time on a road-going motorcycle. With its precise handling, good brakes, powerful (29bhp) motor and 90mph-plus top speed, the Super Six received rave reviews in the motorcycling press and soon established a giant-killing reputation in production machine racing. Inevitably, many were converted for racing, and original, unmodified examples are rare. Today the Super Six/Hustler is one of the most collectible of 1960s Japanese classics. Run recently, this X6 Hustler is described by the vendor as in good original overall condition. The machine is offered with a V5C Registration Certificate and current MoT (expires December 2020).

£2,500 - 3,000



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.

685

1996 HONDA 49CC Z50J GOLD LIMITED EDITION 'MONKEY BIKE'

Registration no. not registered

Frame no. Z50J-2302685

Engine no. Z50JE-2202665

With the launch of the CZ100 in 1960, Honda created the class of machine known as 'monkey bikes', so called because of their diminutive stature. The power unit was the C100 step-thru's reliable four-stroke single. An ultra-short wheelbase, small wheels and a vestigial fuel tank were all features of a machine which, in the case of the folding handlebar version, could be fitted into the boot of a car. An important milestone in Monkey development was reached in 1974 with the launch of the Z50J, which featured front and rear suspension like a 'proper' motorcycle while retaining the overhead-camshaft engine and 8" wheels, first seen on the Z50M and Z50A respectively. In 1978 the Z50J Monkey was heavily revised with a larger fuel tank, front and rear racks, 12-volt CDI ignition, manual clutch and a four-speed gearbox, becoming the more aggressive looking 'Gorilla'. Immensely popular as paddock transport the world over, Monkeys are currently much in vogue, with a flourishing owners club in the UK, and original examples of these charismatic little machines can only become increasingly collectible. This stunning and rare Z50J Gold Limited Edition was imported in 2020 and is described by the vendor as in good original condition. A great Christmas present for the kids!

£2,500 - 3,500



686

1984 HONDA 49CC Z50J GOLD LIMITED EDITION 'MONKEY BIKE'

Registration no. not registered

Frame no. Z50J-1632968

Engine no. Z50JE-1632966

With the launch of the CZ100 in 1960, Honda created the class of machine known as 'monkey bikes', so called because of their diminutive stature. The power unit was the C100 step-thru's reliable four-stroke single. An ultra-short wheelbase, small wheels and a vestigial fuel tank were all features of a machine which, in the case of the folding handlebar version, could be fitted into the boot of a car. An important milestone in Monkey development was reached in 1974 with the launch of the Z50J, which featured front and rear suspension like a 'proper' motorcycle while retaining the overhead-camshaft engine and 8" wheels, first seen on the Z50M and Z50A respectively. In 1978 the Z50J Monkey was heavily revised with a larger fuel tank, front and rear racks, 12-volt CDI ignition, manual clutch and a four-speed gearbox, becoming the more aggressive looking 'Gorilla'. Immensely popular as paddock transport the world over, Monkeys are currently much in vogue, with a flourishing owners club in the UK, and original examples of these charismatic little machines can only become increasingly collectible. This stunning and rare Z50J Gold Limited Edition is described by the vendor as in fair condition with some modifications. A great Christmas present for the kids!

£2,000 - 2,700





687 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. This un-restored Honda P50 is offered with its original Italian Certificato per Ciclomotore (Cyclomotor Certificate).

£1,500 - 2,500



688

1977 SUZUKI GT380

Registration no. UGW 269S

Frame no. 94697 Engine no. 107588

Suzuki joined the superbike club in 1971 with the launch of the GT750. A three-cylinder water-cooled two-stroke, the GT750 was joined a year later by a pair of smaller air-cooled triples: the GT380 and GT550. Using the 54x54mm bore/stroke dimensions of the existing T250 twin, the GT380 displaced 371cc and produced 38bhp. The gearbox was a six-speeder, complemented by Suzuki's useful digital gear indicator in the instrument binnacle. Performance was brisk - 100mph-plus - though compromised by the fade-prone drum front brake, which was soon replaced by a single hydraulic disc. Smooth and comfortable, the GT380 handled surprisingly well once the original-equipment Japanese tyres had been replaced by superior European rubber. This restored GT380 was last run in July 2020 and is described by the private vendor as in generally excellent condition. Although non-standard, the Higgspeed pipes are a handsome addition. Offered with a V5C document.

£3,500 - 4,500



689

Offered from the Collection of the Late Peter McManus

C.1972 SUZUKI AS50 SPORTS

Registration no. CTO 98K

Frame no. A50-137867 Engine no. A50-137702

Suzuki's 1960s expansion was founded on a range of two-stroke ultra-lightweights, which, although of small capacity, offered a useful performance increase over the ubiquitous 50cc 'step-thru' moped. One of the most popular was the five-speed A50 series, first introduced in 1968, which featured a 50cc disc-valve engine producing 4.9bhp. Models within this family included the A50 tourer, AS50 and AC50 sports, and the pedal-equipped AP50 'Sixteener Special', the latter built specifically for the UK market where 16-year-olds were restricted to riding 50cc machines fitted with pedals. Last taxed to 31st January 2015, this AS50 displays a total of 8,290 miles on the odometer and is offered for restoration. The machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding. A potentially most rewarding project for the Suzuki enthusiast, the machine is offered with a V5C document and HPI printout. Sold strictly as viewed.

£500 - 1,000

No Reserve



690



691

690

Offered from the Collection of the Late Peter McManus

2012 SUZUKI EN125-2A

Registration no. FJ12 GKG

Frame no. LC6PCJK69B0000171 Engine no. 175FH-2*A1P54890

These little roadsters are relatively cheap, reliable, and easy for the novice rider to manage; indeed, UK A1 licence holders cannot ride anything larger. All the major Japanese manufacturers have a presence in this vitally important market, while in recent years the Chinese have become significant players, usually building clones of established Japanese designs. Suzuki's EN125 is typical of the breed, being powered by an air-cooled overhead-cam four-stroke single producing around 11bhp. Its top speed is in the region of 65-70mph and fuel consumption is frugal in the extreme. Supplied new by Granby Motors, this example currently displays a total of 1,996 miles on the odometer. It is not known when it last ran and thus careful re-commissioning will be required before returning it to the road. Offered with a V5C document and HPI printout, the machine is sold strictly as viewed.

£700 - 1,000

No Reserve

691

Offered from the Collection of the Late Peter McManus

C.1972 HONDA 72CC DAX 'MONKEY BIKE'

Registration no. OHK 22K

Frame no. ST50-139099 Engine no. C70E 705840 (see text)

With the launch of the CZ100 in 1960, Honda created the class of machine known as 'monkey bikes', so called because of their diminutive stature. In the case of the folding handlebar version, could be fitted into the boot of car. A 72cc version, the ST70 Dax, with slightly larger and more practical frame was introduced in 1969. Last taxed to 30th April 2013, this Dax displays a total of 10,704 miles on the odometer and is offered for restoration. The machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding. Sold strictly as viewed the Dax comes with a V5C document and HPI printout recording the engine number as '7058400'.

£500 - 1,000

No Reserve



692



693

692

Offered from the Collection of the Late Peter McManus

C.1984 TOMOS 49CC A3K AUTOMATIC MOPED

Registration no. B54 GUY

Frame no. 400654 Engine no. none visible

After World War 2, the Yugoslavian government sought to develop new industries and established Tomos as a motorcycle manufacturer in Koper, Slovenia, from where its first product, a built-under-license Puch moped, emerged in 1954. In 1966 Tomos built a moped factory in the Netherlands and the firm would go on to expand into markets throughout Europe, Africa, and the USA. At the dawn of the 1970s Tomos began producing 'automatic' mopeds of its own design, moving away from those inherited from Puch. The first of these was the Automatic A1, which was superseded in 1973 by the Automatic A3, as seen here. Currently displaying a total of 2,095 miles on the odometer, the machine is offered for restoration and sold strictly as viewed. Accompanying paperwork consists of an HPI printout and a V5C document.

£200 - 300

No Reserve

693

Offered from the Collection of the Late Peter McManus

C.1966 PIAGGIO VESPA 150 SUPER

Registration no. not registered

Frame no. none visible Engine no. none visible

Along with the rival Lambretta, the Piaggio-built Vespa mobilised an entire generation of Italians in the immediate post-war years, the hitherto humble scooter going on to become part of British youth culture in the 1960s as favourite transport of the fashion-conscious 'Mods'. Since its introduction, countless different versions have come and gone, yet the Vespa of today remains recognisably related to the first one made more than 60 years ago. Believed to be an older restoration, this example displays a total of 1,309 miles on the odometer. The machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding. There are no documents with this Lot, which is offered for restoration and sold strictly as viewed.

£500 - 800

No Reserve



694



696



695



697

694

Offered from the Collection of the Late Peter McManus

C.1949 BSA 249CC C10

Registration no. ONU 443 (see text)

Frame no. ZC10 10471 (see text) Engine no. ZC10 4401
BSA's 'C' range of lightweight machines was introduced in 1938. Similar in many ways to those of the larger 'B' range, whose wheels and brakes were employed, the cycle parts consisted of a simple diamond frame and girder front fork. First model was the C10 sidevalve single with coil ignition and three-speed hand-change gearbox. When the C10 reappeared after the war, its oil was no longer contained in a fuel tank compartment but in a separate tank bolted to the saddle tube. The girder fork was replaced by a telescopic unit in mid-1946 and part way through 1949 an alloy cylinder head was adopted. An older restoration (mechanical condition unknown), this C10 comes with a V5C and HPI report listing frame 'LC1010471' and engine 'LC10-4401'. Prospective purchasers should satisfy themselves with regard to the correctness of the numbers and their correlation to the V5C document prior to bidding. Sold strictly as viewed.

£500 - 800

No Reserve

695

Offered from the Collection of the Late Peter McManus

C.1962 BSA 343CC B40

Registration no. 864 BCJ

Frame no. B40 4503 Engine no. B40 3274 (see text)

Introduced in September 1958, the unitary construction BSA C15 250cc roadster replaced the outgoing C12 and would provide the basis for an entire range of singles in capacities up to 500cc. The first new C15-based model to feature an enlarged engine was the 343cc B40, an addition to the line-up for 1961. The B40 remained in production until 1965, many seeing service with the British Armed Forces, which ordered 2,000 following an extended reliability test. This B40 is missing some parts and is offered for restoration. It comes with a V5C document listing a different engine number ('BSS117'). The machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding.

£400 - 600

No Reserve

696

Offered from the Collection of the Late Peter McManus

1957 BSA 249CC C12

Registration no. VOC 519

Frame no. EC12 19353 Engine no. BC11G 38712

A de luxe version with foot-change gearbox joined the range in 1939, as did the overhead-valve C11. In mid-1946 the original girder front fork was replaced by a telescopic unit and part way through 1949 the C10 gained an alloy cylinder head. From 1954 onwards the pair continued as the up-dated C10L/C11G, with alternator electrics, plunger rear suspension and four-speed gearbox until superseded by the C12 that deployed the same engine/gearbox in a new swinging-arm frame. An older restoration, this 'barn find' C12 is offered for restoration and sold strictly as viewed. The machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding. Accompanying paperwork consists of and HPI printout and V5C document.

£500 - 800

No Reserve

697

Offered from the Collection of the Late Peter McManus

C.1954 JAMES 197CC CAPTAIN PROJECT

Registration no. not registered

Frame no. K7 000617 Engine no. 374A 1739

James had begun concentrating on the manufacture of two-stroke lightweights in the 1930s and continued the policy after WW2. In 1951 the company became part of the Associated Motor Cycles group, joining Francis-Barnett. Villiers engines were used at first, though from 1957 many models were powered by AMC's own engine. James first adopted the 'Captain' name for its (nominally) 200cc model for 1950, and both the cycle parts and engine would be upgraded periodically as the years passed. An older restoration in 'barn find' condition, this Villiers-engined Captain is offered for further renovation and sold strictly as viewed. The machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding. There are no documents with this Lot.

£700 - 1,000

No Reserve



698



700



699

698

Offered from the Collection of the Late Peter McManus

C.1958 JAMES 197CC CAPTAIN

Registration no. not registered

Frame no. AK7 488 Engine no. 652B 1585

James first adopted the 'Captain' name for its (nominally) 200cc model for 1950, and both the cycle parts and engine would be upgraded periodically as the years passed. An older restoration in 'barn find' condition, this Villiers 10E-engined Captain is offered for further renovation and sold strictly as viewed. The engine number prefix '652B' is correct for this year/model and thus the unit may be original to the frame. The machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding. There are no documents with this Lot.

£300 - 500

No Reserve

699

Offered from the Collection of the Late Peter McManus

1962 TRIUMPH 200CC TIGER CUB

Registration no. unregistered (see text)

Frame no. T20 87456 (see text) Engine no. T20 87456

With the introduction of the 149cc Terrier in 1952, Triumph re-entered the market for lightweight commuter machines. A simple, compact, unitary construction four-stroke with four-speed gearbox, the Terrier was joined in 1954 by an enlarged version - the 200cc Tiger Cub - that offered 60mph-plus performance and 100mpg. A big success, particularly with younger riders, the Cub underwent continual development for the next 16 years, finally ending up with BSA Bantam cycle parts (as the Bantam Cub) before being dropped in 1970. It should be noted that this Cub's frame number is not a Triumph factory stamping. Therefore the motorcycle cannot be offered with its V5C document and should be regarded as unregistered. The machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its registration status, condition, completeness, correctness, or otherwise prior to bidding. Last taxed in 2013, this Tiger Cub is sold strictly as viewed.

£1,600 - 2,000

No Reserve



701

700

Offered from the Collection of the Late Peter McManus

C.1933 TRIUMPH 148CC MODEL XO

Registration no. AAL 339A

Frame no. 923 XO Engine no. HSS 1515-XO (see text)

The favourable duty rates for machines under 150cc in capacity encouraged many manufacturers to develop machines for this class. Triumph's first had been the two-stroke Model X, which was followed for 1933 by the four-stroke XO. The latter featured an inclined overhead-valve engine and three-speed gearbox, housed in a conventional duplex-loop frame. Lightweight, economical and with a top speed of 47mph, it should have been just what commuters wanted but lasted for only a couple of years, latterly as the XO5/1 (standard) and XO5/5 (four-speed). Believed an older restoration, this incomplete Model XO is offered for further renovation and sold strictly as viewed. Accompanying paperwork consists of a V5C document and an HPI printout listing the engine number as 'EWA735XO'.

£600 - 1,000

No Reserve

701

Offered from the Collection of the Late Peter McManus

C.1938 TRIUMPH 249CC TIGER 70 GRASS-TRACKER

Registration no. not registered

Frame no. unable to locate Engine no. 8T70 13159

Just as he had done at Ariel in the 1920s, Val Page transformed his employer's ageing range on his arrival as Triumph's Chief Designer in 1932. Edward Turner's arrival at Triumph in 1936 resulted in extensive improvements to the range. A brilliant stylist, Turner transformed Page's overhead-valve singles by adopting sports-specification engines, high level exhausts, chromed fuel tanks and a new name: 'Tiger'. This Tiger 70 has been extensively modified for grass-track competition, including the installation of a Triumph sprung hub. The machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding. There are no documents with this Lot, which is offered for restoration and sold strictly as viewed.

£700 - 1,000

No Reserve



702

Offered from the Collection of the Late Peter McManus

C.1958 TRIUMPH 349CC 3TA SPECIAL

Registration no. 271 YUB

Frame no. 21H1830

Engine no. 3TA H29732

The introduction of the Twenty One in 1957 ushered in Triumph's unitary construction era. Readily distinguishable by its 'bathtub' rear enclosure and Shell Blue metallic finish, the newcomer was renamed 3TA in September 1958. "One of the swiftest standard British-made 350cc roadsters tested by Motor Cycling, the Triumph Twenty One combines an untiring zest for high-speed cruising with safe handling and a remarkably economical fuel consumption," reported the 'Green 'Un'. Consisting of a 1958 frame and 1960 engine, this 3TA has been modified to accept a modern disc-braked front end, while other changes from stock include alloy wheel rims and alloy engine plates. Last taxed in 2013, the Triumph will require re-commissioning or possibly more extensive restoration before further use and thus is sold strictly as viewed. The machine is offered with a V5C document and HPI printout.

£1,000 - 1,800

No Reserve



703

Offered from the Collection of the Late Peter McManus

**C.1937 TRIUMPH 343CC '3HW' RACING MOTORCYCLE
(SEE TEXT)**

Frame no. F1630

Engine no. 3HW 56234

The highly modified machine offered here, although said to date from circa 1937, has been fitted with the engine from a wartime 3HW military model. When war broke out in 1939, Triumph's entire stock of completed machines was purchased by the War Office, although subsequently the 350cc sidevalve 3SW emerged as the military's favoured mount. The Coventry firm went on to develop a 350cc twin – the 3TW – specifically for military use, only for the destruction of its factory in an air raid in 1940 to scupper the project. Installed in a new factory at Meriden, Warwickshire, Triumph recommenced production of the single-cylinder 3SW and 3HW (overhead-valve) models, the latter being based on the pre-war Tiger 80. This machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding. There are no documents with this Lot, which is sold strictly as viewed.

£700 - 1,000

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.

704

Offered from the Collection of the Late Peter McManus

C.1920 ABC 398CC

Registration no. XC 9176

Frame no. 1337

Engine no. 1320

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 groundbreaking design, the ABC engine was a 398cc overhead-valve flat twin with integral four-speed gearbox. Legend has it that the power unit was designed in under three weeks, but Bradshaw did not stop there, going on to pen the duplex loop frame and sprung front and rear forks that marked out the ABC as one of the most advanced motorcycles of its day. It was fast too, J L E Emerson breaking the one-hour record twice at Brooklands, the second time at an average speed of 70.44mph, a feat that necessitated exceeding 80mph on occasions. Despite these successes, this promising design was hamstrung by production difficulties and price increases, just 3,000-or-so being made up to 1921 when the Sopwith factory ceased manufacture, though production of a modified version was continued by Gnome & Rhone in France. An older restoration, this ABC is presented in 'barn find' condition, ripe for sympathetic renovation. The machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding. Accompanying paperwork consists of an HPI printout and a V5C document.

£5,000 - 7,000



705

Offered from the Collection of the Late Peter McManus

1923 DOUGLAS 4HP MODEL B-20

Registration no. SV 8529

Frame no. 15832 & 15532

Engine no. 14701

Douglas commenced motorcycle production in 1907 with a machine powered by a horizontally-opposed twin, and they would keep faith with this engine layout until motorcycle production ceased in 1957. Douglas were quick to realise the advantages of the countershaft gearbox, its three-speed entries gaining the Team Prize in the 1914 Six Days Trial, a success which resulted in the firm obtaining a wartime contract for the supply of machines for military use. Among them was the 4hp model, which was intended primarily for sidecar pulling. First introduced in 1915, this sidevalve-engined machine employed over-square bore/stroke dimensions of 74.5x68mm for a capacity of 593cc, and like its smaller siblings used the new three-speed gearbox. Re-designated 'B-20' soon after The Great War, the 4hp Douglas cost £110 as a solo, with the optional sidecar an extra £35. An engraved plaque to the front of this machine reads: 'CHRIS HARRISON 1915 - DONINGTON RIDER, MOSQUITO PILOT ROLLS ROYCE ENGINEER RESTORED AND RODE THIS 1923 600cc DOUGLAS IN AUSTRALIA 1996/99'. Accompanying paperwork consists of some expired MoTs, an HPI check, and a V5C document. The machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding. Sold strictly as viewed.

£3,000 - 4,000





706

Offered from the Collection of the Late Peter McManus

1931 NEW IMPERIAL 245CC MODEL 9

Registration no. WJ 868

Frame no. 14385 10B

Engine no. 110 21965

Builder of the last British-made machine to win the Lightweight 250 TT in the pre-war era (in 1936), New Imperial was unsurpassed for innovation during the 1930s, with models featuring pivoted fork rear suspension and unitary construction of the engine and gearbox. The marque was established in 1900 when Norman Downs acquired a cycle company in Birmingham, which he reorganised as New Imperial Cycles. The firm's first motorcycles, designed along Werner lines, were shown at the 1901 Stanley Show in London but were not well received. Not until 1910 did Downs try again, launching a conventional JAP-powered model - the Light Tourist - that would prove an outstanding success. In racing, New Imperial concentrated on the 250 class, winning the Isle of Man TT trophy for 250cc machines in 1921 and their first Lightweight TT in 1924, a feat repeated the following year. On the commercial front, the late 1920s saw production facilities expand and proprietary engines abandoned in favour of New Imperial's own power units. Among their more conventional machines of the early 1930s was the 245cc overhead-valve Model 9, as seen here. An older restoration, this New Imp is presented in 'barn find' condition, ripe for sympathetic renovation. We are advised by the vendor that although Ivan Rhodes changed the big-end bearing rollers, the engine requires further work to fully rebuild it. The machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding. Accompanying paperwork consists of an HPI printout and a V5C document.

£2,500 - 3,500



707

Offered from the Collection of the Late Peter McManus

C.1943 TRIUMPH 343CC 3HW MILITARY MOTORCYCLE

Registration no. LSL 620

Frame no. TL 15616

Engine no. 3S 35300 C6128 (see text)

When war broke out in September 1939, Triumph's entire stock of completed civilian machines was requisitioned by the War Office. The Coventry firm went on to develop a 350cc twin-cylinder model - the 3TW - specifically for military use, only for the destruction of its factory in an air raid in November 1940 to scupper the project. Installed in new premises at Meriden, Warwickshire, Triumph recommenced production of the single-cylinder sidevalve 3SW and overhead-valve 3HW models. The latter was based on the pre-war Tiger 80 sports roadster, the engine of which was modified to incorporate rocker boxes cast integrally with the cast-iron cylinder head, aluminium alloy being in short supply. Triumph's single-cylinder models were used mainly by the Royal Navy for despatch duties and general liaison, with the less-powerful 3SW reserved for the WRNS. First registered for civilian use on 9th July 1946, this 3HW was last taxed to the end of July 2012. The machine's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding. Accompanying paperwork consists of a V5C Registration Certificate and an HPI printout recording the engine number as 'C69840'.

£2,000 - 3,000

No Reserve



708

1937 BROUGH SUPERIOR 1,096CC 11-50HP SPECIAL

Registration no. ELY 241

Frame no. M8/1928 (see text)

Engine no. LTZ/O 57639/S

- *Single ownership for circa 60 years*
- *Matching frame and engine*
- *Offered for restoration*



Legendary superbike of motorcycling's between-the-wars 'Golden Age', the Brough Superior was synonymous with high performance, engineering excellence and quality of finish. That such a formidable reputation was forged by a motorcycle constructed almost entirely from bought-in components says much for the publicity skills of George Brough. But if ever a machine was more than the sum of its parts, it was the Brough Superior. Always the perfectionist, Brough bought only the best available components for his motorcycles, reasoning that if the product was right, a lofty price tag would be no handicap. And in the 'Roaring Twenties' there were sufficient wealthy connoisseurs around to prove him right, T E Lawrence ('Lawrence of Arabia') being the most famous example.

Launched in 1933, the 1,096cc 11-50 was the largest Brough Superior to enter series production. Powered by a sidevalve v-twin (of unusual 60-degree configuration) supplied exclusively to the Nottingham factory by J A Prestwich, the 11-50 fitted into the Brough price range between the SS80 touring and SS100 super-sports models. The 11-50 was conceived as a long-legged, effortless tourer and could exceed 90mph in solo form or pull a heavy sidecar at up to 75mph; indeed, in the latter role it was one of the finest sidecar mounts of its day. Production lasted until 1939, by which time the 11-50 was the only JAP-powered machine in the Brough Superior range.

This 11-50 is highly unusual in so far as it incorporates a frame used twice by the factory; indeed it is the only example of this practice known to the Brough Superior Club. The frame is stamped '1928', which has been applied over '1227'; both are correct factory stampings. '1227' originally formed part of an early rigid-framed 11-50 built in 1933; it seems that this machine may have returned to the factory to be rebuilt around a new frame, which was stamped with the original number (this motorcycle exists and has been authenticated). Some four years later the original frame of '1227' was reused in a plunger-framed 11-50 and re-stamped '1928'; that motorcycle being the one offered here, which was built on 17th December 1937 and supplied to Godfreys on 6th January 1938. The Brough left the factory fitted with a cruiser sidecar (since detached but still in existence elsewhere) and originally had chrome-plated mudguards with a black centre and gold lining.

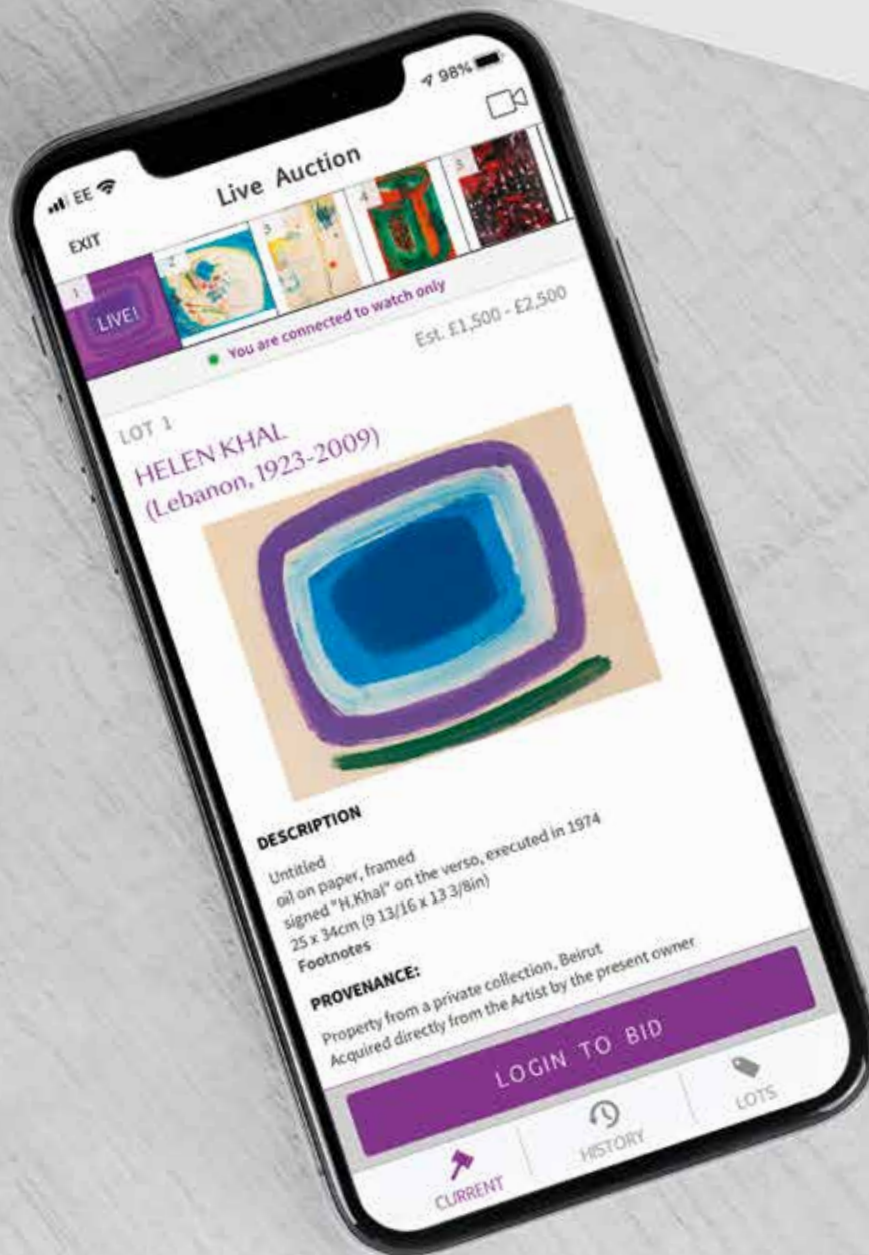
There is then a gap in this machine's history until 1962 when it resurfaces in the ownership of a Mr Suckling of Edmonton, London N18. Albert Wallace then owned it briefly, followed by a gentleman in Norwich, also briefly, before the machine was bought by the current owner's father in the late 1960s. Dry-stored and unused for some considerable time, this delightfully original and well-preserved Brough is offered for restoration and sold strictly as viewed. The machine comes with a V5C Registration Certificate and a copy of its Works Record Card details.

£32,000 - 42,000

END OF SALE

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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 in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract (if any) or statutory duty, restitutionary claim or otherwise. In any circumstances where we and/or the Seller are liable in relation to any Lot or any Description or Estimate made of any Lot, or the conduct of any Sale in relation to any Lot, whether in damages, for an indemnity or contribution, or for a restitutionary remedy or otherwise, our and/or the Seller's liability (combined, if both we and the Seller are liable) will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the Lot irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract (if any) or statutory duty or otherwise. Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) our liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or by the negligence of any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law or (v) our undertakings under paragraphs 9 (in relation to specialist Stamp or Book Sales only) and 10 of the *Buyer's Agreement*. The same applies in respect of the Seller, as if references to us in this paragraph were substituted with references to the Seller.

15. BOOKS

As stated above, all Lots are sold on an "as is" basis, subject to all faults, imperfections and errors of Description save as set out below. However, you will be entitled to reject a Book in the circumstances set out in paragraph 11 of the *Buyers Agreement*. Please note that Lots comprising printed Books, unframed maps and bound manuscripts are not liable to VAT on the Buyer's Premium.

16. CLOCKS AND WATCHES

All Lots are sold "as is", and the absence of any reference to the condition of a clock or watch does not imply that the Lot is in good

condition and without defects, repairs or restorations. Most clocks and watches have been repaired in the course of their normal lifetime and may now incorporate parts not original to them. Furthermore, *Bonhams* makes no representation or warranty that any clock or watch is in working order. As clocks and watches often contain fine and complex mechanisms, *Bidders* should be aware that a general service, change of battery or further repair work, for which the *Buyer* is solely responsible, may be necessary.

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.
- 1.5 Our personal obligations to you are governed by this agreement and we agree, subject to the terms below, to the following obligations:
- 1.5.1 We will, until the date and time specified in the *Notice to Bidders* or otherwise notified to you, store the *Lot* in accordance with paragraph 5;
- 1.5.2 subject to any power of the *Seller* or us to refuse to release the *Lot* to you, we will release the *Lot* to you in accordance with paragraph 4 once you have paid to us, in cleared funds, everything due to us and the *Seller* 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 [AR], an *Additional Premium* which is calculated and payable in accordance with the *Notice to Bidders* together with VAT on that sum if applicable so that all sums due to us are cleared funds by the seventh working day after the *Sale*.
- 3.2 You must also pay us on demand any *Expenses* payable pursuant to this agreement.
- 3.3 All payments to us must be made in the currency in which the *Sale* was conducted, using, unless otherwise agreed by us in writing, one of the methods of payment set out in the *Notice to Bidders*. Our invoices will only be addressed to the registered *Bidder* unless the *Bidder* is acting as an agent for a named principal and we have approved that arrangement, in which case we will address the invoice to the principal.
- 3.4 Unless otherwise stated in this agreement all sums payable to us will be subject to VAT at the appropriate rate and VAT will be payable by you on all such sums.
- 3.5 We may deduct and retain for our own benefit from the monies paid by you to us the *Buyer's Premium*, the *Commission* payable by the *Seller* in respect of the *Lot*, any *Expenses* and VAT and any interest earned and/or incurred until payment to the *Seller*.
- 3.6 Time will be of the essence in relation to any payment payable to us. If you do not pay the *Purchase Price*, or any other sum due to us in accordance with this paragraph 3, we will have the rights set out in paragraph 7 below.
- 3.7 Where a number of *Lots* have been knocked down to you, any monies we receive from you will be applied firstly pro-rata to pay the *Purchase Price* of each *Lot* and secondly pro-rata to pay all amounts due to *Bonhams*.
- 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 *bailor* 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 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 for Sale* the *Lot* corresponds.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

"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 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 one to which subsection (3) below applies, there is also an implied term that-
 - (a) the goods are free, and will remain free until the time when the property is to pass, from any charge or encumbrance not disclosed or known to the buyer before the contract is made, and
 - (b) the buyer will enjoy quiet possession of the goods except in so far as it may be disturbed by the owner or other person entitled to the benefit of any charge or encumbrance so disclosed or known.
- (3) This subsection applies to a contract of sale in the case of which there appears from the contract or is to be inferred from its circumstances an intention that the seller should transfer only such title as he or a third person may have.
- (4) In a contract to which subsection (3) above applies there is an implied term that all charges or encumbrances known to the seller and not known to the buyer have been disclosed to the buyer before the contract is made.
- (5) In a contract to which subsection (3) above applies there is also an implied term that none of the following will disturb the buyer's quiet possession of the goods, namely:
 - (a) the seller;
 - (b) in a case where the parties to the contract intend that the seller should transfer only such title as a third person may have, that person;
 - (c) anyone claiming through or under the seller or that third person otherwise than under a charge or encumbrance disclosed or known to the buyer before the contract is made.

(5A) As regards England and Wales and Northern Ireland, the term implied by subsection (1) above is a condition and the terms implied by subsections (2), (4) and (5) above are warranties."

Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Paddle number (for office use only)

Bonhams

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

Data protection – use of your information

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

Notice to Bidders.

At least 24 hours before the Sale, clients must provide government or state issued photographic proof of ID and date of birth e.g. - passport, driving licence - and if not included in ID document, proof of address e.g. - utility bill, bank or credit card statement etc. Corporate clients should also provide a copy of their articles of association / company registration documents, and the entities name and registered address, documentary proof of its beneficial owners and directors, together with a letter authorising the individual to bid on the company's behalf. Failure to provide this may result in your bids not being processed or completed. For higher value lots you may also be asked to provide a bank reference.

If successful

I will collect the purchases myself ☐
Please arrange shippers to contact me with a quote and I agree that you may pass them my contact details. ☐

Sale title: The Winter Sale		Sale date: 11 & 12 December 2020	
Sale no. 26118		Sale venue: Bicester Heritage	
If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids.			
General Bid Increments:			
£10 - 200by 10s		£10,000 - 20,000by 1,000s	
£200 - 500by 20 / 50 / 80s		£20,000 - 50,000by 2,000 / 5,000 / 8,000s	
£500 - 1,000by 50s		£50,000 - 100,000by 5,000s	
£1,000 - 2,000by 100s		£100,000 - 200,000by 10,000s	
£2,000 - 5,000by 200 / 500 / 800s		above £200,000at the auctioneer's discretion	
£5,000 - 10,000by 500s			
The auctioneer has discretion to split any bid at any time.			
Customer Number		Title	
First Name		Last Name	
Company name (if applicable)			
Company Registration number (if applicable)			
Address			
		City	
Post / Zip code		County / State	
Telephone (mobile)		Country	
Telephone (landline)			
E-mail (in capitals)			
Please answer all questions below			
1. ID supplied: Government issued ID <input type="checkbox"/> and (if the ID does not confirm your address) <input type="checkbox"/> current utility bill/ bank statement. If a corporate entity, please provide the Certificate of Incorporation or Partnership Deed and a letter authorising you to act.			
2. Are you representing the Bidder? <input type="checkbox"/> If yes, please complete question 3.			
3. Bidder's name, address and contact details (phone and email): Bidder's ID: Government issued ID <input type="checkbox"/> and (if the ID does not confirm their address) <input type="checkbox"/> current utility bill/bank statement			
Are you acting in a business capacity? Yes <input type="checkbox"/> No <input type="checkbox"/>		If registered for VAT in the EU please enter your registration here: <input type="text"/> / <input type="text"/> - <input type="text"/> - <input type="text"/>	

Please note that all telephone calls are recorded.

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

FOR WINE SALES ONLY	
Please leave lots "available under bond" in bond <input type="checkbox"/>	Please include delivery charges (minimum charge of £20 + VAT) <input type="checkbox"/>

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THE BONHAMS MOTORING NETWORK

UK (Head office)

101 New Bond Street
London, W1S 1SR
Tel: (020) 7447 7447
Fax: (020) 7447 7400

UK Representatives

County Durham
Stephen Cleminson
New Hummerbeck Farm
West Auckland
Bishop Auckland
County Durham
DL14 9PQ
Tel: (01388) 832 329
stephen.cleminson@bonhams.com

Cheshire & Staffordshire
Chris Shenton
Unit 1, Wilson Road
Hanford, Staffordshire
ST4 4QQ
Tel / Fax:
(01782) 643 159
chris.shenton@bonhams.com

Devon, Cornwall & Somerset
Jonathan Vickers
Bonhams
36 Lemon Street
Truro, Cornwall
TR12NR
Tel: (01872) 250 170
Fax: (01872) 250 179
jonathan.vickers@bonhams.com

Hampshire & Dorset
Michael Jackson
Tel: (01794) 518 433

Wiltshire, Hants, Glos, Berks & Somerset
Greg Pullen
Lower heath Ground
Easterton
Devizes
Wiltshire
SN10 4PX
Tel: (01380) 816 493
greg.pullen@bonhams.com

Lincoln & East Anglia Motorcycles
David Hawtin
The Willows
Church Lane
Swaby, Lincolnshire
LN13 0BQ
Tel /Fax:
(01507) 481 890
david.hawtin@bonhams.com

Motor Cars
Robert Hadfield
95 Northorpe
Thurby
Bourne
PE10 0HZ
Tel: 01778 426 417
Mob: 07539 074242
robert.hadfield@bonhams.com

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

Home Counties
David Hancock
Tel: (01428) 604 383
Mob: (07774) 747 017
david.hancock@bonhams.com

Herts, Beds, Bucks & Oxon
Martin Heckscher
April Cottage,
Cholesbury, near Tring,
HP23 6ND
Tel: (01494) 758 838
Mob: 07973 661 051
martin.heckscher@bonhams.com

Lancs, Yorks, N. Counties & Scotland
Mark Garside
Knarr Mill
Oldham Road
Delph, Oldham
OL3 5RQ
Tel: (01457) 872 788
Mob: 07811 899 905
mark.garside@bonhams.com

Lancs
Alan Whitehead
Pool Fold Farm
Church Road
Bolton,
BL1 5SA
Tel: (01204) 491 737

Shropshire, Glos & Wales
Jim Reynolds
Childe Road
Cleobury Mortimer
Shropshire
DY14 8PA
Tel: (01299) 270 642
jim.reynolds@bonhams.com

Mike Worthington-Williams
The Old School House
Cenarth
Newcastle Emlyn
Carmarthenshire
SA38 9JL
Tel: (01239) 711 486
(9am-5pm)
Fax: (01239) 711 367

European (Head office)

Paris
4 rue de la Paix
Paris
75002
Tel: +33 1 42 61 10 11
Fax: +33 1 42 61 10 15
eurocars@bonhams.com

European Representatives

Germany
Thomas Kamm
Maximilianstrasse 52
80538 Munich
Tel: +49 89 24 205812
Mob: +491716209930
Fax: +49 8924207523
thomas.kamm@bonhams.com

Hans Schede
An St Swidbert 14
D-40489 Düsseldorf
Tel: +49 211 404202
Mob: +49 172 2088330
hans.schede@bonhams.com

Italy
Gregor Wenner
Tel: +39 049 651305
Mob: +39 333 564 3610
gregor.wenner@bonhams.com

The Netherlands
Koen Samson
De Lairessestraat 154
1075 HH Amsterdam
The Netherlands
Tel: +31 20 67 09 701
Fax: +31 20 67 09 702
koen.samson@bonhams.com

USA (Head offices)

San Francisco
Jakob Greisen
601 California Street
San Francisco,
CA 94108
Tel: +1 415 391 4000
motors.us@bonhams.com

New York
Rupert Banner
580 Madison Avenue
New York, NY 10022
Tel: +1 212 461 6515
rupert.banner@bonhams.com

Los Angeles
Gordan Mandich
7601 Sunset Blvd
Los Angeles, CA 90046
Tel: +1 323 436 5412
gordan.mandich@bonhams.com

USA Representatives

Midwest and East Coast
Evan Ide
Tel: +1 917 340 4657
evan.ide@bonhams.com

Midwest
Tim Parker
Tel: +1 651 235 2776
tim.parker@bonhams.com

Pacific Northwest
Mark Osborne
Tel: +1 415 518 0094
mark.osborne@bonhams.com

Tom Black
Portland, OR
Tel: +1 503 239 0227

South
Stephen Mancuso
Tel: +1 901 502 4265
stephen.mancuso@bonhams.com

Southeast
Greg Porter
Tel: +1 336 406 6636
greg.porter@bonhams.com

Rest of the World

Australia
97-99 Queen Street
Woollahra
Sydney NSW 2025
+61 2 8412 2222
info.au@bonhams.com

New Zealand
John Kennedy
Craighall
Puruatanga Road
Martinborough 5711
New Zealand
Tel: +64 6 306 8228
Mob: +64 21 042 5396
kaka943@icloud.com

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

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

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

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

Index | Day 1 | The National Motorcycle Museum Reserve Collection

Lot no.	Year	Model	Lot no.	Year	Model
238	1930	AJS 8.9hp Dickey Seat Tourer	214	c.1993	Norton 588cc Commander
204	1950	AJS 497cc Model 18	233	c.1931	OEC-JAP 600cc
242	1954	AJS 349cc 7R Racing Motorcycle	206	1961	Royal Enfield 693cc Constellation
203	1961	AJS 646cc Model 31 De Luxe	205	1965	Royal Enfield 736cc Interceptor Series I
234	1904	Ariel 334cc (see text)	252	1969	Royal Enfield 736cc Interceptor Series II
208	1935	Ariel 601cc Model 4F Square Four	244	c.1969	Royal Enfield 1,500cc Twin-engined Drag Bike
207	1939	Ariel 599cc Model 4F Square Four	243	c.1933	Rudge 499cc TT Replica Racing Motorcycle
210	1956	Ariel 350cc Red Hunter	227	1928	Sunbeam 493cc T.T. Model 90 Racing Motorcycle
209	c.1958	Ariel 499cc HT5 Trials Motorcycle	228	1928	Sunbeam 493cc T.T. Model 90 Racing Motorcycle
232	1936	Brough Superior 982cc SS100	219	1951	Triumph 649cc 6T Thunderbird
236	1932	BSA 8.9hp Scout Sports	224	1957	Triumph 500cc TRW
237	1921	Douglas 10.5hp Tourer	218	1959	Triumph 649cc T120 Bonneville
240	1935	Excelsior 250cc Manxman Works Racing Motorcycle	226	1959	Triumph 249cc Tigress
241	2003	FWD Seeley 499cc G50 Mk3 Replica	221	1968	Triumph 740cc T150 Trident
249	1965	Greeves 246cc Silverstone RES	245	1969	Triumph 750cc Trident Drag Bike
250	1982	Hesketh 992cc Vampire	220	1975	Triumph 741cc Legend No. 058
251	1989	Hesketh 1,100cc Vortan	222	1979	Triumph 744cc T140E Bonneville
202	1955	Matchless 348cc G3LS	223	1984	Triumph 744cc Trident T150V 'Rob North' Replica
201	1959	Matchless 498cc G9	225	1996	Triumph Daytona 1200
235	c.1934	Morgan MX2 Super Sports Roadster	246	2003	Triumph ValMoto 599cc Supersport Racing Motorcycle
217	1929	Norton 490cc Model 18	247	2003	Triumph ValMoto 599cc Supersport Racing Motorcycle
216	1956	Norton 497cc Dominator 88	248	2003	Triumph ValMoto 599cc Supersport Racing Motorcycle
215	1957	Norton 596cc Dominator 99	239	c.1948	Velocette 348cc KTT Mark VIII Racing Motorcycle
212	1968	Norton 745cc P11A Series 2	231	1961	Velocette 499cc Venom
213	1974	Norton 829cc John Player Commando	230	1954	Vincent 499cc Comet Series C
211	1990	Norton 588cc F1	229	c.1933	Vincent-HRD 499cc Model P

Index | Day 2 | Motorcycles

Lot no.	Year	Model	Lot no.	Year	Model
704	c.1920	ABC 398cc	607	1937	BSA B21
606	1925	AJS 349cc De Luxe Sporting Model E4	600	c.1944	BSA 496cc Ex-WD M20
587	1930	AJS 346cc R7 Racing Motorcycle	694	c.1949	BSA 249cc C10
614	1937	AJS 982cc Model 37/2	518	c.1952	BSA Bantam 123cc D1
520	1948	AJS 497cc Model 18	510	1952/51	BSA 349cc Gold Star
514	1954	AJS 347cc 18S/16S	666	1954	BSA 646cc Golden Flash
540	1955	AJS 497cc Model 18CS Scrambler	539	1956	BSA 499cc Clipper
544	1974	AMF Harley-Davidson SX-125	660	c.1956	BSA 350cc B32/B34 'Gold Star' Scrambler
642	1995	Aprilia RS250	696	1957	BSA 249cc C12
582	c.1931	Ariel 497cc Square Four 4F Replica	665	1960	BSA 646cc A10 & Watsonian Squire Sidecar
617	1935	Ariel 601cc Model 4F/6 Square Four	515	1960	BSA 646cc A10 Project
618	1937	Ariel 995cc Model 4G 'Square Four'	519	c.1961	BSA 247cc C15
615	1940	Ariel 599cc Model 4F Square Four	695	c.1962	BSA 343cc B40
616	1948	Ariel 995cc Model 4G 'Square Four'	659	c.1965	BSA 441cc B44 Victor Scrambler
526	1954	Ariel 500cc HT5 Trials	667	1969	BSA 654cc Firebird Scrambler
619	1954	Ariel 995cc Model 4G MkII 'Square Four'	535	1964	Bultaco Trials Motorcycle Project
620	1957	Ariel 995cc Model 4G MkII 'Square Four'	655	1969	Bultaco 125cc TSS Grand Prix Racing Motorcycle
525	1958	Ariel 497cc HT5	533	c.1971	Bultaco 250cc Sherpa Trials Motorcycle
527		Ariel 497cc HT5 'GOV 132' Replica	542	1980	Bultaco Sherpa 250T
529	c.1974	Beamish Suzuki RL250 Trials Motorcycle	574	1919	Calthorpe-JAP 2½hp Lightweight
624	1972	Benelli Tornado 650S	643	c.1955	Cimatti 160cc
564	1979	Benelli 750 Sei	604	1914	Clément 4hp Autocyclette Grand Tourisme
556	1979	Bimota 1,015cc KB1	584	1929	Cotton 496cc Model 25 Twin-Port
516	1951	BMW 494cc R51/2 Project	537	c.1972	Cotton 170cc Cavalier Trials Motorcycle
622	1961	BMW 594cc R60/2 & Steib S501 Motorcycle Combination	598	1936	Coventry Eagle 250cc Silent Superb
548	1937	Brough Superior 1,096cc 11-50hp	653	c.1965	DMW 247cc Hornet Racing Motorcycle
708	1937	Brough Superior 1,096cc 11-50hp Special	541	1961	Dot 250cc Works Replica Trials
547	1937	Brough Superior 982cc SS80	705	1923	Douglas 4hp Model B-20
592	1937	Brough Superior 982cc SS80 & Petrol-Tube Sidecar	559	1974	Ducati 750 GT
549	c.1937	Brough Superior 'Petrol-tube' Chassis and Cruiser Sidecar	562	1981	Ducati 864cc Mike Hailwood Replica
593	2016	Brough Superior 997cc SS100	565	1983	Ducati 864cc Mike Hailwood Replica
521	1914	BSA 4¼hp Model H Motorcycle Combination	647	1991	Ducati 851 SP3 Superbike
586	1927	BSA 4.93hp deLuxe	558	1992/2012	'Ducati' Sports Motorcycles 900cc TT944

648	1997	Ducati Monster 900	645	c.1958	Piaggio Vespa 150 Scooter Combination
641	1999	Ducati 748 Biposto	693	c.1966	Piaggio Vespa 150 Super
597		'Egli-Vincent' 499cc Comet Project	538	2008	Rickman Matchless 499cc G80CS MkIII
568	1910	Favourite 500cc	621	c.1954	Royal Enfield 500 Twin
573	1932	Francis-Barnett 150cc Lapwing	528	1956	Royal Enfield 346cc Bullet Trials
513	1957	Francis-Barnett 197cc Falcon 74	674	1965	Royal Enfield 736cc Interceptor Mark I
611	1942	Harley-Davidson 739cc WLA	585	1926	Scott 498cc Super Squirrel
612	2000	Harley-Davidson XLH 1200S Sport	571	1929	Scott 596cc Super Squirrel
613	2002	Harley-Davidson XL883R Sportster	654	1971	Seeley 499cc G50 Mark 4 Racing Motorcycle
545	1924	Henderson De Luxe Four	657	1973	Seeley-Suzuki TR500 Racing Motorcycle Project
687	c.1966	Honda P50 Moped	578	1914	Sunbeam 3½hp 499cc with Mills-Fulford sidecar
629	1967	Honda 305cc C77 Dream	605	1925	Sunbeam 3½hp Model 6 'Pendine Sprinter'
691	c.1972	Honda 72cc Dax 'Monkey Bike'	522	c.1928	Sunbeam 3½hp Model 6 'Longstroke'
675	1976	Honda CB750 K6	601	1933	Sunbeam 344cc Model 10
646	1979	Honda CB400F Super Sport	630	1966	Suzuki 247cc T10
677	1981	Honda CBX1000	684	1966	Suzuki 247cc T20 X6 Hustler
686	1984	Honda 49cc Z50J Gold Limited Edition 'Monkey Bike'	683	1970	Suzuki T125 Stinger
508	1987	Honda GL1200 Gold Wing Aspencade	689	c.1972	Suzuki AS50 Sports
685	1996	Honda 49cc Z50J Gold Limited Edition 'Monkey Bike'	688	1977	Suzuki GT380
676	1996	Honda RVF750R Type RC45	640	1980	Suzuki GS1000 Wes Cooley Replica
681	1998	Honda CBR600F3	554	1982	Suzuki GSX1000S Katana
570	1927	Humber 350cc	682	1983	Suzuki GS550M Katana
697	c.1954	James 197cc Captain Project	690	2012	Suzuki EN125-2A
698	c.1958	James 197cc Captain	583	1936	Tommy Spann Special AJS 498cc
628	1969	Kawasaki W2 650-TT Commander	692	c.1984	Tomos 49cc A3K Automatic Moped
627	1973	Kawasaki W3 Roadster 650	523	1925	Triumph 494cc Model P Motorcycle Combination
530	c.1975	Kawasaki KT250 Trials	579	1927	Triumph 498cc Racing Motorcycle
679	1980	Kawasaki KZ1000 LTD	599	1931	Triumph 277cc Model WS
680	1991	Kawasaki 249cc KR-1S	700	c.1933	Triumph 148cc Model XO
644	1952	Lambretta D 125	703	c.1937	Triumph 343cc '3HW' Racing Motorcycle
639	1978	Laverda 981cc 3CL	701	c.1938	Triumph 249cc Tiger 70 Grass-Tracker
566	1981	Laverda 981cc 'Jarama'	608	1943	Triumph 343cc 3HW
555	1981	Laverda 981cc Jota '180'	707	c.1943	Triumph 343cc 3HW Military Motorcycle
576	1922	Levis 2¼hp Lightweight	626	1949	Triumph 498cc Tiger 100
577	1923	Levis 2¼hp Lightweight	625	1950	Triumph 498cc Tiger 100
658	c.1972	Machin-Yamaha 125cc Racing Motorcycle	661	1952	Triumph 499cc Trophy
609	1941	Matchless 348cc G3L Military Motorcycle	524	1955	Triumph 499cc Trophy
517	1962	Matchless 348cc G3 Mercury	702	c.1958	Triumph 349cc 3TA Special
623	1967	Matchless 745cc G15CS	699	1962	Triumph 200cc Tiger Cub
534	c.1977	Montesa 306cc Cota 348 'Rathmell Replica' Trials	662	1965	Triumph 649cc TR6 SS Trophy Motorcycle Combination
536	c.1976	Montesa 306cc Cota 348 Trials Project	550	1968	Triumph 649cc T120 Bonneville
567	1979	Moto Guzzi 350 GTS	663	1969	Triumph 650cc TR6P Police Motorcycle
512	1983	Moto Morini 500 Sei-V	670	1971	Triumph 649cc T120 Bonneville
632	1956	Motobécane 124cc Moby Montagne-Luxe Scooter	551	1977	Triumph 744cc T140V 'Silver Jubilee' Bonneville
651	1968	Motobi 250cc 'Sei Tiranti' Competizione Racing Motorcycle	506	1978	Triumph 744cc TR7V Tiger 750
652	c.1955	Motom 50cc Corsa	505	1979	Triumph 744cc TR7V Tiger 750
649	1973	MV Agusta 500cc Grand Prix Racing Motorcycle Replica	507	1991	Triumph 1200 Trophy
561	1975	MV Agusta 125 Sport Prototype	581	c.1931	Velocette 348cc GTP/KTT Racing Motorcycle
560	1978	MV Agusta 789cc America 'Magni'	602	1937	Velocette 348cc KSS MkII Project
557	1978	MV Agusta 832cc Monza	603	1937	Velocette 495cc MSS
563	2008	MV Agusta BSB 'SuperStock' racer	509	1958	Velocette 350cc Viper
650		MV Agusta Magni 862cc Racing Motorcycle	638	1958	Velocette 350cc Viper
706	1931	New Imperial 245cc Model 9	669	1958	Velocette 499cc Venom
575	1932	New Imperial 148cc Model 23	664	1961	Velocette 499cc Venom Clubman Project
572	1948	Nimbus 750cc Four	511	1964	Velocette 192cc LE MkIII
610	1929	Norton 490cc Model 16H	580		'Velocette' 348cc 1937-Type KTT 'Works' Replica Racing Motorcycle
633	c.1957	Norton 350cc Manx Racing Motorcycle	596	1950	Vincent 499cc Meteor
668	1959	Norton 596cc Model 99 Dominator	590	1950	Vincent 998cc Rapide Project
672	1967	Norton Dominator 650SS	588	1951	Vincent 998cc Series C Black Shadow
673	1972	Norton 750cc Commando Fastback	634	1951	Vincent 998cc Series-C Black Shadow
501	c.1974	Norton Commando 850	546	1951	Vincent 998cc Series-C Rapide
552	1975	Norton Commando 850 Interstate	635	1951	Vincent 998cc Series-C Rapide
502	1984	Norton 588cc Interpol Project	595	1952	Vincent 499cc Comet Project
503	1984	Norton 588cc Interpol Project	636	c.1952	Vincent 998cc Series-C Rapide
504	1984	Norton 588cc Interpol Project	594	c.1952/48	Vincent 998cc Series-C Rapide Project
553	1988	Norton 588cc Classic	637	1954	Vincent 499cc Comet
656		'Norton Manx' Matchless 650cc Racing Motorcycle	589	1955	Vincent 998cc Black Prince
532	c.1975	Ossa 244cc MAR Trials Motorcycle	591	c.1955	Vincent 998cc 'Black Prince' Replica
671	1958	Panther 594cc Model 100	531	c.1975	Yamaha TY250 Trials
543	1972	Penton (Wassell) 122cc Antelope Trials Motorcycle	678	1977	Yamaha XT500D
569	c.1901	Perks & Birch/Singer Tricycle Project	631	1961	Zündapp Bella 200

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Bonhams MPH December Motoring Auction

Catalogue Online | Bicester Heritage | 11 December 2020

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Bonhams MPH
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Bicester Heritage
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mph@bonhams.com

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Bonhams
101 New Bond Street
London, W1S 1SR

+44 (0) 20 7447 7447
bonhams.com

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