

Bonhams



The Summer Sale

The International Classic MotorCycle Show

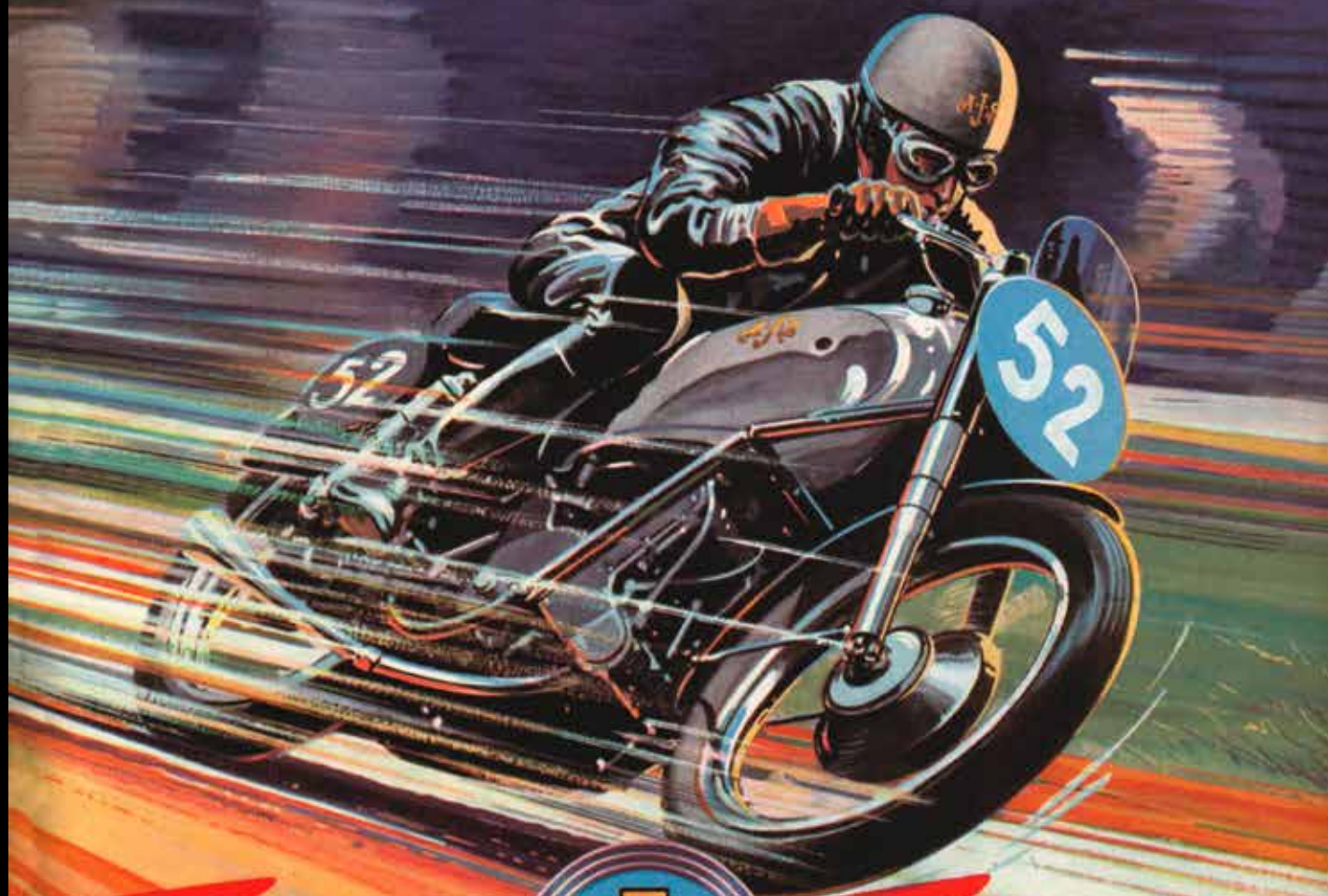
Staffordshire County Showground | 2 - 4 July 2021

12 JUNE 1952

EIGHTPENCE

TOURIST TROPHY NUMBER

THE MOTOR CYCLE



Tourist  *Trophy*

WINNERS OF SIX I.O.M. T.T. RACES, INNUMERABLE INTERNATIONAL
GRAND PRIX, AND HOLDERS OF MORE WORLD RECORDS THAN ANY
OTHER MAKE OF BRITISH MOTOR CYCLE

A.J.S. MOTOR CYCLES • BURNSTEAD ROAD • LONDON, S. E. 18 • ENGLAND



CAROLE NASH
The care it deserves



The Summer Sale

The International Classic MotorCycle Show

Staffordshire County Showground | Friday 2 - Sunday 4 July 2021

BONHAMS

101 New Bond Street
London W1S 1SR
bonhams.com

SALE TIMES

Friday 2 July

Collectors' Motorcycles
(Lots 1 - 127) Midday

Saturday 3 July

Spares and Memorabilia
(Lots 201 - 551) 10am

Sunday 4 July

Motorcycles
(Lot 601 - 811) 10am

SALE NUMBER

26514

VIEWING

Friday 2 July
9am to 5pm

Saturday 3 July
9am to 5pm

Sunday 4 July
from 9am

ADMISSION TO THE INTERNATIONAL CLASSIC MOTORCYCLE SHOW

Admission is not included in the price of the catalogue.

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

YOUR SPECIALIST CONTACTS FOR THIS SALE

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Bill To
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bill.to@bonhams.com

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BIDS

- Bid online or via the Bonhams app

Register to bid online by visiting www.bonhams.com/26514



Bid through the app. Download now for android and iOS

- Bid by telephone/absentee

We require a completed Bidder Registration Form returned by email to bids@bonhams.com.

The form can be found at the back of every catalogue and on our website at www.bonhams.com

Please note we cannot guarantee bids within 24 hours of the sale.

- Bid in person

You can pre-register online at Bonhams.com or obtain a paddle at our Registration Desk.

- New Bidders

You must provide proof of identity when submitting bids. A copy of a government- issued photo identification (driving licence or passport) showing your full name and date of birth, and, if not shown on the ID document, proof of your current address (utility bill or bank statement).

For company account or other entities, please contact us in relation to the documents you will need to provide.

Failure to do this may result in your bids not being processed.

For all other enquiries, contact our Client Services department on: +44 (0) 207 447 7447 or bids@bonhams.com

Please see back of catalogue for important notice to bidders

To submit a claim for refund of VAT, HMRC require lots to be exported from the UK within strict deadlines. For lots on which Import VAT has been charged (marked in the catalogue with a * or Ω) lots must be exported within 30 days of Bonhams' receipt of payment and within 3 months of the sale date. For all other lots export must take place within 3 months of the sale date.

IMPORTANT NOTICE ABOUT COVID-19

Bonhams continues to hold viewings and sales in accordance to the government guidelines in each region. If local restrictions prevent our salerooms from opening, the sales will either be wholly online or livestreamed from the auction house. Bids will be accepted online, on the Bonhams app, on the telephone and as absentee bids. For up to date information and if you have any questions regarding an upcoming sale please contact Client Services on: +44 (0) 20 7447 7447 or info@bonhams.com

Bonhams 1793 Limited

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

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



General Information

Admission

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

Absentee Bids

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

References

Intending Buyers should supply bankers' references. The references should be supplied to Bonhams in time to allow them to be taken up before the Sale. Unless arrangements are made with Bonhams for payment in advance of the Sale all Lots will be removed to storage immediately after the Sale at the Buyers' cost. In any event, the Purchase Price should be paid to Bonhams not later than 11am on the day after the Sale. Attention is specifically drawn to Condition 6 of the Buyers' Agreement as printed in this Catalogue.

Bidder Registration

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

Premium

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

For Memorabilia and Spares (Lots 201-551) the Buyer's Premium is 27.5% on the first £2,500 of the hammer price; 25% of the hammer price of amounts in excess of £2,500 up to and including £300,000; 20% of the hammer price of amounts in excess of £300,000 up to and including £3,000,000 and 13.9% of the hammer price of any amounts in excess of £3,000,000.

For Motorcycles (Lots 1-127 & 601- 811) 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.

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.

Bonhams preferred payment method is by bank transfer.

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

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

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

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

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

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

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

• **Cheque:** You may pay by sterling cheque drawn on a UK bank or building society but all cheques must be cleared before you can collect your purchases, unless you have a cheque facility with Bonhams or we have received an assurance directly from your bank prior to the sale. Cheques generally take up to 10 working days to clear. All cheques should be made payable to Bonhams 1793 Limited.

NOVA (Notification of Vehicle Arrivals) Title & Registration Documents

Certain vehicle Lots, marked 'N' in the catalogue, are subject to a NOVA Declaration prior to the Buyer making an application to register the vehicle in the UK with the DVLA for a V5C.

Whilst the responsibility of submitting the NOVA rests with the Buyer, Bonhams will facilitate the process by engaging an agent (Shippio) to undertake the NOVA and C88 (customs) application if applicable on the Buyer's behalf. A fee of £125 + VAT to do so will be added to the Buyer's invoice.

Please contact +44 (0) 1604 419 815 / info@shippio.com

Please note, the relevant authorities will take between 10 and 15 working days to process the NOVA and C88 Customs clearance process.

For general registration documents enquiries
Please contact kristi.lavis@bonhams.com

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 overseas 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. Potential bidders should familiarise themselves with the relevant regulations in their country prior to bidding.

Vehicles imported under Temporary Admission (TA)

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

Artists Resale Right Regulations 2006

On certain Lots, which will be marked "AR" in the Catalogue and which are sold for a Hammer Price [together with Buyer's Premium] of €1,000 or greater (converted into the currency of the Sale using the European Central Bank Reference rate prevailing on the date of the Sale), the Additional Premium will be payable to us by the Buyer to cover our expenses relating to the payment of royalties under the Artists Resale Right Regulations 2006. The Auctioneer will announce the equivalent of €1,000 in the currency in which the Sale will take place at the beginning of the Sale. An Additional Premium will be a percentage of the amount of the Hammer Price [plus Buyer's Premium] calculated in accordance with the table below, and shall not exceed €12,500 (converted into the currency of the Sale using the European Central Bank Reference rate prevailing on the date of the Sale).

Vehicle Insurance

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

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

Do I need to bring my catalogue to the sale?

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

How do I bid at the sale?

In order to bid at the sale you will be required to complete a bidder registration form, and provide identification, photographic (passport or driving licence) and proof of address (utility bill/bank statement). In addition for a company registration please provide a copy of the Certificate of Incorporation plus proof of address.

You can bid in person, online, on the telephone and via absentee. These forms can generally be found at the back of the sale catalogue.

Telephone bidding

Telephone bidding allows you to bid live as the auction is happening. You will need to complete a form which asks for your name, address, the telephone number(s) you wish us to contact you on (it is advisable to add an additional number such as your mobile) and the lot number(s) you wish to bid on. For any reason we are unable to contact you on the telephone number(s) you leave on the form, please ensure that the highest bid column is completed (optional). A member of Bonhams staff will contact you a few lots prior to the lot(s) you wish to bid on and you will be instructed from there on. Please note that we do not operate telephone bids for lots with a low estimate below £500.

Absentee/Commission bidding

As with telephone bidding, you will need to complete a form with your name, address and the lot(s) number(s) you wish to bid on. You will also need to enter the amount you are willing to bid up to for that lot (excluding premium & VAT). Bonhams will execute the bid as cheaply as possible on your behalf.

Please ensure the form is signed and dated at the bottom and disregard the client and paddle no. fields at the top of the form as this is for Bonhams use only. Once the form is completed you can either fax or post it back to our offices. Should you post the form back to our offices, please ensure it is posted in ample time prior to the sale day. If you are a first time bidder you must also provide proof of identity together with proof of address if not included on driving licence. e.g utility bill/letter from tax authorities. This must be sent at the same time as your bidding form.

In order for the above forms to be accepted they have to be completed with buyer's details, lot number(s), signed, and faxed/post to us no later than the morning of the sale day.

How fast will the auctioneer go?

The auctioneer will aim to sell +/- 40 lots of spares and memorabilia per hour and circa 30 vehicles per hour.

How can I pay?

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

The name and address in which you register will be the name and address on your invoice, if successful. We cannot amend the details on your invoice, once issued.

Furthermore, when making payment, the account from which the payment is sent must match the buyer's details as per on the bidder registration form and the issued invoice.

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

We accept the following methods of payment.

Bonhams preferred payment method is by bank transfer.

Bank transfer

Our bank details can be found on the general information page. Please quote your client number and invoice number as the reference. If paying by bank transfer, the amount received after either the deduction of bank fees or for the conversion to pounds sterling, must not be less than the sterling amount payable on the invoice

Payment by card

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

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

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

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

Payment by cheque

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

Payment by cash

We are happy to accept cash (in the currency in which the sale is conducted) but not to exceed £3,000. Any amount over £3,000 must be paid otherwise than in coins or notes.

Are there any other charges?

Like the vast majority of auctioneers Bonhams charge what is known as a Buyer's Premium. Buyer's Premium for Memorabilia and Spares (Lots 201-551) the Buyer's Premium is 27.5% on the first £2,500 of the hammer price; 25% of the hammer price of amounts in excess of £2,500 up to and including £300,000; 20% of the hammer price of amounts in excess of £300,000 up to and including £3,000,000 and 13.9% of the hammer price of any amounts in excess of £3,000,000.

For Motorcycles (Lots 1-127 & 601- 811) the Buyer's Premium will be 15% on the first £500,000 of the Hammer Price of each Lot, and 12% on the balance thereafter.

This applies to each lot purchased and is subject to VAT. Some lots may be subject to VAT on the hammer price. These lots will be clearly marked with a dagger (†) printed beside the lot number in the catalogue.

When can I clear my purchases?

Once full payment has been received, purchases can be cleared (where possible) during the auction and immediately after the auction. Lots must be collected by 7pm Sunday 28 April. Limited collection is available until 11am Monday 29 April, by appointment only. Purchasers must advise Bonhams Motorcycle Department via email no later than 7pm Sunday 28 April. Please email ukmotorcycles@bonhams.com with your collection or transport instructions as soon as possible following your successful bid. Failure to instruct Bonhams by the given time will result in your vehicle being uplifted to store at your expense.

Can someone deliver the motorcycle for me?

Bonhams do not transport vehicles.

However representatives from our preferred carriers - Moving Motorcycles - are present at every sale and can quote a price to deliver the motorcycle to you. Moving Motorcycles 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



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Motorcycle Administrator

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Press Office

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press@bonhams.com

Motorcycle Transporters

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

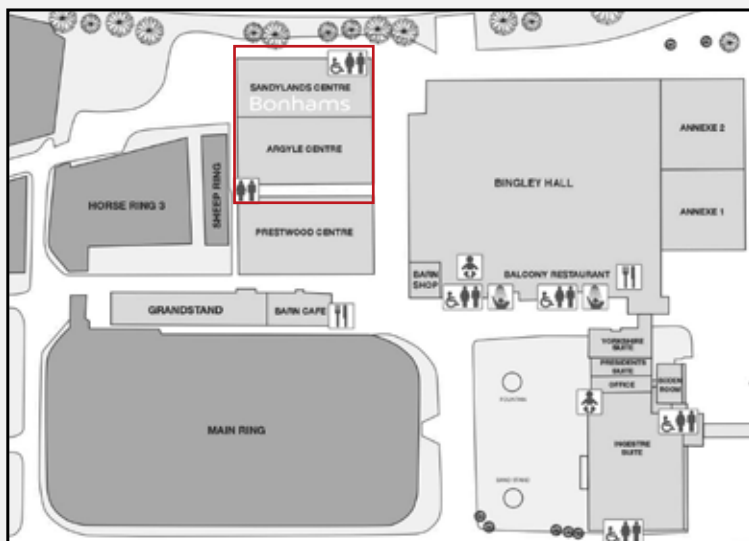
International Shipping
Shippio Ltd.
Tel: +44 (0) 1604 419 815
email: info@shippio.com
web: www.shippio.com

Chas Mortimer Ltd
+44 (0) 1233 633 623
enquiries@chasmortimer.co.uk

Memorabilia and Spares Shipping

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

Where to find us at the Staffordshire County Showground



Directions to the Staffordshire County Showground

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

Address

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

Access to Bonhams Auction Friday 2 July Only

Please follow the signposts to 'Bonhams Auction', accessed via 'Stafford Horse Trials', Trent Walk, ST18 0BD. Please use the usual Classic Bike Show car parks on both Saturday and Sunday 3-4 July

Collections

Cycling, Motorcycle Spares and Memorabilia

All purchased lots must be cleared from the sale venue by 7pm Sunday 4 July 2021.

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

Bonhams Motorcycles

The Guard House
Bicester Heritage
Buckingham Road
Bicester
Oxon
OX26 5HA

Lots will be available for collection from 10am Thursday 8 July by appointment only.

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

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

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

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

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

Shipping Enquiries

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

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

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

Motorcycles

All purchased lots must be cleared from the sale venue by 7pm Sunday 4 July.

Limited collection is available until 11am Monday 5 July, by appointment only, and purchasers must advise Bonhams Motorcycle Department via email no later than 7pm Sunday 4 July if they intend to collect Monday. Please email ukmotorcycles@bonhams.com with your collection or transport instructions as soon as possible following your successful bid.

Failure to instruct Bonhams by the given time will result in your vehicle being uplifted to Moving Motorcycle's Northamptonshire store at your expense.

Buyers should satisfy themselves that they have collected all relevant logbooks, 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 to Moving Motorcycles' Northamptonshire storage facility.

Please contact Moving Motorcycles to make arrangements for the collection or delivery of your lot:

Moving Motorcycles

8 Williams Way
Wollaston
Northamptonshire
NN29 7RQ

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

Purchases can only be released once full settlement (inclusive of all charges) of all invoices issued to the buyer is received in cleared funds.

Lots will be available for collection from Moving Motorcycles from 12 noon Tuesday 6 July, by appointment only.

Vehicle Removal charges to store

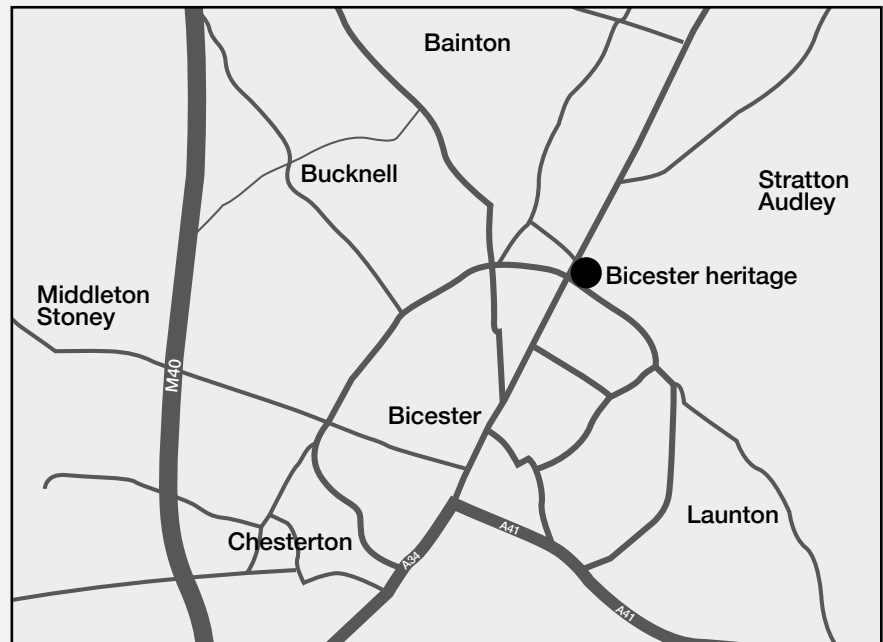
£115 + VAT per motorcycle
£230 + VAT per motorcycle combination

Storage charges

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

Transport and Shipping

Representatives of Moving Motorcycles and Shippo 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).



Motorcycles - Day 1

Collectors' Motorcycles

Friday 2 July at Midday

Lots 1 - 127

Further images of each lot can be found at
www.bonhams.com/26514



The Senior Collection

Lots 1 - 89

Kenneth James Senior was born in 1928 in Heston, North London. Too young to serve in WW2, he was in the right place at the right time to take advantage of the post-war rebuilding boom. Taking any work available, and claiming skills he didn't have to get it, Ken learnt on the job working double shifts seven days a week. This gave him the finances to travel the UK on a succession of motorcycles ranging from Triumphs to Vincents; watching the Isle of Man TT races with his young wife, and meeting racers he admired, including Ted Frennd. Towing his mobile welding equipment behind a pickup truck, Ken travelled around offering his services to any companies that needed him.

Purchasing a derelict house in Shepperton in the 1960s would set off an unlikely chain of events. While clearing the garden he discovered a vintage Halley lorry in the undergrowth. This gave him his first experience of vehicle restoration, purely because it was there, and at a time when his now-engineering business was manufacturing commercial vehicles, giving him the skills needed for such an ambitious endeavour.

But it was the purchase of a Commer fire engine that would set his course for the next 20 years. After Chrysler took over the Rootes Group, one of their first moves was to clear out the Group's museum of historic vehicles.

When they went under the hammer in September 1970, Ken came away with Lot 36, their Commer fire engine. Following an extensive restoration, the vehicle was entered in the 1973 London to Brighton Commercial Vehicle Run and collected class and group concours trophies!

Spending much of the 1980s touring the USA, Ken added many of the larger American fire engines to his collection, including an 80ft long rear-steering ladder truck that dated back to the 1880s; in fact, he brought some of the largest fire appliances ever made to the UK.

When the vehicles couldn't get any bigger, and he was getting older, Ken returned to his youthful enthusiasm for motorcycles, adding to the top collection of British, European and other machinery that he had started in the 1970s. Accumulated over almost 40 years, the collection commenced with models he once owned before moving onto racing bikes and later to machines of all makes, markets and ages! His enthusiasm continued until the end.

When his wife passed away prematurely, Ken focused even more on the period of his youth when riding a bike meant the most, concentrating on models from the 1930s to the 1950s, a time when life was great and everything lay ahead in the future.



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.



1

C.1937/1933 NORTON 490CC INTERNATIONAL MODEL 30 RACING MOTORCYCLE

Registration no. not registered
Frame no. 30 70530
Engine no. 54617

Norton first applied the name 'International' to its overhead-camshaft model in 1932. A 'racer for the road', the top-of-the-range Inter was based on the works machines but could be ordered with refinements such as lights and a kickstart-equipped gearbox. By the time production halted in 1939 the Inter was being built with four-speed foot-change gearbox and plunger rear suspension, reappearing after the war in similar guise save for the adoption of the hydraulically-damped Roadholder front fork which replaced the pre-war girder. The model received Norton's race-developed Featherbed frame for 1953, an alloy cylinder barrel/head and the new 'laid down' gearbox being adopted at the same time. Expensive to make and challenged by cheaper parallel twins of comparable performance, the Inter ceased to be catalogued after 1955 but could still be obtained to special order until 1958, many of the later machines incorporating Manx components. This Norton Model 30 Inter is believed to consist of a circa 1937 frame and a circa 1933 engine. The machine appears to have been cosmetically restored to racing specification but its mechanical condition is not known. There are no documents with this Lot.

£14,000 - 16,000

€16,000 - 19,000



2

C.1961 NORTON 596CC 'DOMINATOR 99' (SEE TEXT)

Registration no. not registered
Frame no. 92469
Engine no. 85487 15

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 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. Before the Featherbed's arrival, the 500cc engine had powered the Model 7 and the 600cc unit the Model 77. Believed an older restoration, the Featherbed-framed Norton twin offered here has been fitted with the 600cc engine from a Model 77, as denoted by the '15' engine number suffix. Offered with a purchase receipt (2002).

£4,500 - 6,500

€5,200 - 7,600



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3

C.1932 NORTON 490CC 16H PROJECT

Registration no. not registered

Frame no. 46049

Engine no. 52842

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. Small wonder that the slogan 'Unapproachable' began to be applied to the Norton singles at around this time. The 490cc engine was revised for 1914 and the following year gained a new, lower frame 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 another new frame was introduced, again lower than its predecessor. Norton's trusty 16H sidevalve would be continuously up-dated for the next 30-plus years before taking its final bow - along with the Big 4 - in 1954. This 16H is offered for restoration and sold strictly as viewed. There are no documents with this Lot.

£3,000 - 4,000

€3,500 - 4,700

No Reserve



4

1969 NORTON 646CC MERCURY

Registration no. XUL 726H

Frame no. 18 129302

Engine no. 18SS 129302

Norton launched its first 650cc twin, the US-market Manxman, in 1960. Available in Europe the following year as the Dominator 650, the newcomer was built in standard, De Luxe, and SS variants, all of which featured a new cylinder head with downdraft inlet ports and, on the sports models, twin Amal carburettors. 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. The name changed to Mercury in September 1968 and production ceased early in 1970 after an estimated 750-or-so of this re-titled model had been built, most of which were exported to the USA. This Mercury was purchased as a restoration project from a UK auction in July 2015, described as 'garage stored during its last two ownerships' (catalogue on file). Offered for restoration, the machine displays a total of 18,962 miles on the odometer and was last taxed in October 1985. The front brake appears to be non-standard. Accompanying documentation consists of the 2015 purchase invoice and a V5C Registration Certificate.

£2,000 - 4,000

€2,300 - 4,700

No Reserve



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

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5

C.1959 NORTON 596CC 'DOMINATOR 99' (SEE TEXT)

Registration no. Q734 CPF

Frame no. P13 80712

Engine no. 95938

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 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. This Dominator 99 has the frame of a Model 50 (350cc single) dating from 1959; an engine from circa 1961; and a non-standard rear wheel complete with 'knobby' tyre, which appears to be from an off-roader of some kind. The machine is offered with an old V5 document and an expired MoT (1989). The registration 'Q734 CPF' is listed in the HPI database; nevertheless, prospective purchasers should satisfy themselves with regard to this motorcycle's registration status prior to bidding.

£2,000 - 3,000

€2,300 - 3,500

No Reserve



6

1958 AJS 348CC MODEL 16 TRIALS

Registration no. not registered

Frame no. 8185C

Engine no. 58/16M 1965C

Using models based on the wartime Matchless G3 military machine, Associated Motor Cycles dominated the UK trials scene in the years immediately after WW2. Stars such as Hugh Viney and Gordon Jackson riding for AJS, and Artie Ratcliffe and Ted Usher for Matchless won countless national events while clubmen everywhere favoured the Plumstead marques' products more than those of any of their rivals. Important steps in the evolution of AMC's trials models included revised steering geometry, an alloy cylinder barrel and 'head, and a lightweight all-welded frame. Introduced for the 1954 season, the latter remained rigid at the rear despite evidence that a 'springer' worked better. In the event, AMC's first attempt at a sprung frame was not an unqualified success, but the much-revised chassis of 1958 worked much better and was further improved by a switch to shorter rear dampers in 1961. And although a 500cc model was offered until the early 1950s, the works boys always favoured the milder and more easily managed 350, as did the vast majority of customers. A 1958 model, this Model 16 Trials was first registered in the Isle of Man on 12th November 1957. The machine comes with its original IoM logbook; however, the registration '810 KMN' is assigned to another vehicle and is no longer offered with the machine.

£4,500 - 6,500

€5,200 - 7,600



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7

1956 VELOCETTE 350CC VIPER

Registration no. 718 BHN

Frame no. RS8617

Engine no. VR1258

"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. Acquired for the collection in April 2004, this Viper comes with an old-style V5C Registration certificate and an old-style continuation logbook. Issued in March 1972, the latter notes a change of frame number from 'RS6617' to the current 'RS8617', possibly correcting a clerical error.

£3,600 - 4,400

€4,200 - 5,100



8

1952 ARIEL 499CC KH500 FIELDMASTER

Registration no. not registered

Frame no. SE384

Engine no. TE723

Designed by Val Page, Ariel's KH 500cc twin was produced between 1948 and 1957, starting out as the Red Hunter, becoming the Huntmaster and then the Fieldmaster, these revisions reflecting its change in role from sports roadster to tourer. At the time of its launch Ariel's new twin seemed to have a bright future. With a top speed of around 90mph, the KH was as fast as a BSA A7 or Triumph Speed Twin, and a real eye-catcher with its red-and-chrome fuel tank. A sister model, the slightly less-powerful KG Deluxe, was available in black. Although Page's design was similar in layout to that of Edward Turner's Triumph Speed Twin, using the same 63x80mm bore/stroke dimensions, it differed greatly in detail, particularly in the bottom-end arrangements. Like Triumph, the Ariel employed separate camshafts but with the pushrods at the four 'corners' of the barrel, enabling cooling air to flow unobstructed between the cylinders. A duplex chain drove the camshafts, while the transmission featured Ariel's familiar dry clutch and Burman gearbox. The KH's cycle parts had much in common with the singles': a rigid frame was standard, with Ariel's Anstey-designed rear suspension optional. The design of the tele-forks was shared with parent company, BSA. There are no documents with this Ariel Twin, which appears to be an older restoration.

£2,800 - 3,500

€3,300 - 4,100

No Reserve





9

1974 TRIUMPH 750CC T150V TRIDENT

Registration no. RVA 317M
Frame no. T150V KJ05849
Engine no. T150V KJ05849

Launched in the UK in 1969, the BSA-Triumph 750cc triples were based on the existing Triumph 500cc twin-cylinder engine, being in essence a 'Tiger-and-a-half'. Differences between the Triumph Trident and BSA Rocket 3 were more than just cosmetic: the two models used different frames and in BSA guise the motor featured an inclined cylinder block. Only the Trident survived the group's collapse in 1972, continuing as the five-speed T150V and later the T160 (using the inclined engine). Although ultimately upstaged in the showroom by Japanese rivals, the Triples did more than enough on the racetrack to ensure their place in motorcycling history. Dick Mann's BSA won at Daytona in 1971 and John Cooper, also BSA-mounted, at Mallory Park's Race of the Year, vanquishing the hitherto unbeatable combination of Giacomo Agostini and MV. Percy Tait and Ray Pickrell had won the 24-hour Bol d'Or endurance race the preceding week on another Triple, and Cooper wrapped up a memorable international season with victory in the 250-mile race at Ontario in October. As a production racer the Triple was equally dominant, as the number of important victories achieved (most notably by the works Triumph 'Slippery Sam') is eloquent testimony. This mildly customised T150V was purchased for the collection in April 2004 and comes with an old-style V5C document. A total of 23,091 miles is displayed on the odometer.

£7,000 - 9,000
€8,100 - 10,000



10

1977 TRIUMPH 740CC T160 TRIDENT

Registration no. YAB 11R
Frame no. T160 KK06086
Engine no. T160 KK06086

Of BSA-Triumph's two flagship three-cylinder models, only the Triumph Trident survived the Group's collapse in 1972, continuing as the five-speed T150V and later the heavily revised and restyled T160 (using the inclined engine of the deleted BSA Rocket III, suitably altered to appear more Triumph-like). The important production race victories achieved (most notably by the works Triumph 'Slippery Sam') testify eloquently to how effective a high-speed road-burner a well-fettled triple can be, and indeed, the T160's improved cycle parts reflected lessons learned from production racing. Other important advances included an electric starter, rear disc brake and left-side gear change. Fewer than 7,500 T160s were made between March 1975 and December 1976 when the Small Heath factory closed, and this last-of-the-line triple can only become increasingly collectible. Today these BSA-Triumph triples enjoy an enthusiastic following worldwide and are supported by a first rate owners' club - the T&R30C - and numerous recognised specialists. Currently displaying a total of 21,061 miles on the odometer, this T160 was acquired for the collection in August 2004. The machine is offered with an old-style V5C document; a replacement parts catalogue; and an HPI check sheet showing that it was once categorised as an insurance write off.

£5,000 - 8,000
€5,800 - 9,300



11

1964 TRIUMPH 500CC T100SS 'NORMAN HYDE' CAFÉ RACER

Registration no. not registered (see text)

Frame no. H26678

Engine no. T100SS H26678

Introduced for 1960, the Tiger 100A was the first sports version of Triumph's unitary construction 500 twin, the 5TA. The T100A's replacement, the Tiger 100SS built between 1961 and 1970, featured an abbreviated rear 'bathtub' enclosure in its first incarnation together with larger-diameter wheels and a slightly more powerful engine equipped with coil ignition. By the end of the 1960s, changes to the Tiger 100 had included an improved frame with stiffened top tube, 12-volt electrics (along with the rest of the twins) and the adoption of a twin-leading-shoe front brake. This T100SS café racer is believed to incorporate performance parts supplied by Norman Hyde, the former Triumph development engineer and world record-holding drag-racer. The engine appears to have been converted to magneto ignition, the mag mounted where the points housing would have been, while other noteworthy features include alloy wheel rims; clip-on 'bars, rear-set footrests; an alloy fuel tank; and what looks like a Grimeca double-sided front brake. The machine is offered with a Certificate of Permanent Export; an old-style V5 (1992); and a photocopy of a later V5. It should be noted that the registration 'ART 283B' is not listed in the HPI database and thus is no longer associated with this motorcycle.

£2,000 - 4,000

€2,300 - 4,700

No Reserve



12

C.1938 TRIUMPH 249CC MODEL 2H RACING MOTORCYCLE

Registration no. not registered

Frame no. none visible

Engine no. 8-2H 3S 11523

Just as he had done at Ariel in the 1920s, Val Page transformed his employer's ageing range on his arrival at Triumph as Chief Designer in 1932. The new line-up comprised overhead-valve and sidevalve singles in capacities ranging from 250cc to 500cc, plus the range-topping 650cc 6/1 sidecar tug. Endowed with distinctive timing-gear covers - a feature Page would employ at BSA later in the decade - the engines were simple yet robust in construction and amenable to a fair degree of tuning in the case of the overhead-valve units. Suitably embellished with extra chrome, the latter formed the basis for Edward Turner's stylish Tiger models from 1936 onwards. Many of these Triumph singles were modified for racing both before WW2 and immediately afterwards; indeed, a Tiger 70 ridden by Bill McVeigh won the first Clubman's Lightweight TT in 1947, only to be disqualified when it was found that a re-bore had taken his engine fractionally over the 250cc limit! This 250cc Model 2H has been modified for Historic racing and represents a relatively inexpensive and cheap to run means of entering this popular and friendly form of motorcycle sport. The Triumph carries scrutineers' tags for the 1993 'Tributes to Surtees' event at Brands Hatch. The machine is offered with a folder containing correspondence and a BMS reproduction operating manual and spare parts list.

£3,500 - 4,500

€4,100 - 5,200



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13 N

1948 TRIUMPH 498CC TIGER 100

Registration no. not registered (see text)

Frame no. T.F.10730

Engine no. 47T10082370

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 looking 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. Formerly registered 'BG 9375' (since reassigned) and displaying a tax disc that expired in August 1973, this Tiger 100 is offered for re-commissioning or possibly more extensive restoration. The machine was permanently exported in 2004, returning to the UK at date unknown. An 'Export' marker still appears on the DVLA database therefore, the purchaser will need to apply to the DVLA in order to retrieve the age-related registration 'FSJ 427'. Accompanying documentation includes the export certificate; two expired MoTs (1973 and 1998) and photocopy V5.

£6,000 - 8,000

€7,000 - 9,300



14

1956 TRIUMPH 649CC TIGER 110

Registration no. MUH 739

Frame no. 80932

Engine no. T110 80932

Every Triumph enthusiast knows that the Bonneville owes its name to record-breaking successes on the eponymous Utah salt flats, but how many are aware that the machine which set a new 650cc production machine record of over 147mph in 1958 was a Tiger 110 equipped with twin carburettors? A development of the Thunderbird tourer, the T110 prototype performed brilliantly in the 1953 ISDT, thus providing the production version - launched later that year - with invaluable publicity. The first Triumph with swinging-arm rear suspension, the T110 came with a revised engine incorporating a stronger crankshaft, high-compression pistons, larger inlet valves and 'hotter' cams. The T110 remained in production into 1961, one of the most important developments along the way being the introduction on this model for 1956 of the aluminium-alloy 'Delta' high-compression cylinder head, which increased power and pushed the T110's top speed towards 120mph. Apparently an older restoration, this Tiger 110 was purchased for the collection in April 2004. The machine is offered with an old-style continuation logbook (issued 1973); some old MoTs; and an old-style V5C Registration Certificate.

£5,000 - 7,000

€5,800 - 8,100



15

1961 TRIUMPH 650CC THUNDERBIRD

Registration no. BSL 249

Frame no. 11401

Engine no. 6T D11401

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. When displayed at the Earls Court Show in October, the new 650cc twin featured the headlamp nacelle and fuel tank with luggage grid first seen on Triumph's the previous year. An interesting change to the Thunderbird for 1952 was the adoption of an SU carburettor in place of the original Amal, a specially prepared machine managing a staggering 155mpg at a steady 30mph on a factory organised economy run. The model remained in production in fundamentally its original form, though with progressively updated cycle parts, until the arrival of the unitary construction 650 range in 1962. One of the most significant developments along the way was the introduction of a swinging arm frame for 1955, but prior to that time Triumph twins could be ordered with the optional 'sprung hub' - designed by the Speed Twin's creator Edward Turner - that offered a limited amount of rear suspension movement. Purchased for the collection in 1986 (sales receipt on file), this late Thunderbird has been painted to resemble a Bonneville. Additional paperwork consists of old/current V5/V5C documents.

£4,000 - 6,000

€4,700 - 7,000



16

C.1957 TRIUMPH 498CC SPEED TWIN

Registration no. APA 347A

Frame no. 06467

Engine no. 5T 08372

Although Edward Turner's Triumph Speed Twin caused a sensation when it appeared at the 1937 Motorcycle Show, few of its admirers can have guessed how influential the design would prove to be. True, there had been vertical twins before; indeed, Turner's predecessor at Triumph - Val Page - had designed one a few years previously, but Triumph's newcomer established a formula that would be adopted by all of Britain's major motorcycle manufacturers in the succeeding decade. And whereas previous vertical twins had suffered from excess bulk, Turner's was lighter and narrower across the crankcase than the contemporary single-cylinder Tiger 90, and from certain angles looked just like a twin-port single. Performance proved exemplary for a road-going 500, better than 100mph being attainable under favourable conditions. The late 'pre-unit' example offered here dates from circa 1957, by which time the Speed Twin had been upgraded with a stronger 8-stud cylinder barrel (replacing the original 6-stud); Triumph's own telescopic front fork; and a swinging-arm frame among many other improvements. Formerly registered '713 BWL' (since transferred), the Triumph was purchased in August 1986. The associated receipt is on file and the machine also comes with an old-style continuation logbook (issued 1971); an old-style V5; an HPI check; and an old-style V5C document.

£4,000 - 6,000

€4,700 - 7,000





17



19



18



20

17

TRIUMPH TIGER CUB 200CC TRIALS MOTORCYCLE

Registration no. not registered Frame no. 97737 Engine no. T20R 68091
 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. Trials and scrambles versions followed, and in 1959 Cub-mounted Roy Peplow's landmark victory in the Scottish Six Days Trial emphatically demonstrated that lightweights were not only competitive but also capable of winning major events. The model's competitiveness in Pre-'65 events and the relative scarcity of genuine Trials Cubs has seen a number of road bikes converted for trials use in recent years, the very tidy example offered here being one such. There are no documents with this Lot.

£2,000 - 3,000

£2,300 - 3,500

No Reserve

18

1961 TRIUMPH 200CC TIGER CUB TRIALS

Registration no. 402 XUH Frame no. T20 75657 Engine no. T20 86803
 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. Trials and scrambles versions followed, and in 1959 Cub-mounted Roy Peplow's landmark victory in the Scottish Six Days Trial emphatically demonstrated that lightweights were not only competitive but also capable of winning major events. Brainchild of works rider Jim Alves, the trials version of the Tiger Cub had debuted in 1957 as the T20C and was steadily improved year by year, becoming the TR20 in 1962, until the Cub range was dropped by BSA-Triumph in 1967. The model's competitiveness in Pre-'65 events and the relative scarcity of genuine Trials Cubs has seen a number of road bikes converted for trials use in recent years, the example offered here being one such. Offered with old/current V5C documents.

£1,500 - 2,000

£1,700 - 2,300

No Reserve

19

1966 TRIUMPH 200CC TIGER CUB

Registration no. MKX 255D Frame no. T20 3500 Engine no. T20 3500
 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 before being dropped in 1970. This example's HPI check reveals a change of colour from red/black to blue in 1984, apart from which the machine seems remarkably original. The presence of a 1988 tax disc may indicate when it was last used. The registration 'MKX 255D' is listed in the HPI database; nevertheless, prospective purchasers should satisfy themselves with regard to this motorcycle's registration status prior to bidding. Offered with two expired MoTs from the 1980s and an old-style V5C.

£1,200 - 1,800

£1,400 - 2,100

No Reserve

20

1955 TRIUMPH 149CC TERRIER

Registration no. SFD 143 Frame no. T14250 Engine no. T15-14250
 In 1952 Triumph re-entered the market for lightweight commuter machines with the introduction of the 149cc Terrier, which stood out from the predominantly two-stroke opposition by virtue of being a four-stroke like the firm's larger models. Sold new via Chas E Cope & Sons of Dudley, this Terrier was purchased for the collection at a UK auction in July 2015 having been in one previous owner's possession for 20 years (1955-1975, see catalogue description on file). When purchased in 2015, 'SFD 143' was said to have covered only 3,580 miles from new and was described as in exceptionally original condition. Last taxed in March 2013, the machine is offered with its original and continuation logbooks; an expired MoT (1976); and a V5C Registration Certificate.

£1,000 - 2,000

£1,200 - 2,300

No Reserve



21



23



22

21

1960 TRIUMPH 490CC 5TA SPEED TWIN

Registration no. 653 BLF Frame no. H19362 Engine no. 5TA H19362
When Triumph adopted unitary construction for its vertical twins, the 5TA Speed Twin - introduced in September 1958 - would be the second model of this new family, joining the 350cc Twenty One/3TA launched the previous year. The 500 closely followed the lines of its 350 predecessor, there being little to distinguish it mechanically apart from a larger bore, raised gearing, and a larger-section rear tyre. The controversial 'bathtub' rear enclosure introduced on the Twenty One was retained, and the Speed Twin came finished in the model's traditional Amaranth Red. This 5TA Speed Twin comes with its purchase receipt (1992), an expired MoT (1989), and an old-style V5C document. It should be noted that the HPI database records this vehicle as an Insurance Write Off (Damage); accordingly, it is sold strictly as viewed.

£2,000 - 3,000

£2,300 - 3,500

No Reserve

22

1961 TRIUMPH 349CC 3TA/TWENTY ONE (SEE TEXT)

Registration no. GEX 260
Frame no. H23588 (see text) Engine no. 3TA H23588
Triumph re-entered the 350 class in 1957 with the introduction of the Twenty One. Its arrival ushered in Triumph's unitary construction era, which saw the engine and gearbox, previously separate components, combined within a single structure. Readily distinguishable by its Shell Blue metallic finish and 'bathtub' rear enclosure - a feature later applied to Triumph's larger models - the newcomer was renamed '3TA' in September 1958. This motorcycle's frame number appears to have been re-stamped, which may explain why, although a 3TA, it appears to be a Twenty One. Last taxed in July 2009, the machine would respond well to detailing. Accompanying documentation consists of old/current V5Cs; two MoTs (most recent expired 2009); and the original and continuation logbooks (both listing the model as '3TA').

£2,000 - 3,000

£2,300 - 3,500

No Reserve



24

23

C.1963/1958 TRIUMPH 349CC TIGER 90/TWENTY ONE (SEE TEXT)

Registration no. not registered
Frame no. H28230 Engine no. 21S H5088
Triumph re-entered the 350cc class in 1957 with the introduction of the Twenty One, its first unitary construction model, and quickly followed up with a 500cc version: the 5TA. The latter was first to undergo the 'sports' treatment - in the form of the Tiger 100A - the equivalent 350 not appearing until October 1962 when the Tiger 90 arrived. The 'baby' Tiger looked smart and went well too, its top speed under favourable conditions being a genuine 90mph. Believed to date from 1963, this Tiger 90 has been fitted with an earlier (circa 1958) engine and is offered for restoration. There are no documents with this Lot, which is sold strictly as viewed.

£2,000 - 3,000

£2,300 - 3,500

No Reserve

24

C.1955/1952 TRIUMPH 650CC THUNDERBIRD PROJECT

Registration no. not registered Frame no. 66835 Engine no. 6T 32014
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. When displayed at the Earls Court Show in October, the new twin featured the headlamp nacelle and fuel tank with luggage grid first seen the previous year. An interesting change to the Thunderbird for 1952 was the adoption of an SU carburettor in place of the original Amal, a specially prepared machine managing a staggering 155mpg at a steady 30mph on a factory organised economy run. Incorporating a 1955 frame and 1952 engine, this non-standard and incomplete example is offered for completion/restoration and sold strictly as viewed. There are no documents with this Lot.

£1,800 - 2,800

£2,100 - 3,300

No Reserve



25



27



26



28

1957 TRIUMPH 349CC TWENTY ONE

Registration no. not registered Frame no. removed Engine no. 21 H418
Triumph re-entered the 350 class in 1957 with the introduction of the Twenty One. Its arrival ushered in Triumph's unitary construction era, which saw the engine and gearbox, previously separate components, combined within a single structure. Readily distinguishable by its Shell Blue metallic finish and 'bathtub' rear enclosure - a feature later applied to Triumph's larger models - the newcomer was renamed '3TA' in September 1958. With just 18.5bhp on tap, Triumph's smallest twin lacked the urgent acceleration of its larger brethren, but nevertheless was a capable tourer good for around 80mph while delivering excellent fuel economy. This machine's engine dates from 1957 but in the absence of a legible frame number it has not been possible to confirm the precise date of the cycle parts. Accordingly, prospective purchasers should satisfy themselves with regard to the machine's correctness or otherwise prior to bidding. There are no documents with this Lot, which is sold strictly as viewed.

£1,500 - 2,200
€1,700 - 2,600
No Reserve

26

1969 TRIUMPH 650CC TR6P SAINT

Registration no. AMM 903H
Frame no. DC17840 Engine no. TR6P EC17937
Originally intended as a dual-purpose model, the Trophy became more of a roadster as time passed, ending up, in effect, as a single-carburettor Bonneville. Triumph enjoyed a long history of providing machines to police forces around the world, and the Trophy-based Saint offered here was first registered to the Metropolitan Police in November 1969. The Triumph was sold to its first private owner in 1973 and almost immediately passed to the second private owner, a former police Traffic Control Officer, who appears to have kept it until 1995 (see letter on file). The machine displays a total of 42,469 miles on the odometer and is offered for re-commissioning. It comes with an owner's manual; some expired MoTs and tax discs; a current V5C document; and its original logbook recording a change of engine to the current 'EC17937'.

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

1963 TRIUMPH 349CC 3TA

Registration no. 6986 AW Frame no. H31206 Engine no. 3TA H31206
Triumph re-entered the 350 class in 1957 with the introduction of the Twenty One. Its arrival ushered in Triumph's unitary construction era, which saw the engine and gearbox, previously separate components, combined within a single structure, albeit one that retained a vertically split crankcase assembly. Readily distinguishable by its Shell Blue metallic finish and 'bathtub' rear enclosure - a feature later applied to Triumph's larger models - the newcomer was renamed '3TA' in September 1958. Although dating from 1963 and first registered to Hampshire County Constabulary, presumably for police patrol duties, this 3TA has been restored as a Twenty One. The machine is offered with its original and continuation logbooks; three TMS parts catalogues; and a V5C in the last registered keeper's name.

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

28

1967 TRIUMPH 490CC T100T TIGER

Registration no. PWP 256E
Frame no. T100T H54441 Engine no. T100T H54441
Introduced for the 1960 season, the Tiger 100A was the first sports version of Triumph's unitary construction 500 twin, the 5TA. The T100A's replacement, the Tiger 100SS built between 1961 and 1970, featured an abbreviated rear 'bathtub' enclosure in its first incarnation together with larger-diameter wheels and a slightly more powerful engine equipped with coil ignition. By the end of the 1960s, changes to the Tiger 100 had included an improved frame with stiffened top tube, 12-volt electrics (along with the rest of the twins) and the adoption of a twin-leading-shoe front brake. This example of the now rarely encountered T100T was purchased for the collection from Cotswold Classics Ltd in August 2008 (receipt on file). Offered for restoration, the machine is offered with an expired MoT (2009) and a V5C document.

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



29



31



30

29

TRIUMPH TIGER CUB 200CC TRIALS MOTORCYCLE

Registration no. not registered Frame no. T8059 Engine no. T20 68539
With the introduction of the 149cc Terrier in 1952, Triumph re-entered the market for lightweight commuter machines. Trials and scrambles versions followed, and in 1959 Cub-mounted Roy Peplow's landmark victory in the Scottish Six Days Trial emphatically demonstrated that lightweights were not only competitive but also capable of winning major events. Brainchild of works rider Jim Alves, the trials version of the Tiger Cub had debuted in 1957 as the T20C and was steadily improved year by year, becoming the TR20 in 1962, until the Cub range was dropped by BSA-Triumph in 1967. The model's competitiveness in Pre-'65 events and the relative scarcity of genuine Trials Cubs has seen a number of road bikes converted for trials use in recent years, the very tidy example offered here being one such. There are no documents with this Lot.

£1,500 - 2,000

€1,700 - 2,300

No Reserve

30

1963 TRIUMPH 349CC 3TA

Registration no. 733 TRL Frame no. H32336 Engine no. 3TA H32336
Triumph re-entered the 350 class in 1957 with the introduction of the Twenty One. Its arrival ushered in Triumph's unitary construction era, which saw the engine and gearbox, previously separate components, combined within a single structure, albeit one that retained a vertically split crankcase assembly. Readily distinguishable by its Shell Blue metallic finish and 'bathtub' rear enclosure - a feature later applied to Triumph's larger models - the newcomer was renamed '3TA' in September 1958. With just 18.5bhp on tap, Triumph's smallest twin lacked the urgent acceleration of its larger brethren, but nevertheless was a capable tourer good for around 80mph while delivering excellent fuel economy. Although dating from 1963, this 3TA has been restored as a Twenty One. Acquired for the collection in 2008, the machine is offered with the purchase receipt and an old-style V5C Registration Certificate.

£3,000 - 4,000

€3,500 - 4,700

No Reserve



32

31

RACING KNEELER SIDECAR OUTFIT

Registration no. not registered
Frame no. none Engine no. T120R D15474
According to the receipt on file (dated 23rd April 1995 when it was bought from Peter Kilner) this racing 'kneeler' outfit is believed to have been built by Owen Greenwood as a replica of the one he was racing. A motorcycle engineer from Leicestershire, Greenwood began his racing career on solos before switching to three wheels in the mid-1950s. One of the UK's foremost sidecar racers, he is best remembered for his controversial rule-busting Mini-based trike, which beat all comers for a couple of seasons in the mid-1960s before the authorities banned it. This Triumph Bonneville-engined kneeler was campaigned during the late 1960s/early 1970s by Bill Mumford of Romford, with sponsorship by Barking Brassware. A relatively inexpensive entry into the world of classic/historic sidecar racing.

£2,500 - 4,500

€2,900 - 5,200

No Reserve

32

C.1938 TRIUMPH 500CC MODEL 5/TIGER 90 (SEE TEXT)

Registration no. not registered
Frame no. 8131U1 Engine no. 1.23.8748 (see text)
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. The new line-up comprised overhead-valve and sidevalve singles in capacities ranging from 250cc to 500cc, plus the range-topping 650cc 6/1 sidecar tug. Endowed with distinctive timing-gear covers - a feature Page would employ at BSA later in the decade - the engines were simple yet robust in construction and amenable to a fair degree of tuning in the case of the overhead-valve units. A brilliant stylist, Turner transformed the Page-designed overhead-valve singles by adopting sports specification engines, high level exhausts, chromed fuel tanks and a new name: 'Tiger'. At time of cataloguing it had not been possible to determine whether this machine is a Tiger 90 or one of the lesser Model 5 variants. There are no documents with this Lot and it appears that the engine number may have been re-stamped.

£3,800 - 5,000

€4,400 - 5,800

33

**C.1946 AJ'S 497CC E90 'PORCUPINE'
GRAND PRIX RACING MOTORCYCLE**

Frame no. none visible

Engine no. 3-46

- Ultra-rare 1940s Grand Prix racer
- Acquired from former AJ'S works rider Ted Frend
- On static display since restoration in the mid/late 2000s



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.



While statistics show that the Norton is Britain's most successful post-war Grand Prix racing motorcycle, that country's first success in the modern era's World Championships was achieved by another marque with an equally illustrious racing history: AJS. And the machine that carried Les Graham to his, and AJS's, first and only World Championship in 1949 was, of course, the legendary Porcupine. To this day the Porcupine remains the only twin-cylinder motorcycle to have won the 500cc World Championship.

Conceived towards the end of WW2, the Porcupine was originally designed with forced induction in mind. Supercharged multi-cylinder engines had begun to threaten the single's supremacy towards the end of the 1930s and indeed, AJS themselves went down this road with their fearsome water-cooled V4. Fast yet difficult to handle, the latter had demonstrated that horsepower bought at the expense of excess bulk and weight was not the answer, so the thoughts of designer Vic Webb turned to a twin. Laying the cylinders almost horizontally with their 'heads facing forwards would ensure adequate cooling and a low centre of gravity, while at the same time providing room for the blower above the gearbox. When the FIM banned supercharging at the end of 1946 the design was too far advanced to be altered substantially, though the cylinder heads were revised to raise the compression ratio.

Typed E90 but dubbed 'Porcupine' by the motorcycling press because of its distinctive spiked 'head finning', AJS's new challenger debuted at the 1947 Isle of Man TT in the hands of Les Graham and Jock West, the pair finishing 9th and 14th respectively after encountering a variety of problems. By way of consolation, West's best lap was only three seconds down on the fastest and showed that the bike had promise. The Porcupine's first race victory was achieved later that year by Ted Frend at the Hutchinson 100. Development continued throughout 1948, with a number of Grand Prix podium finishes and 18 world speed records among the season's highlights.

The inaugural 500cc World Championship of 1949 consisted of six races, with victory going to Les Graham at the Swiss and Ulster Grands Prix. Bill Doran won the Belgian GP to assure AJS of the manufacturers' title, while Graham's two wins were enough to take the riders' championship from Gilera's Nello Pagani.

Many years later, AJS works rider Ted Frend - the first rider to win on the bike - recalled that carburetion had been the Porcupine's biggest problem, perhaps not surprising given that it had been designed for a supercharger, and over the years a bewildering number of different induction arrangements were tried.

The E90 was also bedevilled by magneto shaft failure - the cause of Graham's retirement from the lead of the '49 Senior TT just when two minutes from the finish - a problem that would not be solved until chain drive for the magneto was adopted on the revised E95 engine.

Introduced in 1952, the E95 engine had its cylinders tilted upwards at 45 degrees, an arrangement that called for a new frame, and featured a pressed-up crankshaft with one-piece connecting rods and roller big-ends in place of the E90's one-piece 'shaft and shell-type bearings. Its distinctive spike fins had gone, but the 'Porcupine name stuck.

The E95 enjoyed a dream debut, new recruit Jack Brett and Bill Doran finishing 1st and 2nd respectively at the season-opening Swiss Grand Prix, with New Zealand star Rod Coleman in 5th place.

Another new addition to the AJS team for '52, Coleman had first been given an E90 to try at the '51 Ulster GP and followed that up with a strong showing at the Grand Prix Des Nations at Monza. 'In the race it was quite definitely faster than the Nortons and I had little problem getting past Geoff (Duke) and Ken (Kavanagh) with just three Gileras only a short distance ahead,' Rod recalls in his book, *The Colemans*. 'I did get with them and found again that the Porcupine was just as fast as the Gileras but was down

a little on acceleration from the slower corners, but not by much. I was just beginning to think I had every chance of second place behind Milani when the motor stopped.' The cause? Yet another magneto shaft failure.

For 1954 the E95 Porcupine and works 'triple-knocker' 7R3 350 single gained new pannier-style fuel tanks which extended down on either side of the engine, thus lowering the centre of gravity and affording a measure of streamlining at the same time.

The downside was the need for a pump to raise fuel to the carburettors, and a complicated delivery system that involved mechanics standing the bike on its rear wheel to prime the header tank for starting! Jack Williams took over the race team that year and the result of his development was a much smoother engine, which now produced a maximum of 54bhp at 7,800rpm.

Bob McIntyre, Derek Farrant and Rod Coleman were the riders, the latter providing the Porcupine with its best international results of the season, placing 2nd in Ulster and winning the Swedish Grand Prix. Other riders to swing a leg over the Porcupine during its short career include Bill Lomas, Robin Sherry and Reg Armstrong.

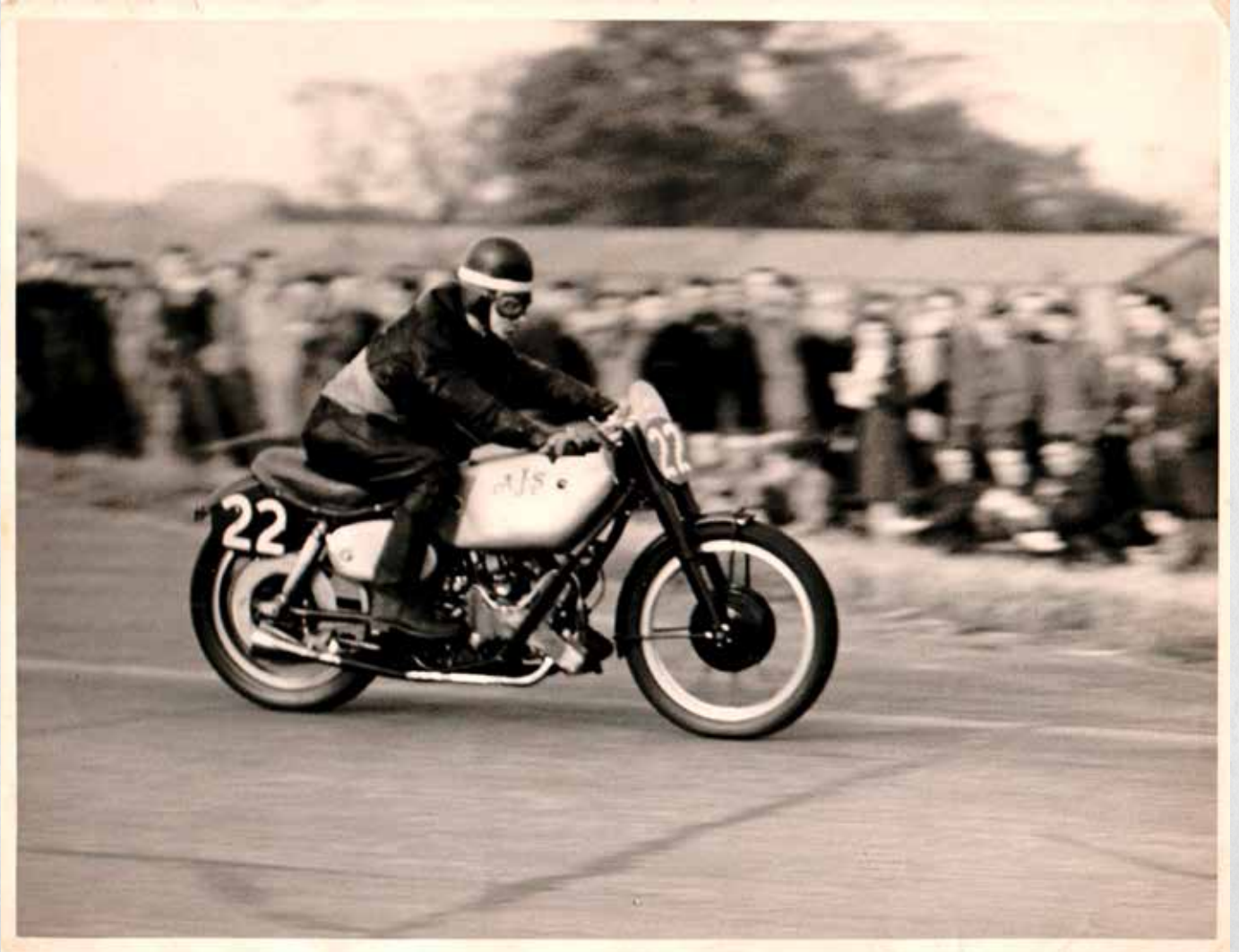




The Duke of Edinburgh visiting the AJS stand at the 1952 International Earls Court Motorcycle Exhibition. Here he is seen discussing the Porcupine with Sales Manager Jock West.



Les Graham, Jock West and Ted Frend at the 1947 Ulster Grand Prix



Ted Frend on the Lap of Honour after finishing 1st at Dunholme Grand Prix, October 1947.



Sadly, 1954 would prove to be the Porcupine's swansong year, AJS withdrawing from direct involvement in Grand Prix racing at the season's end. Between 1949 and 1954, Porcupines finished 24 races with five wins, seven 2nd places and one World Championship. In total, only four complete E90 and four E95 machines were built, plus an unknown number of spare engines. With the exception of the E95 acquired later by Tom Arter, they were raced only by the works team and never offered for public sale. Perhaps surprisingly, all four E95s survive today in private ownership.

When Ted Frend died in 2006, his close friend and neighbour Ken Senior bought all of Ted's motorcycling-related possessions from the executors of his estate, which included loose photographs, negatives, albums, books, letters, trophies, tools, motorcycle parts, etc. (Some of Ted's TT trophies and photographs are offered in this sale - see Lots 512 - 522) The purchase also included Ted's road going Triumph and the Porcupine, which came to Ken as a collection of parts. It is not known whether Ted obtained a complete machine from AJS and then dismantled it, or whether he acquired it in component form.

Born in 1916 in South London, Edward 'Ted' Frend completed an apprenticeship in sheet-metal fabrication at Hawker Aircraft (later Hawker Siddeley) and then joined General Aircraft at Feltham. He was soon taking part in motorcycle competitions and made his first impact on the sport following the purchase of a Vincent-HRD Rapide Series-A, on which he lapped the Brooklands track at 110mph, earning himself a coveted 'Gold Star' for exceeding 'the ton'.

Riding a Norton, Ted finished 4th in the 1947 Isle of Man TT, a result that earned him a place in the AJS works team, riding the E90 Porcupine in 500cc events and the new 350cc AJS 7R in the Junior class. Like many of his contemporaries, Ted was an all-rounder, competing in trials, scrambles, grass-track and hill climbs as well as road racing.

Ted Frend on the works AJS Porcupine in the 1949 Isle of Man Senior TT.
© Mortons archive



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.

On his works debut in 1948, Ted gave the E90 Porcupine its first win: at the BMCRC 100-mile race at Dunholme Lodge, a former RAF airbase in Lincolnshire. Interviewed by Bob Shilling for the now defunct, and much missed, Classic Motorcycling Legends magazine (No. 37) Ted recalled: "Les Graham and I had a terrific scrap but Les' magneto packed up so I cruised home the winner. I rode for AJS from then until the end of 1950. My racing was a sideline to my business..." Ted's business was Paramount Sheet Metal based in Kingston, which manufactured parts for the aviation and motorcycle industries, including supplying fuel tanks to the AJS competitions department.

So how did Ted rate the Porcupine? "The handling wasn't as forgiving as even a Garden Gate Norton or as good as a 7R," he revealed.

"To me, its best year was 1949. Les and I each held the lead in the TT but neither finished. And Les won the 1949 500cc World Championship.

"On the Continent we were up against the sheer power of the Gileras and the early MVs too. At Spa, I managed third place, splitting the Gileras. Masetti, Pagani and I were the first to average over 100mph for a full Grand Prix.

"For its day, the Porcupine had lots of potential but its development did not keep pace with the opposition." Having left AJS, Ted continued to race occasionally for a few more years and competed in his last Isle of Man TT in 1954.

Ken Senior entrusted the Porcupine's resurrection to his good friend Dave Davy (since deceased) who custom-made any parts that were missing. The completed Porcupine has only been ridden (once) on Ken's estate, and has spent the rest of its time on static display in the Ted Frend 'tribute' room at Ken's home. Its only venture out was to the Southern Classic Off Road Show at Kempton Park in December 2012, where it came away with the 'Best Race Bike' and 'Best Bike in Show' awards, while the Ted Frend Collection was judged 'Best Stand'.

Ultra-rare and of immense historical significance, '3-46' represents a possibly once-in-a-lifetime opportunity to acquire one of the most legendary of all Grand Prix racing motorcycles.

£250,000 - 300,000

€290,000 - 350,000





34



36



35



37

34
1960 AJS 646CC MODEL 31

Registration no. XWO 379
Frame no. A68783 Engine no. 59/31L 09735
When announced in 1948, the AJS Model 20 and equivalent Matchless G9, while following the established pattern of British parallel twins, were unusual in having an engine with a third, central, crankshaft main bearing. The new 498cc power unit was housed in the sprung frame recently introduced to the heavyweight singles line-up. Progressively developed, the motor underwent a number of capacity increases, finally arriving at 646cc in the autumn of 1958 with the launch of the AJS Model 31 and Matchless G12. Well-finished, stylish and deservedly popular despite lacking the performance image of certain rivals, the AMC twins were much missed after their demise in 1966. Apparently rebuilt by a previous owner some years ago (see hand-written note on file), this Model 31 Deluxe was purchased for the collection in 2004 and comes with an old-style V5C document.

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

35
C.1960 AJS 348CC MODEL 16

Registration no. not registered Frame no. A85563 Engine no. 16/42534
Weighing as much as the 500cc model from which most of them were derived, but considerably less powerful, the typical British 350 of the post-war era was not likely to be anyone's first choice as a fast sports bike. Rather, these honest, workaday mounts were chosen for other reasons, chiefly their inherent strength, dependability and economy. AMC's offerings in this important market sector were the Matchless G3L and AJS Model 16, models identical in all respects, tank badge excepted. Testing one of these stalwarts in 1961, Motor Cycling recorded a modest mean top speed of 76mph but found that when toured at a relaxed pace across country an excellent 86 miles per gallon was achievable. This example has the alternator electrics and coil ignition introduced for 1958. Nothing is known of the history of this particular machine, which is offered without documents and sold strictly as viewed.

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

36
C.1957 MATCHLESS 498CC G9

Registration no. not registered (see text)
Frame no. 16117 (see text) Engine no. 57/G9 50345
Like those of its major rivals, Associated Motor Cycles' parallel twin engine started life as a 500 before undergoing a number of capacity increases. Similarly, AMC's original 500cc offering would remain the sweetest of the many alternatives. 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. Production of the 500cc models ceased in 1961 and that of the 650s in 1966. Well-finished, stylish and deservedly popular, the AMC twins were much missed after their demise. The frame number of this G9 has been re-stamped and appears to read '16117'. This does not correspond with the frame number listed in the HPI database for the registration 'NTP 279' and thus the machine is offered without documents.

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

37
1959 MATCHLESS 250CC G2

Registration no. 436 KPK Frame no. 5092 Engine no. 59G2 4572
Associated Motor Cycles returned to the 250cc class in 1958 with a brace of all-new models. Shared by the AJS Model 14 and Matchless G2, the four-stroke, overhead-valve power unit incorporated its oil tank within the crankcase and appeared to be of unitary construction, although a separate gearbox was retained. The cycle parts comprised an open, tubular steel frame, closed at the bottom by a pressed-steel channel and complemented by a telescopic front fork and swinging-arm rear suspension. Super sports 'CSR' roadsters arrived in 1962 and continued in production after the basic G2/14 was dropped in July 1963, finally disappearing from the range in 1966. This G2 was last taxed in May 1965 and appears to have been preserved in remarkably original condition. The registration '436 KPK' is listed in the HPI database; nevertheless, prospective purchasers should satisfy themselves with regard to this motorcycle's registration status prior to bidding. Offered without documents.

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

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

38

1952 SUNBEAM 489CC S7

Registration no. SSL 610 (see text)

Frame no. S7 6166

Engine no. S7 298

A wartime design by Erling Poppe, the Sunbeam inline twin was introduced by BSA, owners of Sunbeam Cycles Limited, in 1947. A luxury tourer inspired by the pre-war BMW, it was of advanced specification with overhead-camshaft engine, shaft drive and plunger rear suspension. The clutch housing and four-speed gearbox bolted directly to the back of the engine, which was rubber mounted in the duplex loop frame, an innovation that required a flexible joint in the exhaust system ahead of the silencer. The first S7 version was equipped with balloon tyres, a feature not carried over to the deliberately more conventional, and also lighter and cheaper, S8 introduced in 1949. The front fork and 7" brake were now standard BSA components and there were numerous other changes made in the interests of rationalisation. Never as popular as BSA's more performance orientated models, the gentlemanly S7 and S8 remained in production until 1957. This S7 comes with numerous invoices from marque specialists Stewart Engineering; a photocopy V5 registration document; some expired MoTs; and a Certificate of Permanent Export (exported 20/02/2004). The registration 'SSL 610' is recorded in the HPI database with an 'Export' marker. Accordingly prospective purchasers should satisfy themselves with regard to this motorcycle's registration status prior to bidding and will need to apply to the DVLA to retrieve the Vehicle Registration Number.

£4,000 - 6,000

€4,700 - 7,000



39

1951 SUNBEAM 489CC S8

Registration no. PHA 363

Frame no. S8-3354

Engine no. S8-5423

Designed in wartime, the Sunbeam inline twin was introduced by BSA, owners of Sunbeam Cycles Limited, in 1947. A luxury tourer inspired by the pre-war BMW, it was of advanced specification with overhead-camshaft engine, shaft drive and plunger rear suspension. The first S7 version was equipped with balloon tyres, a feature not carried over to the deliberately more conventional, and also lighter and cheaper, S8 introduced in 1949. The front fork and 7" brake were now standard BSA components and there were numerous other changes made in the interests of rationalisation. Never as popular as BSA's more performance orientated models, the gentlemanly S7 and S8 remained in production until 1957. This S8 was first registered to Chas E Cope & Sons Ltd of Edgbaston, Birmingham and sold new to one John Albert Taylor of Hagley, Stourbridge. The original logbook records no further owners and has licensing stamps up to 1961. A receipt and hand-written note on file state that the Sunbeam had been bought for the collection in December 1988 as part of a house clearance, having been stored for many years, and that it had recorded under 13,000 miles at that time. Offered with an old-style V5. The registration 'PHA 363' is recorded in the HPI database; nevertheless, prospective purchasers should satisfy themselves with regard to its registration status prior to bidding.

£3,000 - 4,000

€3,500 - 4,700





40



42



41



43

JAWA 498CC DT500 SPEEDWAY MOTORCYCLE

Registration no. not registered Frame no. none visible Engine no. 8994
The British JAP engine's stranglehold on the speedway world loosened in the 1960s with the arrival of Czechoslovakian ESO machines. Founded in 1949, ESO specialised in speedway and other off-road competition motorcycles and was part of the Jawa-CZ group. In 1966 the ESO name was dropped, the firm's DT5 speedway model becoming the Jawa DT500 (or 500DT) Type 680, a machine that would come to dominate its sport until well in to the succeeding decade. In response to the four-valve Weslake engine, single- and double-overhead-camshaft engines were developed in the 1980s. There are no documents with this relatively early pushrod-engined example.

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

C.1980 GODDEN GR500 GRASS-TRACK RACING MOTORCYCLE

Registration no. not registered
Frame no. to be advised Engine no. T.985
One of the biggest names in grass-track racing history, Don Godden won several British national championships and in 1969 became European Longtrack Champion. A gifted engineer as well as talented rider, Godden designed and built his own DGS frames for the ubiquitous JAP engine and then, in 1975, was one of the first to fit the new Weslake four-valve motor. In 1978 he went one step further, manufacturing his own overhead-camshaft four-valve engine - the GR500 - which made it possible to offer complete Godden DGS machines for both speedway and grass-track racing. Since then, Goddens have won countless races and championships worldwide, including the World Individual Speedway Championship on three occasions (Hans Neilsen in 1986, 1987 and 1989) and the World Longtrack Championship twice (Shawn Moran in 1983 and Marcel Gerhard in 1992). There are no documents with this Lot.

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

TRIUMPH 649CC 'WARBIRD' SPRINTER

Engine no. to be advised
This dramatic looking sprinter consists of a 649cc Triumph 'pre-unit' engine and Norton/AMC gearbox mounted in a home-built frame, the top tube of which also serves as the fuel tank. The machine is believed to have been built by the Baron (possibly Barron) family, who also experimented with car-engined sprint/drag bikes. At least one of these car-engined machines was called Warbird and it carried the same Iron Cross decal. The engine is obviously highly developed, featuring through-bolt location of the cylinder barrels and heads, and twin Wal Phillips fuel injectors.

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

C.1966 TRIUMPH 649CC T110 SPRINTER

Engine no. T110 54580
Looking very much 'of the period', this circa 1960s sprinter consists of a 649cc Triumph T110 'pre-unit' engine and AMC gearbox mounted in a home-built frame. This machine was campaigned by George Coles, who also rode lightweight, predominantly two-stroke sprinters in the 1970s towards the end of his competitive career. The nosecone carries stickers from the Isle of Man, suggesting that it may have been used in the Ramsey Sprint.

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



44



46



45

44

1975 MV AGUSTA 350 SPORT

Registration no. KYC 609N

Frame no. MV350BE 2160746 Engine no. 2160812

Introduced at the Milan Show in 1971, MV's first production 350 roadster was basically an over-bored version of the existing 250B model that had been around since 1967. Of unitary construction, the engine was a compact, twin-cylinder, overhead-valve unit featuring twin Dell'Orto carburetors, geared primary drive and a five-speed gearbox. Claimed maximum power was 28bhp at 7,600rpm and top speed in excess of 90mph. Two versions were made: the 350GT tourer and 350B sports, both of which were updated with 12-volt electrics and electronic ignition in October 1972. They were replaced by restyled, 'square case' 350 Sport/GT equivalents for 1975. The basic engine architecture remained unchanged, but power went up to 34bhp at 8,500 revs with a commensurate increase in performance. First registered in the UK in 1992, this 'square case' model has 25,990 kilometres recorded and would respond well to detailing. A receipt on file shows that the machine was purchased in 1999. Offered with old/current V5C documents.

£3,000 - 4,000

£3,500 - 4,700

No Reserve

45 N

C.1971 DUCATI 160CC MONZA JUNIOR

Registration no. PVV 75J Frame no. F28778 Engine no. 25999DM160
A scaled down version of Ducati's 250cc Monza single, the exquisite Monza Junior was introduced to the UK market in 1967. Like its larger brother, the Junior was powered by a Ducati's proven single-overhead-camshaft engine, though unlike later desmodromic models, valve closure was by springs. A four-speed gearbox was fitted, and the diminutive Junior could top 70mph, while 100mpg was achievable when ridden with restraint. Production ceased in 1969, though some dealers were still clearing stocks a year or more later. Briefly registered in Guernsey (in 1997), this Ducati Monza Junior was sold to a new owner by Two Wheels of Farnborough on 21st August 1998. Accompanying documentation includes the Guernsey logbook and the 1998 purchase receipt. The registration 'PVV 75J' is listed in the HPI database; however, the purchaser will have to apply for a new V5C Registration Certificate following the machine's export from the UK.

£1,800 - 2,500

£2,100 - 2,900

No Reserve



47

46

1981 BENELLI 250 QUATTRO

Registration no. HRX 74W

Frame no. BH 10164 Engine no. BH 5087

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. First of these Honda-inspired machines was the 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. Smallest of the range was the 250 (actually 231cc) Quattro which, when deliveries commenced in 1979, was the most expensive 250 on sale in Britain. Stunningly styled and built like a watch, the high-revving lightweight had a top speed of over 90mph. Acquired for the collection in 2004, the Quattro offered here comes with a factory workshop manual; some expired MoTs; a V5C document; and an HPI check sheet. It should be noted that the latter records the machine as an insurance write-off.

£1,800 - 2,500

£2,100 - 2,900

No Reserve

47

1982 MOTO GUZZI 346CC V35 II

Registration no. GGK 808X

Frame no. PD*16508* Engine no. PC *027233*

Moto Guzzi's long-running, 90-degree, v-twin engine layout was retained for a new range of Lino Tonti-designed middleweights planned during the 1970s. The v-twin Guzzi in scaled-down form debuted as the V35/V50 in 1976, though deliveries were limited until the Innocenti car factory - like Guzzi, owned by Alesandro De Tomaso - had been re-equipped for motorcycle production. Lightweight and compact, characteristics that endeared it to smaller riders, Guzzi's little v-twins were economical, well engineered and handled superbly; top speeds were 90mph-plus (V35) and 100mph-plus (V50). This V35 II was sold new in Italy and first registered in the UK in 1991 (copy Italian libretto on file). Last taxed in 2014 and acquired for the collection in February 2016, the machine is offered with numerous bills; a V5C Registration Certificate; and a quantity of MoTs (most recent expired 2013).

£1,000 - 1,500

£1,200 - 1,700

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.



48
1930 DOUGLAS 348CC A31

Registration no. CV 3856
Frame no. none visible
Engine no. EV 1135

Winner of the inaugural Isle of Man Sidecar TT in 1923 when he rode the legendary Douglas 'banking' sidecar outfit, ace rider/engineer Freddie Dixon began a fruitful association with the Bristol-based firm in the early 1920s, and in 1925 took up a technical post within the company where one of his first commissions was the design of the S5 and S6 models. Launched at the 1929 Olympia Show, the 'Dixon Douglases' set new standards of quietness and refinement for the motorcycle industry. Of advanced design, the duo featured sidevalve engines with detachable cylinder heads, fully enclosed valve gear, dry-sump lubrication, cast-in inlet manifold for better cold starting, gear-driven 'pancake' dynamo, and unusually long service intervals. Although he left Douglas early in 1930, Dixon's hand was clearly behind its 1931 range. The new A31 carried on the themes of usability and refinement established by the S5/S6. A lightweight machine weighing in below the 224lb taxation limit then in force, it sold for £41 complete with full electric lighting equipment. First registered on 30th December 1930, this A31 was acquired for the collection in November 2009. The accompanying old-style buff logbook (issued 1958) lists the frame number as 'FC 449' and records a change of engine from 'EV 290' to 'EV 1135'. An older restoration, the machine is offered with assorted correspondence; old/current V5/V5C registration documents; and three MoTs (most recent expired 2004).

£2,500 - 3,500

€2,900 - 4,100

No Reserve



49
1957 DOUGLAS 348CC DRAGONFLY

Registration no. OSJ 650
Frame no. none visible
Engine no. 2274/6

An extensively redesigned flat twin replaced Douglas's earlier models in 1955. Known as the Dragonfly, the newcomer featured a revised engine with stronger crankcase, single carburettor, alternator electrics and coil ignition. The duplex swinging-arm frame employed conventional Girling dampers in place of the preceding torsion bar set-up, while the old Radidraulic front fork was dropped in favour of an Earles-type leading-link arrangement. The large headlamp nacelle extending back to the five-gallon fuel tank was a distinctive feature, though one of dubious practical merit as the light unit did not turn with the handlebars. Douglas's final model, the Dragonfly did not receive the development it deserved, production ceasing in March 1957 following the company's take-over by Westinghouse. Formerly registered 'TYR 153', this example is offered with two V5C Registration Certificates in the previous keeper's name.

£3,000 - 4,000

€3,500 - 4,700

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.

50

1950 DOUGLAS 348CC MKV

Registration no. NHU 114

Frame no. 9019 (see text)

Engine no. 9019/5

"The popular model in the specialist range of 350cc machines, the Mark 'V' represents one of the most highly developed models in the industry and has no rival for the motor-cyclist who needs efficiency, comfort, reliability and perfect road-holding." – Douglas (Sales & Service) Ltd. Douglas's one-model range was improved by legendary racer/designer Freddie Dixon for 1948, re-emerging in revised form as the 'MkIII'. The latter featured new cylinder heads and a stronger frame, while 1950 saw the introduction of the interim MkIV model with its distinctive triangular toolboxes, frame-mounted pillion footrests and un-sprung front mudguard. The arrival of the 80 Plus and 90 Plus sports roadsters led to the preceding 'standard' and 'sports' distinctions being dropped, the 'standard' roadster becoming the 'MkV'. Introduced in November 1950, the MkV was mechanically almost identical to the MkIV, though readily distinguishable by virtue of its different exhaust system. This MkV was purchased for the collection at Bonhams' Stafford sale in April 2009 (Lot 282) and was described at that time as 'running very well and, being a local machine ...ridden to the sale'. Zero miles have been recorded, presumably since restoration. Accompanying paperwork includes some expired MoTs: an old-style V5C document; an invoice for a magneto rebuild; and two BMS reproduction workshop manuals. It should be noted that the frame number has been re-stamped.

£2,200 - 3,200

€2,600 - 3,700

No Reserve



51

1957 SUNBEAM 489CC S7

Registration no. MLN 449

Frame no. S7 5129

Engine no. S8 13636 (see text)

The Sunbeam inline twin was introduced by BSA, owners of Sunbeam Cycles Limited, in 1947. A luxury tourer inspired by the pre-war BMW, it was of advanced specification with overhead-camshaft engine, shaft drive and plunger rear suspension. The clutch housing and four-speed gearbox bolted directly to the back of the engine, which was rubber mounted in the duplex loop frame, an innovation that required a flexible joint in the exhaust system ahead of the silencer. The first S7 version was equipped with balloon tyres, a feature not carried over to the deliberately more conventional, and also lighter and cheaper, S8 introduced in 1949. Never as popular as BSA's more performance orientated models, the gentlemanly S7 and S8 remained in production until 1957. This S7 comes with an expired MoT (1982); an old-style continuation logbook (issued 1964); and a V5C Registration Certificate. It should be noted that the latter still records the former engine number, 'S8 7131'.

£2,500 - 3,500

€2,900 - 4,100

No Reserve





52



54



53



55

52

C.1941/1952 MATCHLESS 497CC G3L/G80

Registration no. not registered

Frame no. W41/G3L/F1 Engine no. 52/G80 22239

Weighing as much as the 500cc model from which most of them were derived, but considerably less powerful, the typical British 350 of the 1940s/1950s was not likely to be anyone's first choice as a fast sports bike. Rather, these honest, workaday mounts were chosen for other reasons: chiefly their inherent strength, dependability and economy. AMC's offerings in this important market sector were the Matchless G3L and AJS Model 16, models identical in all essential respects, tank badge and magneto position excepted. Coded Model 18 (AJS) and G80 (Matchless), the two 500cc versions shared the same 93mm stroke as their 350cc brethren, combined with an 82.5mm bore. The machine offered here incorporates the frame from a military G3L dating from circa 1941 and a 497cc engine from a 1952 Matchless G80. There are no documents with this Lot, which is offered for restoration and sold strictly as viewed.

£1,800 - 2,200

€2,100 - 2,600

No Reserve

53

C.1947 MATCHLESS 348CC G3L (SEE TEXT)

Registration no. 546 FPL Frame no. A63955 Engine no. 47 G3L 5641

Weighing as much as the 500cc model from which most of them were derived, but considerably less powerful, the typical British 350 of the 1940s/1950s was not likely to be anyone's first choice as a fast sports bike. Rather, these honest, workaday mounts were chosen for other reasons: chiefly their inherent strength, dependability and economy. AMC's offerings in this important market sector were the Matchless G3L and AJS Model 16, models identical in all essential respects, tank badge and magneto position excepted. Although registered in 1958 (according to the accompanying V5C), this machine's engine dates from 1947, while the rigid frame appears to be of the same period. Accordingly, prospective purchasers should satisfy themselves with regard to the machine's correctness or otherwise prior to bidding. Offered with an expired MoT (2001).

£1,800 - 2,200

€2,100 - 2,600

No Reserve

54

1957 MATCHLESS 498CC G9

Registration no. not registered

Frame no. A53535 Engine no. 57/G9 50339

Like those of its major rivals, Associated Motor Cycles' parallel twin engine started life as a 500 before undergoing a number of capacity increases. Similarly, AMC's original 500cc offering would remain the sweetest of the many alternatives. 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. Progressively developed, the motor underwent a number of capacity increases, finally arriving at 646cc in 1958 with the launch of the AJS Model 31 and Matchless G12. Production of the 500cc models ceased in 1961 and that of the 650s in 1966. There are no documents with this G9, which is offered for restoration and sold strictly as viewed.

£1,500 - 1,800

£1,700 - 2,100

No Reserve

55

C.1958 GREEVES 197CC 20TA SCOTTISH TRIALS

Registration no. not registered (see text)

Frame no. 9027/TA Engine no. 071B53965

Greeves' unorthodox trademarks of a cast beam 'downtube' and rubber-torsion leading-link fork proved adaptable to almost all forms of motorcycle from humble commuter to clubman's road-racer, but it was the firm's off-road products that really put it on the map. The off-road range was extensively revised for 1958, gaining new frames with increased ground clearance together with a narrower rear sub-frame and swinging arm. Villiers' 197cc 9E sports engine was used for both the Scottish trials and Hawkstone scrambler, suitably modified to suit the particular application. The name 'Scottish' had been adopted following Jack Simpson's victory in the Scottish Six Days Trial's 200cc category in 1957. The Scottish offered here is fitted with the earlier 8E engine unit, the '071B' prefix identifying it as having been supplied to Francis-Barnett. It should also be noted that the registration '660 FPF' has lapsed and is no longer associated with this motorcycle. Offered with an old-style continuation logbook (issued 1974).

£1,200 - 1,600

€1,400 - 1,900

No Reserve



56



58



57

56

C.1966 ROYAL ENFIELD 248CC CONTINENTAL GT

Registration no. EWL 427D Frame no. 72732 Engine no. GT15528
The policy of including as standard all the performance-orientated 'extras' that customers might want to fit later (pioneered on the Continental) was an enormous success, and this concept was extended further by the Crusader's ultimate development - the Continental GT - which arrived in November 1964. For his £270 the GT owner got clip-on 'bars, rear-set footrests, racing-style glassfibre tank, and 'bacon slicer' brake cooling discs up front, in addition to an extra 1.5bhp. With its café racer styling, brisk performance and excellent handling, the GT was every young motorcyclist's dream and a well-deserved success for Royal Enfield. Offered for restoration and sold strictly as viewed, this Continental GT comes with its purchase receipt (1987), photocopy V5 document, and an old-style V5C Registration Certificate.

£1,600 - 1,800

€1,900 - 2,100

No Reserve

57

1958 ROYAL ENFIELD 248CC CRUSADER

Registration no. USY 778
Frame no. 10794 Engine no. 2387 and S 4909
Introduced in 1956, the all-new Crusader 250 was unusual in having a unitary construction engine at a time when most British machines still employed a separate gearbox, and in placing the camshaft drive outboard of the primary chain on the engine's left-hand side. The gears were housed in their own compartment at the rear of the streamlined crankcase casting, which also contained the engine oil tank in typical Enfield fashion. The cycle parts consisted of an open-type swinging-arm frame, telescopic front fork and 17" wheels at front and rear. Over the next decade numerous variations were produced on the Crusader theme, culminating in the Continental GT of 1964. Owned by the collection since March 2006, this Crusader is offered with a V5C Registration Certificate.

£1,600 - 1,800

€1,900 - 2,100

No Reserve



59

58

1963 ROYAL ENFIELD 248CC CRUSADER

Registration no. 462 GAX (see text) Frame no. 16350 Engine no. 12870
Introduced in 1956, the all-new Crusader 250 was unusual in having a unitary construction engine at a time when most British machines still employed a separate gearbox, and in placing the camshaft drive outboard of the primary chain on the engine's left-hand side. The gears were housed in their own compartment at the rear of the streamlined crankcase casting, which also contained the engine oil tank in typical Enfield fashion. The cycle parts consisted of an open-type swinging-arm frame, telescopic front fork and 17" wheels at front and rear. Over the next decade numerous variations were produced on the Crusader theme, culminating in the Continental GT of 1964. There is no V5C Registration Certificate with this Lot; however, the registration '462 GAX' is listed in the HPI database. Nevertheless, prospective purchasers should satisfy themselves with regard to this motorcycle's registration status prior to bidding.

£1,600 - 1,800

€1,900 - 2,100

No Reserve

59

2008 ROYAL ENFIELD 350CC BULLET

Registration no. LJ08 BXU
Frame no. ME3BABS47C731048 Engine no. 7B731048K
Royal Enfield revived the Bullet name in 1948 for a sensational new 350cc sports bike with swinging-arm rear suspension. The newcomer featured an overhead-valve engine that housed its dry-sump oil tank in a compartment in the rear of the crankcase, to which the four-speed gearbox was rigidly bolted in a form of semi-unitary construction. Production of both 350 and 500 Bullets ceased in 1962, though the model was taken up for manufacture under licence in India in the 1970s and continues in production there in much-improved form today. We are advised that this Indian-built Bullet has covered only 12 miles from new. The machine was sold new to the collection in March 2008 by Richardson's Motorcycles of Ripley, Surrey and has recorded only 12 miles since delivery (purchase invoice on file). The machine is offered with an owner's manual and old/current V5C Registration Certificates.

£1,600 - 2,200

€1,900 - 2,600

No Reserve



60



62



61



63

60

2004 ROYAL ENFIELD 350CC BULLET

Registration no. OU04 SYV

Frame no. ME35ABDB43C630712 Engine no. 3-B-630712H

Royal Enfield revived the Bullet name in 1948 for a sensational new 350cc sports bike with swinging-arm rear suspension. The newcomer featured an overhead-valve engine that housed its dry-sump oil tank in a compartment in the rear of the crankcase, to which the four-speed gearbox was rigidly bolted in a form of semi-unit construction. Confusingly, this Bullet's accompanying MoT check sheet records some 'mileage' totals in miles and others in kilometres, the most recent entry being dated 6th May 2014 at 8,699km, while the totals indicate a possible change of speedometer. The machine was acquired by the last registered keeper in December 2014 and is offered with a V5C Registration Certificate. It should be noted that a clerical error has resulted in the engine number being incorrectly recorded in the V5C.

£1,400 - 1,600

€1,600 - 1,900

No Reserve

61

1965 TRIUMPH 249CC TIGRESS

Registration no. not registered (see text)

Frame no. none visible Engine no. W18656

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. Introduced too late to capitalise on the post-war scooter boom, the Sunbeam and Tigress were dropped in October 1964. This twin-cylinder Tigress is offered for restoration. It should be noted that the registration 'EOB 327C' is not recorded in the HPI database and thus is no longer associated with this vehicle. The machine is offered with its purchase receipt (1989) and its original logbook listing the frame number as '31423T'.

£1,800 - 2,800

€2,100 - 3,300

No Reserve

63

C.1948 SWALLOW 122C GADABOUT MKI

Registration no. not registered (see text)

Frame no. none visible Engine no. 641/22405

Better known as a manufacturer of high quality sidecars, and the origins of the Jaguar car company, Blackpool-based Swallow announced the Gadabout scooter in 1946, with production commencing the following year. The Gadabout was powered initially by a 122cc Villiers engine with three-speed gearbox, which was mounted in a sturdy frame, the side tubes of which served as exhaust pipes. The box-shaped body was topped by a slab-like seat, behind which sat the fuel tank, above the rear wheel. There was no suspension as such, apart from the compliance of the 4.00x8" tyres. A MkII version with leading-link fork was introduced for 1950, and the Gadabout continued in production into 1951, latterly alongside the 197cc Major version. This Gadabout's HPI check reveals that the registration 'LPJ 794' has lapsed and is no longer associated with this machine, which is offered without documents.

£1,000 - 1,500

€1,200 - 1,700

No Reserve

63

1958 ZÜNDAPP BELLA 200

Registration no. not registered (see text)

Frame no. 122746 Engine no. 42734

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. Offered for restoration, this Bella was sold new via Speedway Cars (Acton) Ltd of London W3 and comes with its original logbook listing only one owner. It should be noted that its original registration '704 RMG' has since been assigned to another vehicle and is no longer associated with this machine.

£1,500 - 2,500

€1,700 - 2,900

No Reserve



64



66



65

64

C.1957 VINCENT 48CC FIREFLY CYCLEMOTOR AND SUN BICYCLE (SEE TEXT)

Registration no. not registered

Frame no. 317 Engine no. 1555 T05AB-153059

Seeking new products to ease its parlous financial situation, Vincent took over the production of electrical component manufacturer Miller's new cyclemotor in 1953. Known as the Firefly, this 48cc two-stroke unit was designed to fit beneath a bicycle's bottom bracket and drove the rear wheel via a roller. The latter was larger in diameter than many similar devices and was claimed to offer improved traction and reduced tyre wear. Vincent soon offered a complete machine, which featured a lady's-type open frame manufactured for them by Sun. The Firefly outlasted its more famous v-twin brethren, remaining in production until 1958. Apparently fitted to a Sun frame, this Firefly must represent by far the cheapest route to Vincent ownership. There are no documents with this Lot.

£1,500 - 2,500

€1,700 - 2,900

No Reserve

65

C.1950 DERNY 98CC TANDEM MOPED

Registration no. not UK registered

Frame no. none visible Engine no. 368468

The name Derny is forever associated with the motorised bicycle used for motor-paced cycling events such as six-day and Keirin racing. The Derny was originally produced by the eponymous French company, but the name is now applied to all such pacing bicycles, regardless of manufacturer. The first Derny was built in 1938 by Roger Derny et Fils of Avenue de St Mandé, Paris. Derny also built a touring version called the Solo, as well as tandems and mopeds. The firm closed in 1957. Carrying the Paris registration '6957 X-75', this Derny tandem moped is powered by a 98cc two-stroke engine supplied by the Swiss Zürcher company and has, in effect, two transmission systems: a two-speed gear on the motor and a three-speed derailleur on the rear wheel. There are no documents with this Lot.

£1,000 - 1,500

€1,200 - 1,700

No Reserve



67

66

C.1958 BSA 646CC A10

Registration no. SFK 855

Frame no. FA7 1621 (see text) Engine no. DA10 11221

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. First registered on 12th March 1958 and acquired by the collection in 2004, this BSA A10 is fitted with an engine dating from c.1960 (the accompanying old-style V5C lists the previous (Triumph) engine's number). It should also be noted that, somewhat unusually, the frame number reads from bottom to top. The machine also comes with an expired MoT (1989) and a photocopy old V5.

£2,000 - 3,000

€2,300 - 3,500

No Reserve

67

C.1958 TRI-BSA 650CC

Registration no. not registered (see text)

Frame no. 31509 Engine no. 6T 017892

Second in popularity among specials builders only to the Triton, the Tri-BSA combined the fine handling qualities of BSA's proven duplex frame with the robustness and tune-ability of the Triumph twin-cylinder engine. This example is fitted with a 650cc 'pre-unit' Triumph 6T Thunderbird engine dating from circa 1958. The frame's precise identity is not known. The engine does not turn over and thus the machine is sold strictly as viewed. Although this motorcycle carries the registration 'WSJ 449', this registration is listed in the HPI database as belonging to frame number 'FB31631' and therefore cannot be attributed to this machine.

£2,000 - 3,000

€2,300 - 3,500

No Reserve



68



70



69

1989 HONDA GL1200 GOLD WING ASPENCADE

Registration no. C180 YFA

Frame no. unable to access Engine no. unable to access

In a world grown accustomed to the excesses of decadence on all fronts, it is hard to imagine the mixture of awe and disbelief that greeted Honda's Gold Wing super tourer on its arrival in 1974. Given the mind-boggling specification: 1,000cc flat-four engine, water cooling, belt-driven overhead camshafts, shaft drive, triple disc brakes, etc, it was certainly complex if not, strictly speaking, that advanced. Over the years the 'Wing has grown in engine capacity, overall size and complexity, but almost 50 years after its introduction is still going strong and enjoys a cult following worldwide. The current version is powered by a 1,800cc six. Acquired for the collection in January 2017, this fully dressed Aspencade model comes with the purchase receipt; an expired MoT (June 2017); and a V5C document.

£1,400 - 1,800

£1,600 - 2,100

No Reserve



71

1990 HONDA VFR750F-L

Registration no. G779 XAE

Frame no. RC36-2003917 Engine no. unable to access

Honda had a lot riding on the VFR750F when it arrived in 1986, not the least of which was having to live down the preceding VF750's appetite for camshafts and cylinder heads... The VFR750F was introduced a sports bike to compete with Suzuki's GSX-R750 and Yamaha FZ750, but with the passage of time found itself reclassified as a 'sports tourer', a role in which it excelled. The new V4 engine was slotted into a state-of-the-art aluminium beam frame, replacing the VF750F's steel chassis, while the latter's shaft drive was dropped in favour of a lighter and more efficient chain. Early VFR750Rs featured a conventional two-sided swinging arm while later (1990 onwards) models have used a single-sided swinger. This example was acquired for the collection in August 2016. The sales receipt is on file and the machine also comes with a V5C document; sundry bills; and a quantity of MoTs (most recent expired March 2017).

£1,200 - 1,800

£1,400 - 2,100

No Reserve

69

1989 HONDA CBR1000F-K

Registration no. F111 NYJ

Frame no. SC24 2005067 Engine no. unable to access

New for 1987, the CBR1000 (and CBR600) returned represented Honda's return to the ubiquitous cross-the-frame-four after a lengthy dalliance with V4s of varying capacities. Beneath the bigger CBR's smooth 'jelly mould' bodywork there was a 16-valve water-cooled engine that incorporated a balancer shaft to quell vibration and an alternator mounted behind the block to reduce width. With over 140bhp on tap, the CBR1000 was boss of the contemporary litre-bike class, albeit somewhat heavy at over 500lbs, a factor that soon saw it re-classified as more of a sports tourer. A major success for Honda, the CBR1000 remained in production until 1997. Acquired for the collection in October 2012, this CBR1000F displays a total of 21,645 miles on the odometer and is presented in nice condition. The machine is offered with a V5C document and an expired MoT (2012).

£1,500 - 2,000

£1,700 - 2,300

No Reserve

71

1995 HONDA CBR600F

Registration no. N451 MFL

Frame no. PC31 2001674 Engine no. unable to access

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, the UK's first batch selling 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 receive a new frame and an updated engine. As seen here, the 3rd generation CBR600 was produced from 1995 to 1998, featuring a modified engine, ram-air intake, and cartridge forks. Acquired for the collection in October 2017, this CBR600F displays a total of 29,755 miles on the odometer. The machine is offered with sales receipt; a V5C document; and a quantity of MoTs (most recent expired June 2018).

£1,000 - 1,500

£1,200 - 1,700

No Reserve



72



74



73

72

1985 HONDA VF500FII

Registration no. B228 RLE

Frame no. PC12-4100326 Engine no. PC12E-2108867

Having blazed the multi-cylinder trail with a succession of across-the-frame, inline fours in the early 1970s, Honda turned to vee-configuration engines towards the decade's end, the first of this new breed - the CX500 v-twin - arriving in 1978. Of more lasting significance though, was the VF750 v-four of 1982: direct progenitor of that superb, long-running all-rounder, the VFR750/800. Smaller VF400 and VF500 v-fours followed, the latter being one of the most desirable and capable middleweight sports bikes of its day and an increasingly collectible 'modern classic' now. Acquired for the collection in August 2016, this now rare VF500FII currently displays a total of 46,366 miles on the odometer. The machine is offered with a V5C Registration Certificate; various photocopied pages of technical literature; and seven MoTs (most recent expired 2003).

£1,000 - 1,500

€1,200 - 1,700

No Reserve

73

C.1975 HONDA TL125 TRIALS

Registration no. not registered

Frame no. TL125-1208218 Engine no. TL125E-1208185

Honda's long line of successful off-road models commenced in 1972 with the launch of the SL250 trail bike, though the nomenclature soon changed to the more familiar XL250. The XL's single-cylinder four-stroke engine was typically Honda, being an all-alloy, four-valve unit, and this was housed in a robust cradle-type frame. The company's first proper trials machine - the TL125 of 1973 - was constructed along similar lines, and under the guidance of off-road maestro and many-times Trials Champion, Sammy Miller, was developed into a competitive mount for the clubman. Production continued until mid-1978. This example displays a believed genuine total of 1,194 miles on the odometer. It should be noted that the headlight is missing. There are no documents with this Lot.

£1,000 - 1,500

€1,200 - 1,700

No Reserve



75

74

C.1968 HONDA CA160 DREAM

Registration no. not registered

Frame no. CA160-1002373 Engine no. A160E-1002433

Honda introduced its first parallel twin - the 250cc C70 - in 1957. Although the crankshaft was of the 360-degree type, the Honda differed from the traditional British twin by virtue of its unitary construction, horizontally split crankcase and chain-driven overhead camshaft. Boasting Honda's favoured pressed-steel frame, the first 125cc twins - the C90 tourer and CB90 sports - appeared in 1958 together with two closely related models, the C95 tourer and CB95 sports, the latter pair featuring over-bored engines displacing 154cc and producing 13.5bhp and 16.5bhp respectively. Further enlarged to 161cc, this engine also powered the very similar CA160 Dream, a typically boxy-looking touring model sold in North America only. Today these early Honda twins are among the most collectible of 1960s Japanese classics. The example offered here displays a total of 4,764 miles on the odometer and appears to be in substantially original condition, ideal for sympathetic restoration. There are no documents with this Lot.

£1,800 - 2,500

€2,100 - 2,900

No Reserve

75

C.1976 HONDA 49CC Z50J 'MONKEY BIKE'

Registration no. not registered

Frame no. Z50J-1007690 Engine no. ST50E-6125426

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. Immensely popular as paddock transport the world over, Monkeys are currently much in vogue, with a flourishing owners club in the UK. There are no documents with this Lot.

£1,000 - 1,500

€1,200 - 1,700

No Reserve



76



78



77

76

C.1998 HONDA SRX50 SHADOW

Registration no. none
 Frame no. JH2AF42B1WK004619 Engine no. AF20E-8005287
 Although looking like a cross between a Harley-Davidson and a Vespa, the SRX50 was never exported to the USA, its distribution being confined to Japan and Europe. Known as the Joker in its home country and the Shadow elsewhere, the SRX50 featured a 49cc case-reed induction two-stroke engine producing a maximum of 4.5bhp, while other specification highlights include an electric starter; CVT (automatic) transmission; and a front disc brake. The Shadow was never officially imported into the UK, those that did make it to this country being 'grey imports'. Believed unused, this Shadow was imported by BAT Motorcycles of Biggin Hill, Kent and comes with DVLA forms V55/5 and V267.

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

77

1997 TRIUMPH 885CC ADVENTURER

Registration no. P49 GJF
 Frame no. SMTTC399JMT042472 Engine no. J042917
 John Bloor's resurrection of Triumph and its transformation into a thriving global brand is one of the more unlikely manufacturing success stories of modern times. Unveiled at the Cologne Show 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. In 1994 the range was expanded by the addition of another model reviving a famous name from the company's past: the Thunderbird, the classic 'retro' styling of which was big hit in the USA. Several Thunderbird variants were produced, Triumph Sport, Legend, and Adventurer, the latter being styled along cruiser lines. Now, a quarter of a century later, these early Hinckley Triumphs are becoming increasingly collectible. This Adventurer was acquired for the collection in January 2004 and currently displays a total of 2,981 miles on the odometer. Last taxed in 2001, the machine is offered with an old-style V5C document and two expired MoTs.

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



79

78

1989 YAMAHA FZR600

Registration no. F650 FHA
 Frame no. 3HE-002228 Engine no. unable to access
 By the end of the 1980s, the Supersport 600 class had become established as one of the most important market sectors. Yamaha's first effort, the FZ600, had always lagged behind the opposition in terms of both specification and performance, but that all changed in 1989 when the Iwata factory released the FZR600. The latter embodied the design ethos of Yamaha's larger sports bikes, featuring an engine canted forwards and a Deltabox beam frame that looked aluminium but was in fact painted steel (as was the swinging arm). Eminently restorable, this early (3HE) example was acquired for the collection in 2012 and currently displays a total of 40,557 miles on the odometer. Last MoT'd in 2012/2013, the machine has some non-standard features (exhaust can, rear indicators) while the fairing is damaged. Offered with a V5C.

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

79

C.1981 SUZUKI GSX250

Registration no. not registered
 Frame no. GS25X-510152 Engine no. GS25X-127360
 Suzuki updated its four-stroke range to four-valves-per-cylinder 'GSX' specification in 1980. To boost mid-range torque, a presumed deficiency of four-valve designs, Suzuki came up with a novel 'Twin Swirl Combustion Chamber' (TSCC) which featured small valves, a central ridge and squish bands front and rear. The method of valve actuation and adjustment changed too, the GSX range adopting forked rockers and screw adjusters instead of the GS's inverted bucket tappets. Moving further away from its two-stroke origins, Suzuki abandoned the preceding GS models' built-up roller-bearing crankshaft in favour of a more conventional forged item with plain bearings. The GSX's cycle parts were state-of-the-art, if conventional, comprising a tubular steel frame, telescopic forks, twin-shock rear suspension, alloy wheels and triple-disc braking on the larger models. There are no documents with this GSX250, which displays a believed-genuine total of only 389.5 miles on the odometer (see file).

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

80

2002 BIMOTA 1,074CC SB6-R

Registration no. YP02 FND
Frame no. ZESSB6000VR000417
Engine no. U712-101385

The last word in 1990s Italian superbike exotica, the Bimota SB6 used one of Japan's finest engines, that of the Suzuki GSX-R1100, which was installed in the Rimini firm's trademark 'Straight Connection Technology' aluminium beam frame. Modified by Bimota using their own camshafts and under-seat exhaust system, the 'Gixxer' motor produced a claimed 156bhp, around 11 horsepower more than the GSX-R1100. Complementing this were some of the finest cycle parts available, including Paioli 46mm cartridge forks, fully adjustable Öhlins shock, Brembo brakes, 17" magnesium wheels and plentiful carbon fibre. At 473lbs (wet), the SB6 weighed around 60lbs less than the contemporary GSX-R1100W and its handling was in a different league altogether. Its top speed of around 175mph also bettered the Gixxer's. Including the later SB6-R model, 1,744 SB6s had been sold by the time production ceased, making it one of the most successful Bimotas ever despite a 1998 UK asking price of £17,460. Representing a rare opportunity to acquire one of the most coveted limited-edition superbikes of recent times, the SB6-R we offer was purchased for the collection in February 2008 (receipt on file) and is offered with an old-style V5C document. The machine comes complete with its original workshop manual; owner's manual; instruction manual; alarm instructions; and a dynamometer printout (133.3bhp).

£4,000 - 6,000

€4,700 - 7,000



81

2000 HARLEY-DAVIDSON XL883C SPORTSTER CUSTOM

Registration no. X202 KNP
Frame no. 1HD4CJM19YK143609
Engine no. CJMY143609

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 a 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 XL883C Sportster Custom, a new introduction for 1999, which featured forward controls and a 21" wire-spoked front wheel. The Sportster was acquired for the collection in November 2006, which is when it was last taxed for the road. The machine is offered with sundry bills; old/current V5C documents; two expired MoTs; and a factory owner's manual.

£2,000 - 3,000

€2,300 - 3,500

No Reserve



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82

C.1950 MOTOCONFORT TWIN-ENGINED MOTORCYCLE

Registration no. not registered

Frame no. 549580 Engine no. 704710 and 533248

A French firm once independent, Motoconfort was a subsidiary of the much larger Motobécane concern from 1930 onwards. Although simple, moped-style 'BMA' machines were immensely popular in inter-war France, many riders wanted lightweight motorcycles capable of more than purely local journeys, and Motoconfort was happy to oblige. In its early days Motoconfort used proprietary engines, including those of the British firms J A Prestwich (JAP) and Blackburne, and from 1930 onwards those of its parent company, Motobécane. Unfortunately, nothing is known of the origins of this almost certainly unique twin-engined Motoconfort, which is powered by two overhead-valve singles, linked together by chain. There are no documents with this Lot.

£2,000 - 3,000

€2,300 - 3,500

No Reserve



83

1930 MOTOCONFORT 308CC

Registration no. BS 9879

Frame no. 190281 Engine no. 190279

This charming Vintage-era two-stroke lightweight was manufactured by Motoconfort, a French firm once independent but from 1930 a subsidiary of the much larger Motobécane concern. Although simple, moped-style 'BMA' machines were immensely popular in inter-war France, many riders wanted lightweight motorcycles capable of more than purely local journeys. Motoconfort used proprietary engines, including those of the British firms J A Prestwich (JAP) and Blackburne, but the machine offered here has a single-cylinder two-stroke engine, on the timing cover of which is a plaque bearing the legend: 'Moteur Motoconfort Licence Motobécane'. Acquired for the collection in January 2010, the machine appears to be an older restoration and is presented in nice condition. Accompanying documentation consists of old/current V5C Registration Certificates and two MoTs (most recent expired June 2010).

£1,800 - 2,200

€2,100 - 2,600

No Reserve



84

1931 COVENTRY EAGLE 196CC PROJECT

Registration no. not registered (see text)

Frame no. to be advised Engine no. XZ2194

Originally a bicycle manufacturer, Coventry Eagle built a diverse range of machines using proprietary engines, mainly those of J A Prestwich, from 1901 to 1939. A landmark development for the company was the introduction in 1927 of a two-stroke lightweight featuring a novel pressed-steel frame, and this method of construction spread to larger models the following year. Although Coventry Eagle manufactured its own small-capacity two-stroke engines, the majority of its 'strokers' used Villiers power, like the example offered here. Last taxed in December 1956, the machine was acquired for the collection in September 2014 and is offered for restoration. Accompanying documentation consists of the purchase receipt and a (part) old-style logbook from the 1930s. It should be noted that the registration 'GK 8484' is not recorded in the HPI database and thus is no longer associated with this motorcycle.

£1,000 - 1,500

€1,200 - 1,700

No Reserve

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85



87



86



88

85

C.1963 FLANDRIA 50CC SPORTS MOPED

Registration no. not registered

Frame no. to be advised Engine no. 199030

The Flandria marque was founded by the A. Claeys Flandria group in Zedelgem, Belgium in the late 1950s, joining the Claeys family's diverse range of manufacturing enterprises, the first of which had been established as far back as the early 1800s. Flandria was once one of Belgium's largest motorcycle manufacturers, concentrating on the production of mopeds and lightweights, many of which were powered by their own 50cc two-stroke engines. They also built bicycles and are best remembered today as fielding one of the most successful cycle racing teams in history, winning 70 Classics, two Grand Tours, and two World Championships during the 1960s and 1970s. Very Italianate in appearance, the stylish machine offered here should be a relatively straightforward restoration, appearing to be substantially complete. There are no documents with this Lot.

£1,000 - 2,000

€1,200 - 2,300

No Reserve

86

1961 ARIEL 247CC LEADER

Registration no. 844 VVX

Frame no. T29780/B Engine no. T29780/B

The Ariel Leader and its sports derivative, the Arrow, sought to combine the virtues of speed and agility with those of cleanliness and convenience. Launched in 1958 and powered by an all-new 247cc air-cooled two-stroke twin with unit gearbox, the Leader also broke with British tradition in its frame and suspension, employing a stiff, fabricated-steel beam instead of tubes, and a trailing-link front fork. This example was purchased from Bonhams' sale of the Geeson Brothers Motorcycle Museum Collection, Peterborough in March 2003 (Lot 171). It was stated that the machine had formerly belonged to the celebrated motorcycle racer and record breaker, George Brown, whose name is forever associated with that of the Vincent factory. Restored during the Geeson family's lengthy ownership, the machine is offered with an old-style continuation logbook and a V5C.

£1,400 - 1,800

€1,600 - 2,100

No Reserve

87

1962 ARIEL 247CC LEADER

Registration no. not registered (see text)

Frame no. T23527 Engine no. T23527

Designed by Val Page and his team, the Ariel Leader and its sports derivative, the Arrow, sought to combine the virtues of speed and agility with those of cleanliness and convenience. Launched in 1958 and powered by an all-new 247cc air-cooled two-stroke twin with unit gearbox, the Leader also broke with British tradition in its frame and suspension design, employing a stiff, fabricated-steel beam instead of tubes, and a trailing-link front fork. Detachable panels enclosing the engine and most of the rear wheel extended forwards to meet leg-shields and screen while the rear chain was fully enclosed. This example comes with sundry bills; restoration photographs; photocopy workshop manual and other technical literature; its original logbook (part of); and an old-style V5. It should be noted that according to the HPI database the registration '48 EPX' has lapsed and is no longer associated with this motorcycle.

£1,400 - 1,800

€1,600 - 2,100

No Reserve

88

2008 HYOSUNG GV650 AQUILA

Registration no. MX57 EKE

Frame no. KM4VP51A171105993 Engine no. GV650-108669

Always wanted a Harley-Davidson V-Rod but can't afford one? Then the V-Rod-lookalike Hyosung Aquila is the machine for you. The Aquila is manufactured by the Korean Hyosung Corporation, which is active in various manufacturing and construction industries. It is powered by a 647cc 90-degree v-twin engine, apparently inspired by that of the Suzuki SV650. MCN reckoned the GV650 Aquila 'an oddball Korean concoction whose extreme Dan Dare styling is surprisingly more than matched by its consummate ability, specification and value – for a cruiser at least. Look past the... Star Trek styling and there's a decent SV-style engine, quality cycle parts and effective, real world performance – and not much to rival (it). Last taxed in 2011, this GV650 Aquila comes with a V5C Registration Certificate in the last registered keeper's name.

£1,200 - 2,000

€1,400 - 2,300

No Reserve

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89

1938 TRIUMPH 498CC SPEED TWIN

Registration no. FAT 363

Frame no. TH.7394

Engine no. 8-5T 14588

Although Edward Turner's Triumph Speed Twin caused a sensation when it appeared at the 1937 Motorcycle Show, few of its admirers can have guessed how influential the design would prove to be. True, there had been vertical twins before; indeed, Turner's predecessor at Triumph - Val Page - had designed one a few years previously, but Triumph's newcomer established a formula that would be adopted by all of Britain's major motorcycle manufacturers in the succeeding decade. Light, narrow and from certain angles looking 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, being capable of touching 100mph in road trim and exceeding it with the silencer end-caps removed. When production resumed in 1946, the Speed Twin reappeared with telescopic forks in place of the original girders, and separate dynamo and magneto instead of the pre-war version's magdyno. This apparently well-restored Triumph Speed Twin is offered with a V5C document in the previous keeper's name. It should be noted that the frame and engine numbers are transposed on the V5C.

£10,000 - 12,000

€12,000 - 14,000

FURTHER PROPERTIES



90

Property of a deceased's estate

NORTON MANX 500CC REPLICA BY BERNIE ALLEN

Registration no. WSL 697

Frame no. R11M 86383

Engine no. BRA 11M15

Today the Manx Norton's popularity in classic racing remains undiminished, with original examples racing alongside replicas of differing specification produced by specialist manufacturers worldwide. In the 1990s, accomplished Norton expert Bernie Allen produced replicas of late (1961 specification) Manx Nortons to order at a price that was then in the region of £24,000. Doug Hele, Norton's renowned race engineer, said of the Allen bikes: "They are better than when we made them." The choice of 1961 is significant, as by then the Manx had reached the zenith of its development and there were few changes between '61 and the end of series production in 1962. Purchased by its late owner in 2010 and always kept on display in the billiards room, this road-registered Manx replica has never been started or used since acquisition. The Manx is believed to have been assembled around 1993/1994, while the frame is thought to be an original Norton item, identified by its stamping as dating from 1960. The engine number suggests it is a 500cc unit, while other noteworthy features include the later double-sided front brake; belt primary drive; an Amal GP2 carburettor; and a Smiths speedometer. Currently SORN'd, the machine will require re-commissioning at the very least, or possibly more extensive restoration, before returning to the road (the engine turns over with compression and the gears engage). Offered with SORN paperwork and a V5C document.

£12,000 - 14,000

€14,000 - 16,000

No Reserve

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91

Property of a deceased's estate

1999 BMW R1100S

Registration no. T597 ERX

Frame no. WB10422A2XZA84821 Engine no. 50986729

Introduced in 1998, the R1100S sports roadster was BMW's most powerful 'Boxer' model, with a maximum output of 98bhp, and also the first to feature a six-speed gearbox. Somewhat unusually, the fuel-injected eight-valve engine retained air-cooled cylinders but had oil-cooled heads, the latter's valves operated via short pushrods by chain-driven camshafts. On the chassis side, the R1100S used the engine as a stressed member and featured BMW's well-established Telelever front suspension, a Paralever single-sided swinging arm and, of course, shaft final drive. Other noteworthy features included a generously sized cockpit fairing and the then fashionable under-seat exhausts. Bought in 2012 and used regularly, this example displays a total of 35,238 miles on the odometer and was last MoT'd in 2013. Currently SORN'd, the machine will require re-commissioning at the very least before returning to the road. The comprehensive history file's contents include a quantity of expired MoTs and tax discs; the 2012 purchase receipt; sundry invoices; SORN paperwork; a V5C Registration Certificate; and a BMW service/repair DVD.

£2,000 - 3,000

€2,300 - 3,500

No Reserve



92

Property of a deceased's estate

1997 MOTO GUZZI 1,000CC DAYTONA RS

Registration no. R192 MFX

Frame no. KL 111207 Engine no. KL 011206

Offered here is an example of the Daytona RS, which featured improvements over the original Daytona in almost every aspect when it arrived in 1996. Even by Moto Guzzi standards very few were made, the split over two years of production being 113 (1996) and 195 (1997). Supplied new in the UK by Three Cross Motorcycles Ltd, this Italian rarity was purchased from them by the late owner in 1999 and is believed to have last been on the road in 2012. A total of 30,123 kilometres is displayed on the odometer and the machine appears in generally good original condition. Re-commissioning will be required before returning it to the road. Documents include the 1999 purchase receipt; owner's handbook; service booklet (stamped 1997, 1998, 1999); Moto Guzzi wallet and brochure; SORN paperwork; sundry bills; old MoTs (most recent expired 2006); and old/current V5/V5Cs.

£4,000 - 5,000

€4,700 - 5,800

No Reserve



93

Property of a deceased's estate

1999 MOTO GUZZI 1100 SPORT CORSA

Registration no. T833 SFB

Frame no. KF 112732 Engine no. KF 013398

Although the most advanced model in Moto Guzzi's range, the eight-valve Daytona had not proved a runaway success, while demand for the long-in-the-tooth Le Mans Mark V was still holding up. Guzzi's solution was to put the 'old' four-valve motor, suitably up-rated, in a modified version of the Daytona's chassis, and re-style the result to create the cheaper 1100S. Development proceeded via the improved 1100 Sport Injection, which borrowed heavily from the Daytona RS to the last-of-the-line 1100 Sport Corsa of 1998, only 200 of which were made. Number '85' of the 200, this ultra-rare 1100 Sport Corsa was delivered new in Italy and comes with its original warranty/service booklet. Acquired in November 2004, the machine has been used regularly and currently displays a total of 24,456 kilometres on the odometer. Re-commissioning will be required before returning it to the road. Documents include expired MoTs (most recent 2014); SORN paperwork; Datatag registration; and a V5C. One for the collectors.

£3,000 - 4,000

€3,500 - 4,700

No Reserve



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94

Property of a deceased's estate

1981 LAVERDA 981CC JOTA '120'

Registration no. AGT 772W

Frame no. LAV1000/3CL 8469

Engine no. 1000 8469

Blessed with one of the most evocative names in motorcycling history, the Jota was the bike that really put Laverda on the map. Its direct progenitor was the tuned version of the Italian firm's 3C triple - the 3C(E) - developed for production racing by the UK importer, Slater Brothers. The production Jota was both more highly tuned and quicker, its 140mph top speed making it the world's fastest road-going production motorcycle at the time of its launch for 1976. It was also pretty handy on the racetrack, winning the UK's Avon championship in 1976 and 1978 in the hands of Pete Davies. Few major changes were made to the 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. This Jota '120' was purchased by its late owner in 2005 (bill of sale on file). An older restoration, the machine displays a total of 35,216 kilometres on the odometer and appears in nice condition. Last MoT'd in 2007, it will require re-commissioning before returning to the road. The history file contains correspondence; photocopies of marque-related literature; technical notes and diagrams; SORN paperwork; pre-restoration photographs; sundry invoices; expired MoTs; original handbook and workshop manual; a V5C; and a Laverda Owners Club 'Highly Commended' rosette from 2006. Currently detached the Jota also includes the front headlight fairing.

£7,000 - 9,000

€8,100 - 10,000

No Reserve



95

1983 BENELLI 499CC QUATTRO

Registration no. not registered

Frame no. 1983

Engine no. 002006

Revitalised after its takeover in 1971 by Argentine industrialist Alejandro de Tomaso, Benelli launched a range of new six- and four-cylinder sports bikes. First of these Honda-inspired machines was the 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. The front drum had been replaced by Brembo discs and the model name changed to '504 Sport' by the time Bike magazine got its hands on one in 1979. "Riding the Sport is a trip," enthused Britain's No. 1 motorcycling journal. "In common with most of its Italian compadres, the Benelli delivers handling that is parsecs ahead of the dominant Japanese motorcycles." The fact that importers Agrati Sales sold so few in the UK was entirely down to the price: at £1,636 the Benelli was a massive 33% more expensive than Kawasaki's Z500! This 500 Quattro was bought from the United States Benelli importer by a dealer for display purposes and kept in their showroom in Indiana for many years. The machine was imported into the UK in 2018 and is described by the vendor as 'like new' in all respects. Indeed, the odometer reading is a mere 17 kilometres. Offered with duties paid and a NOVA acknowledgement.

£6,000 - 7,000

€7,000 - 8,100



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96

1969 KAWASAKI 250CC A1 SAMURAI

Registration no. to be advised

Frame no. A1 12728

Engine no. A1E 14277

Most enthusiasts will tell you that Kawasaki's reputation for producing exciting high-performance motorcycles began with the fire-breathing Mach III 500cc triple, yet before the latter's arrival Kawasaki offered two other class-leading sports motorcycles: the 250cc A1 Samurai and 350cc A7 Avenger. Introduced first, in May 1966, the former was an air-cooled two-stroke twin which, somewhat unusually for the type, employed disc valve induction. A five-speed gear cluster was contained with the horizontally split crankcases and there was 'Injectolube' pumped lubrication, while the generator was mounted behind the cylinders, a position dictated by the side-mounted carburetors. The cycle parts though, were entirely conventional, consisting of a duplex-loop frame with twin-leading-shoe front brake. The result was an undeniably handsome sports roadster with a claimed 31bhp maximum and a top speed of 103mph, phenomenal figures for a 250 of the day. Apart from an increase in bore size, and commensurate increase in maximum power (to 42bhp), the 350cc Avenger was virtually identical. The Samurai was built from 1966 to 1971, though relatively few were imported into the UK, and today this early classic Kawasaki is highly sought after by collectors. Sold new in the USA, this Samurai is described by the vendor as a good original example that will require re-commissioning. Its mechanical condition unknown, the machine comes with duties paid; a VJMC dating certificate; and a V5C document.

£2,500 - 3,000

€2,900 - 3,500



97

C.1975 SUZUKI 247CC RL250 TRIALS

Registration no. not registered

Frame no. RL250-18883

Engine no. RL250-19296

Like all the Japanese manufacturers, Suzuki recognised the importance of the North American 'off-road' market and began offering appropriate models in the mid-1960s. Its first efforts were modified roadsters but as development progressed Suzuki's off-rovers became more capable on the dirt. However, nothing boosts sales like success in competitions, which meant that Suzuki, like its three main Japanese rivals, had to produce pukka trials, moto-cross and enduro machines as well as 'leisure' models for trail riding. Suzuki's first attempt as a trials bike was the RL250 of 1971. Gordon Farley's works bike enjoyed some success in UK trials, but RL250 riders of lesser talent struggled and the model was slow to sell. Eventually Suzuki offered the surplus to ex-BSA works rider Graham Beamish, who at that time was the UK agent for Suzuki moto-cross machines. In modified Beamish Suzuki form the RL250 became a regular winner. Sold new in the USA, this stunning RL250 has been treated to a 'ground upwards' restoration with no expense spared according to the vendor. The machine is described as in generally good/excellent condition and offered with a NOVA acknowledgement. UK duties have been paid.

£3,200 - 3,800

€3,700 - 4,400



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98

1986 SUZUKI RB50 (GSX-R50) GAG MINIBIKE

Registration no. to be advised

Frame no. LA41A 108704

Engine no. 108745

Reflecting the Japanese fondness for all things miniature, and styled like a miniature Grand Prix racer or GSX-R750, this Suzuki Gag Minibike is finished in striking 'Little Racing Pink' livery, one of the four different colour schemes available for this limited edition model. Produced for only a couple of seasons in the mid/late 1980s, the Suzuki Gag featured an aluminium beam frame, front disc brake, 'Full Floater' rear suspension, alloy wheels, a racing seat and a fairing, while the engine was a single-cylinder air-cooled four-stroke unit of 50cc capacity. Maximum power was 5.2bhp and the Gag weighed a mere 64kg (141lb). The gearbox was a four-speeder. Production lasted for barely two years. Popular with the racing fraternity as a paddock bike and much loved by children, the Gag packs a lot of fun into its compact dimensions. This ultra-rare Gag is a very original example in the rarest of the four colour schemes on offer. Imported from Japan to the UK in May 2020, it displays a believed correct total of only 365 kilometres on the odometer and is described by the vendor as in generally very good condition, having last run in May 2021. This charming little machine is offered with NOVA acknowledgement and a V5C Registration Certificate.

£2,000 - 2,500

€2,300 - 2,900

No Reserve



99

1980 YAMAHA QA50 POCKE

Registration no. to be advised

Frame no. 4U1-011428

Engine no. unstamped

Miniature motorcycles have gone by a variety of names over the years: monkey bike, mini-bike, mini-moto, and pocket bike being just a few of them. Introduced in 1960, Honda's 'Monkey Bike' is by far the best known, though small-wheeled recreational mini-bikes had been around since the 1950s and the military Welbike (civilian Corgi) dated back to WW2. Dating from 1980, this Yamaha QA50 Pocke pocket-bike is powered by a 49cc single-cylinder two-stroke engine producing a maximum of 3bhp and driving via a four-speed transmission. The Pocke is a little over 4' long, weighs 114lb, and rolls on 6" diameter wheels. The model lives on today as an electric commuter. Imported from Japan in May 2021, this example is described by the vendor as in fair and original condition for its age, and is presented in running condition. The machine is offered with NOVA acknowledgement and a V5C document.

£1,800 - 2,200

€2,100 - 2,600

No Reserve

The Bob Light Collection

Lots 100 - 115

Bob Light, now 81, was a successful competitor in autocross, open wheel and sports car racing in addition to a successful career in motorcycle sport both as rider and sponsor.

Following a stroke in 2009, and far from curtailing his 2-wheel involvement, Bob began a sponsorship programme focused on CMRC race events, building, preparing and loaning a selection of Seeley replica-framed specials to talented riders, including Lancelot Unissart, David Linsdale, and Joop van de Pol.

After much success Bob wound down the sponsorship programme four years ago to focus on family, travel and jobs closer to home.

In the early 1970s Bob started his own hi-tech engineering firm 'Di-Spark' employing c.50 machinists at its peak, supplying bespoke products to Space Programmes and titanium products to Formula 1 teams. The firm was well-known for its wire-cutting abilities, following Bob's huge investment in expensive machine tools.

D-S continue to this day, Now run by Bob's son. After a quarter century competing in the car world, Bob and his supportive wife Wendy made an overnight decision in 2001 to "Cease motor car racing and Go Bike"...with Bob himself in-the-saddle...rather than behind the wheel of his various race cars.

Admiring his very impressive motor car racing trophy cabinet, Bob modestly says today that he was "obviously better on 4-wheels than two, primarily due to the age factor".

Not only did he construct and establish a stable of Seeley-framed race bikes, but he also curated and rebuilt a collection of early year Honda street bikes, having admired Honda's engineering and styling over many years.

The following 16 lots are very much treasured by Bob however, the time has come for the machines to find new stables and used as their makers intended. Following a period of inactivity, the machines will require an element of recommissioning or restoration before returning to the race track or road. Accordingly all lots are sold as seen and Bidders must satisfy themselves as to the provenance, condition, age, completeness, and originality prior to bidding.



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100

1966 HONDA CB450 'BLACK BOMBER'

Registration no. FDX 191D
Frame no. CB450-1010695
Engine no. CB450E-1008732

- *Historically significant Japanese motorcycle*
- *Restored in the mid-2000s*
- *Last taxed in April 2008*



The Japanese motorcycle industry first made an impact outside its homeland with small-capacity commuter bikes and lightweights, and for many years the view prevailed in North America and Europe that they were incapable of building effective large-capacity machines. The arrival of the Honda CB450 in 1965 should have dispelled any lingering doubts about Japan's intention to compete in all sectors of the market.

Known affectionately as the 'Black Bomber' after its black finish, the CB450 was Honda's largest model when launched and capitalised on experience gained with a succession of smaller-capacity twins. Nevertheless, the CB450 departed from Honda's usual practice in a number of ways, in particular its use of twin overhead camshafts, torsion-bar valve springs and constant-velocity carburettors. The tubular frame - replacing Honda's traditional fabricated spine type - was another departure from the norm. With a top speed of over 100mph and a standing quarter-mile time in the 14-second bracket, the refined CB450 sounded the death knell, not just for the traditional British '500' but for the entire UK motorcycle industry which, ever complacent, found itself at an ever increasing disadvantage in the all-important United States marketplace.

This four-speed CB450 was in a dismantled state when acquired by Bob Light in March 2003, with some parts missing. Treated to a 'ground upwards' rebuild (including Nikasil-plated alloy cylinders) and last ridden in 2008, the Honda currently displays a total of 59,869 miles to the odometer and appears to be in generally good restored condition. Nevertheless, re-commissioning to a greater or lesser extent will be required before returning it to the road.

Accompanying paperwork includes pre-restoration photographs; SORN acknowledgements; photocopy magazine articles; expired MoTs; old/current V5C Registration Certificates; and photographs of the Honda participating in an event on the Isle of Man. It is believed that the CB is fitted with US-made electronic ignition.

£4,000 - 6,000
€4,700 - 7,000



101



103



102

101

1963 HONDA 305CC CB77

Registration no. 821 CAY
 Frame no. CB77E 101851 (see text) Engine no. CB77E 101851
 With an overhead-camshaft engine, electric starter, rev counter and twin-leading-shoe front brake, Honda's CB twins boasted a specification unmatched by any of their rivals. They were no slouches either: producing 28.5bhp at 9,000rpm and weighing just 350lb, the CB77 possessed an excellent power-to-weight ratio endowing it with a level of performance equal to that of most British 500s. Purchased in May 2004 (receipt on file) and fully restored by Bob Light, this CB77 was last ridden in 2008 and will require re-commissioning to a greater or lesser extent before further use. A total of 12,934 miles is displayed on the odometer and the CB appears to be in good condition, with working electric starter. The machine comes with a history file containing an old-style continuation logbook; sundry receipts; expired MoTs; old/current V5/V5C documents, etc. It appears that the frame number may have been re-stamped.

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

102

1965 HONDA 250CC CB72

Registration no. FUP 594C
 Frame no. CB72 313799 Engine no. CB72E 313755
 Introduced in 1960, the CB72 retained the basic layout of the preceding C70/C71 but with wet sump lubrication and a gearbox-mounted clutch. In addition, the sporting CB changed to a 180-degree crankshaft and twin carburettors and used a tubular spine frame instead of the pressed-steel chassis of the tourers. Producing 24bhp at a then-stratospheric 9,000rpm, and weighing only 340lb, the CB72 possessed an excellent power-to-weight ratio endowing it with performance challenging that of many British 500s. Currently displaying a total of 1,322 miles on the odometer, this CB72 is believed to be an older restoration with some cosmetic deterioration since. Running when purchased from 'Historic Honda Collection' member Christopher Bancroft, and last taxed in March 2002, the machine has not been ridden since acquisition and will require re-commissioning before further use. Accompanying paperwork includes DVLA correspondence; expired MoTs; and old/current V5C documents.

£2,000 - 3,000
€2,300 - 3,500



104

103

1977 HONDA CD175

Registration no. UPE 444S
 Frame no. CD175-4068898 Engine no. CD175E-4072779
 Introduced in 1966, the Honda CD175 was aimed squarely at the market sector that regarded motorcycles merely as cheap and convenient transport rather than thrilling lifestyle accessories. The CD175 would nevertheless cruise comfortably at 65mph while at the same time delivering around 70 miles to every gallon. Purchased at Kempton Park in November 2004 and last taxed in January 2005, this example displays a total of 2,988 miles on the odometer, which is believed to be the distance covered since its restoration by the preceding owner (see photo album). Presented in generally good condition, the machine has not been touched since acquisition and will require re-commissioning before further use. The accompanying folder contains a Haynes workshop manual; sundry restoration bills; SORN acknowledgements; photocopy technical literature; expired MoTs; and old/current V5C Registration Certificates.

£2,000 - 3,000
€2,300 - 3,500

104

1966 HONDA 154CC C95

Registration no. 9590 OZ
 Frame no. C95-3007849 (see text) Engine no. C95E-3007857
 Boasting Honda's favoured pressed-steel frame, the Japanese manufacturer's first 125cc twins - the C90 tourer and CB90 sports - appeared in 1958 together with two closely related models, the C95 tourer and CB95 sports, the latter pair featuring over-bored engines displacing 154cc and producing 13.5bhp and 16.5bhp respectively. Today these early Honda twins are among the most collectible of 1960s Japanese classics. Formerly displayed in the window of an Isle of Man motorcycle shop, this C95 is believed to have been part restored/repainted some years ago and currently displays a total of 10,989 miles on the odometer. The machine has not been touched since its acquisition during Manx Week in 2005 and will require re-commissioning before returning to the road. Offered with original logbook; DVLA correspondence; and a V5C document. It should be noted that the (correct) frame number is stamped on a non-factory plaque.

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



105



107



106

105

C.1989 HONDA VFR400R NC30

Registration no. G82 YPD

Frame no. NC30-1001669 Engine no. NC13E-1201833

Following the arrival of the VFR750R (RC30) race replica in the late 1980s, it was only to be expected that some of its style and technology would rub off on Honda's smaller V4s. The first of these was the NC21, which was followed by the NC24 with RC30-style single-sided swinging arm. Restricted to a maximum of 59PS (59.8bhp) for the Japanese market, these models were not officially imported into the UK, unlike the successor NC30 which boasted a specification not far short of the RC's. Boasting RC30 looks and equally exemplary build quality, but at a fraction of the cost, the NC30 is one of the most collectible classics of the 1990s. Purchased from Hilltop Service Station of Horndean, Hampshire, this 'grey import' NC30 was first registered in the UK on 1st December 1996 and has been used by Bob Light as a practice bike to get to know new circuits. The first MoT of 1996-1997 records the odometer reading as 502 kilometres, while the current reading is 3,597km. The VFR was last taxed in August 2008 and will require re-commissioning before further use. Offered with a V5C; part old V5; expired MoTs, etc.

£1,800 - 2,500

€2,100 - 2,900

No Reserve

106

1994 HONDA CB250 PROJECT

Registration no. L47 BEL

Frame no. MC26-5000023 Engine no. MC24E-2101265

The air-cooled 250 twin had been a fixture of the Honda range since the late 1950s, undergoing periodic redesigns and updates as motorcycle technology progressed, before emerging in what would be its final configuration in the early 1990s. Known as the Nighthawk in some markets, this latest and last CB250 would remain in production until replaced by the single-cylinder CBF250 in 2003. This CB250 has not been touched since Bob Light acquired it in February 2009 and currently displays a total of circa 40,000 miles to the odometer. Offered for restoration and sold strictly as viewed, it comes with the old/current V5C documents and the 2009 purchase receipt.

£200 - 400

€230 - 470

No Reserve



108

107

C.1981 MOTO MORINI 239CC C2

Registration no. not UK registered

Frame no. J-03842 Engine no. J-03842

Before the arrival of its 72-degree v-twin roadsters, Morini's reputation had rested mainly 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. The most commonly encountered version is the 350cc '3½', while the machine offered here (purchased in 2001) is an example of the much rarer '250'. Believed original and un-restored, the machine displays a total of 23,808 kilometres on the odometer and is offered for restoration. Apart from removing the cylinder heads for a 'de-coke', after which the machine was ridden around the garden, no work has been done since acquisition. There are no documents with this Lot.

£1,600 - 1,800

€1,900 - 2,100

No Reserve

108

1956 BSA 150CC D3 BANTAM MAJOR PROJECT

Registration no. GSL 388

Frame no. CD3 5809 Engine no. BD3B 16840

Developed from the pre-war DKW RT125 and announced in 1948, the Bantam became a top-seller for BSA. Originally of 123cc, the engine grew first to 148cc - on the D3 Bantam Major, introduced for 1954 - and then to 172cc. Plunger rear suspension became an option in 1950, the next major changes to the cycle parts being the introduction of swinging-arm rear suspension and a sturdier telescopic front fork on the Bantam Major in 1956. Acquired by Bob Light in 2001 (he had to have a Bantam in the collection), this example of the swinging-arm-suspended D3 Bantam Major is offered for restoration and sold strictly as viewed. A spare (old) silencer and some other spares are included in the sale. Unused since acquisition, the machine is offered with an old V5 document and some photographs.

£400 - 600

€470 - 700

No Reserve

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109

1961 TRIUMPH 649CC T120R BONNEVILLE

Registration no. PRN 152

Frame no. D11519

Engine no. T120R D11519

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. This Bonneville had already been restored by the preceding owner when acquired by the vendor in Wales in 2001 (see restoration invoices and photographs on file). The machine has covered only 2,977 miles since the rebuild's completion and has acquired a nice patina. The Triumph was last run in 2009 prior to storage, therefore re-commissioning and the customary safety checks will be required before returning it to the road. Accompanying paperwork includes old/current V5C documents; expired MoTs; SORN acknowledgements; and the aforementioned restoration records.

£7,000 - 10,000

€8,100 - 12,000



110

DRIXTON-HONDA 500CC REPLICA RACING MOTORCYCLE

Frame no. 079

Engine no. CB450E-502390

Riders campaigning Aermacchis in the mid/late 1960s frequently turned to alternative frames, the Drixton products of Swiss racer turned frame-maker Othmar 'Marly' Drixl being among the most popular. A talented rider, Drixl was working in the Aermacchi factory when he met the UK importer Syd Lawton. A few years later Lawton commissioned Drixl to make a small batch of frames to replace the stock Aermacchi chassis, which were marketed under the 'Drixton' name. Between 1965 and 1969 around 20-25 frames were built to take Aermacchi engines, some being used by leading Grand Prix privateers such as John Hartle and Kel Carruthers. Perhaps surprisingly, given the ubiquity of the Drixton-Honda replica in modern-day classic racing, only a tiny handful were built in period, the first being commissioned by Australian racer Terry Dennehy to accommodate the CB450 'Black Bomber' motor. In recent years replicas of the Drixton-Honda, particularly in CB350 K4 form, has become one of the mainstays of historic motorcycle racing worldwide. A five-speed model, this Drixton-Honda replica was completed in 2007 using a kit purchased from Bartel Engineering. Other specification highlights include a 500cc engine with Nikasil-coated cylinders; Ceriani front forks; Maxton rear suspension; Grimeca 4LS front brake; Honda rear brake; Keihin CR carburettors; and a large capacity fuel tank. The machine has been ridden only once (for 10 miles) since completion some 12-13 years ago and will require re-commissioning before further use.

£6,000 - 8,000

€7,000 - 9,300



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111

SEELEY 500CC G50 REPLICA RACING MOTORCYCLE

Frame no. R.M.T MK.2 259R

Engine no. MN2

- Roger Titchmarsh frame
- Minnovation Racing engine
- 92x75mm bore/stroke
- TT Industries six-speed gearbox
- Maxton suspension



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 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 was lighter still, featuring a revised layout of thin-wall tubes, 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.

Surely a potential winner in the right hands, this well specified and equally well put together Seeley G50 replica has been raced by Bob Light's sponsored riders Lancelot Unissart and before him Joop de Pol of the Netherlands. Built from a Minnovation Racing kit, the machine features a Roger Titchmarsh Mark 2 frame and a Minnovation 92-bore twin-plug engine, the latter alone costing in excess of £11,000.

Other specification highlights include a TT Industries six-speed gearbox; Bob Newby belt primary drive; Electrex World electronic ignition; Scitsu rev counter; Menani drum brakes (double-sided 4LS at the front); and Maxton front and rear suspension. A spare sprint tank is included in the sale together with the fairing lower half. Re-commissioning will be required before this machine returns to the track.

£14,000 - 18,000

€16,000 - 21,000

112

SEELEY 500CC GOLD STAR REPLICA RACING MOTORCYCLE

Frame no. R.M.T MK.2 214R

Engine no. none

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. Manufacture ceased in 1973 and production of Seeley frames was later licensed to Roger Titchmarsh, while there have been countless unauthorised copies made over the years. This Seeley Gold Star features a Roger Titchmarsh Mark 2 frame and an engine prepared by Bob Light that is said to produce circa 52bhp. Other specification highlights include a magnesium-cased six-speed gearbox by TT Industries; belt primary drive; Dell'Orto carburettor; Electrex World electronic ignition; Scitsu rev counter; Minnovation fork yokes; Maxton front and rear suspension; KTM-type chain guide; and disc brakes front and rear gripped by Sumitomo (Yamaha) 'Blue Spot' callipers. This machine has been raced in countless CRMC events by Welshman Alex Sinclair with wins at Pembrey and Anglesey and podium finishes at Brands Hatch, Snetterton, etc. We are also advised that Dutchman Joop van der Pol won on the Seeley at Anglesey. Re-commissioning will be required before this machine returns to the track.

£8,000 - 12,000

€9,300 - 14,000



113

SEELEY 350CC GOLD STAR REPLICA RACING MOTORCYCLE

Frame no. Bob Light 02

Engine no. 2810 828 121 011001 A28712.

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. Manufacture ceased in 1973. Production of Seeley frames was later licensed to Roger Titchmarsh and there have been countless unauthorised copies made over the years. Raced by Bob Light's sponsored riders David Linsdell, Joop van der Pol, and Lancelot Unissart, this Seeley Gold Star is believed to feature a Roger Titchmarsh Mark 2 type frame and a Roy Shearwood-prepared engine. The latter is a short-stroke unit with bore/stroke dimensions of 76x76mm (standard 71x88mm) and a Nikasil-coated cylinder. Other specification highlights include a Dell'Orto carburettor; oil cooler; TT Industries six-speed gearbox; Bob Newby belt primary drive; Electrex World electronic ignition; Scitsu rev counter; Maxton forks; Falcon rear suspension; 18" alloy wheel rims; and Honda disc brakes front and rear gripped by a Lockheed calliper at the front and Yamaha at the rear. We are advised that David Linsdell won a CRMC 350 championship riding this machine, and that Lancelot Unissart finished 16th on it in the 2015 350cc Classic TT at an average speed of 90.384mph – not bad for a 350 pushrod single! Re-commissioning will be required before this machine returns to the track.

£7,000 - 9,000

€8,100 - 10,000



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114

SEELEY 350CC GOLD STAR REPLICA RACING MOTORCYCLE

Frame no. S+P Mk3 R 001

Engine no. BB33 8736 and 66 1641 162

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. 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. Production of Seeley frames was later licensed to Roger Titchmarsh and there have been countless unauthorised copies made over the years. This Seeley-BSA was ridden by Bob Light's sponsored rider Lancelot Unissart. The machine's Seeley Mark 3-replica frame is believed to have been manufactured by two Peterborough-based engineers, one of whom was Pete Odell. The machine has a Roy Shearwood-prepared short-stroke engine (precise bore/stroke dimensions unknown), which breathes via a Dell'Orto carburettor and has Electrex World ignition. Other specification highlights include an oil cooler; TT Industries six-speed magnesium gearbox; Bob Newby belt primary drive; Maxton-modified Ceriani forks; Minnovation fork yokes; disc brakes (the front gripped by a 4-piston Sumitomo 'Blue Spot' calliper); and a KTM-type chain guide. The machine will require re-commissioning before returning to the track

£7,000 - 9,000

€8,100 - 10,000



115

BOB LIGHT AERMACCHI 350CC RACING MOTORCYCLE PROJECT

Frame no. none

Engine no. 6A10889H3

Aermacchi is a household name among motorcyclists thanks to its heroic achievement of producing the most highly developed and successful overhead-valve racing single ever. However, from the late 1960s onwards the works concentrated on developing its new 250 two-stroke twin. In a vain attempt to combat the increasingly dominant strokers, some Aermacchi privateers turned to alternative frames, the Drixton products of Swiss rider turned frame-maker Othmar 'Marly' Drixl being among the most popular. Despite a lack of ultimate success in Grands Prix, the Aermacchi single was outstandingly successful at national level and today, having benefited from another five decades of development, remains a competitive force in historic motorcycle racing. This Aermacchi's Seeley-like frame has been manufactured by Bob Light from 1½" steel tubing. The engine features a forged piston and con-rod; fully balanced crankshaft; new valves, springs and caps; Joy cams; Gardner carburettor; and PVL electronic ignition. The electric starter is still in place, reflecting the wet-sump engine's roadster origins. Other noteworthy features include Honda wheels and brakes (CB72/K4 front/rear); Ceriani Grand Prix forks; Minnovation Racing billet fork yokes; Koni rear suspension; Gardner carburettor; Drixton-type seat; and a beautiful alloy sprint tank made by Clive Ling. Never run, this is an unfinished but potentially most rewarding project.

£1,800 - 2,500

€2,100 - 2,900

No Reserve



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The David Taylor Collection

Lots 116 - 451

David G E Taylor

27th June 1943 – 3rd January 2020

A man of many talents, David Taylor was born in Timperley, Greater Manchester, his family moving to Lincolnshire when he was a child. At school he was brilliant mathematically, and his parents sent him to a technical school in Grimsby. Everything seemed to be second nature to David and he progressed to a technical college in Scunthorpe.

His first job was as a draftsman at Rose Brothers Engineers. He then went to work for the jam factory of Spring & Co (related to Nigel Spring, the rider and sponsor) in Brigg. David was an engineer there and kept the place running. He then went to work at a chemical factory in Barton, and progressed through the world of industry, eventually working for Ross Foods in Grimsby as a packaging engineer, travelling the world examining machinery for purchase and installation on production lines.

He took early retirement in 1998 and dedicated himself to restoring a beautiful late 17th Century farm building and complex. The buildings are extensive and housed David's other passion: his collection of Norton motorcycles.

As a child he was fascinated by everything mechanical, including steamrollers, watches, cars, motorcycles and bicycles. His first motorcycle was a scrambler (see Lot 261) and he did everything required to keep it running. Nortons became his obsession. He admired the engineering and wanted to preserve their history and rebuild as many machines as he could. He didn't want to see anything get destroyed. He was highly sought after for his knowledge of Nortons, and if he couldn't find or source a part he would make it. He was very patient: nothing was too difficult and everything was possible, nothing was too large or small, but he never rushed. He looked at everything in detail and checked and rechecked: that was his philosophy. A very modest and quiet gentleman, David continued to work on his collection until the point he passed away.





116

Property of a deceased's estate

1915 NORTON 633CC BIG 4 MOTORCYCLE COMBINATION

Registration no. O 2559

Frame no. 1527

Engine no. none visible

Having hitherto relied on proprietary engines, Norton introduced its own in 1907. The long-stroke (82x120mm) sidevalve single displaced 633cc and the new model it powered became known as the 'Big 4'. Smaller versions followed and in 1911 the '500' adopted the classic 79x100mm bore/stroke dimensions that would characterise the half-litre (actually 490cc) Norton for the next 50 years. Norton's sidevalves were revised for 1914 and in 1921 the Model 16, as it had become known, received a new lower frame, becoming the 16H. Considered by many to be an ideal sidecar 'tug', the Big 4 (and 16H) would be continuously updated for the next 30-plus years, many seeing service with Allied forces in WW2. Post-war, the Big 4 was revised with a shorter (113mm) stroke for a capacity of 597cc before taking its final bow, alongside the 16H, in 1954. This Big 4 comes with a detached reproduction sidecar chassis and wicker 'chair' in need of restoration. Photographs and correspondence on file suggest that the machine was restored circa 2010, and it is pictured in solo form at the VMCC's 'Festival of 1,000 Bikes' at Mallory Park in July 2011. Additional documentation includes an NOC dating letter; old-style continuation logbook (1963); assorted correspondence; restoration notes and diagrams; and an old-style V5C document. This motorcycle's condition, completeness, and correctness is not known and thus it is sold strictly as viewed.

£10,000 - 15,000

€12,000 - 17,000

No Reserve



117

Property of a deceased's estate

C.1925 NORTON 495.5CC OVERHEAD-VALVE SPECIAL PROJECT

Registration no. WU 3713

Frame no. 6540

Engine no. 7013

Like the majority of its 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. After debuting on the racetrack, a road-going version - the Model 18 - was catalogued for 1923, quickly establishing a reputation for both speed and reliability. The Model 18 retained its essentially Vintage characteristics until 1931 when the range was extensively redesigned, dry-sump lubrication and rear-mounted magneto being standardised. Assumed by its late owner to be a Model 18, 'WU 3713' was first registered on 28th December 1925, its precise identity being unspecified on the accompanying old-style buff logbook (issued 1931), which merely lists the model as 'Norton'. Also on file is correspondence between the late owner and the DVLA concerning the frame's repair/replacement, the change being recorded on the accompanying V5C together with a change of engine. The latter's crankcase is stamped '72.5 x 120', indicating a capacity of 495.5cc, while the gearbox is stamped 'TT 1929' and 'CS145'. Norton never made a production model with those bore/stroke dimensions, yet the stamping appears original and in an appropriate font. A puzzle for the Norton historians! This motorcycle's condition, completeness, and correctness is not known and thus it is sold strictly as viewed.

£8,000 - 14,000

€9,300 - 16,000

No Reserve



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118

Property of a deceased's estate; believed ex-Douglas Lamb, Isle of Man TT

1928 NORTON 490CC CS1

Registration no. not registered

Frame no. 32086 (see text)

Engine no. CS39003

- Offered for restoration
- Believed to have been ridden by Douglas Lamb
- Original Moore-designed CS1



Like the majority of their contemporaries, Norton relied on the sidevalve engine until the introduction of its first overhead-valve design in 1922, and the resulting Norton Model 18 was a big success on the road. On the racetrack however, Velocette had shown the way forward when its overhead-camshaft KTT romped away from the field in the 1926 Junior TT, and Norton responded with its own similar engine the following year. Designed by Walter Moore, the Norton motor retained the firm's traditional 79x100mm bore and stroke dimensions, employing bevel gears and a vertical shaft to drive the cams in KTT fashion. The cycle parts too were new: a cradle frame and saddle tank appearing for the first time on the works CS1 racer, which scored a debut win in the 1927 Isle of Man Senior TT with Alec Bennett riding. The production version of the new CS1 duly appeared at the Motor Cycle Show later that same year.

Towards the end of the 1930 season a new overhead-camshaft engine began to be seen in the works Nortons. Designed by Arthur Carroll, this replaced the original 'cammy' motor that had been drawn up by Walter Moore, recently departed for NSU, and first appeared in production Nortons made for the 1931 model year.

The existing CS1 (490cc) and CJ1 (348cc) model designations were carried over from the Moore era, and the pair continued as Bracebridge Street's top-of-the-range sports roadsters until 1932 when the arrival of the competition-orientated International models saw them re-branded as refined sports-tourers. Today the original Moore-designed CS1 is one of the most sought after of all Norton motorcycles.

Offered for restoration, this incomplete CS1 is believed to have been ridden by Douglas Lamb, who competed in the Isle of Man TT on three occasions: the Senior race in 1928 and 1929, and the Junior in 1929, Norton-mounted in each case. He died in June 1929 following a fatal crash in the Senior race (see VMCC correspondence, photographs, and photocopied press cuttings on file). This motorcycle's condition, completeness, and correctness is not known and thus it is sold strictly as viewed. It should be noted that the frame number appears to have been stamped twice in different fonts.

£3,000 - 5,000

€3,500 - 5,800

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.

119

Property of a deceased's estate

1928 NORTON 490CC CS1 PROJECT

Registration no. MP 2645 (see text)

Frame no. 32003

Engine no. CS38449

- *Matching-numbers example*
- *Present ownership since at least 1995*
- *Offered for restoration*



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Offered for restoration, this incomplete CS1 comes with an old-style buff logbook (issued 1946) recording matching frame, engine and registration numbers. A letter on file shows that the Norton has belonged to the late owner since at least 1995. It should be noted, the Vehicle Registration Number 'MP 2645' has lapsed from the HPI/DVLA database. Accordingly, prospective bidders must satisfy themselves as to the validity of the VRN prior to bidding. This motorcycle's condition, completeness, and correctness is not known and thus it is sold strictly as viewed.

£7,000 - 10,000

€8,100 - 12,000

No Reserve

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120

Property of a deceased's estate

1928 NORTON 490CC ES2

Registration no. EB 7763

Frame no. 34390

Engine no. ES42568

Introduced at the 1927 Motor Cycle Show, the ES2 sports roadster used the Model 18's overhead-valve engine in the cradle frame of the overhead-camshaft CS1, and from then onwards the 'ES2' designation was always applied to Norton's top-of-the-range overhead-valve sports single. The ES2 was built in several versions during a production run lasting until 1963, though the engine dimensions of 79x100mm bore/stroke - first adopted by James Lansdowne Norton in 1911 - remained unchanged to the end. First registered in the East Riding of Yorkshire on 28th December 1928, this 1929-model ES2 was incomplete and in part-restored condition when it was bought from a deceased's estate at Brooks' Stafford Sale in April 1998 (Lot 433) and not 1995 as implied by the accompanying V5C documents. Its restoration subsequently completed by the (now deceased) new owner, the Norton took part in the VMCC's 'Festival of 1,000 Bikes' at Mallory Park in 2007. Noteworthy features include an Amac carburettor; Lucas racing magneto; and a twin-barrel silencer. Last taxed to 30th June 2010, the machine is offered with a substantial file containing photocopied maintenance instructions; old-style continuation logbooks; the Brooks catalogue; SORNs, tax discs and MoT certificates; and a copy of Motor Cycling magazine (17th October 1928, Olympia Show preview). This motorcycle's condition, completeness, and correctness is not known and thus it is sold strictly as viewed.

£8,000 - 12,000

€9,300 - 14,000

No Reserve



121

Property of a deceased's estate

1929 NORTON 348CC MODEL JE

Registration no. OF 6041

Frame no. 38125

Engine no. JE1174

A new introduction for 1929, the 348cc JE was the 'junior' version of Norton's ES2 sports roadster. Introduced at the 1927 Motor Cycle Show, the ES2 used the Model 18's 490cc overhead-valve engine in the cradle frame of the overhead-camshaft CS1, and from then onwards the 'ES2' designation was always applied to Norton's top-of-the-range overhead-valve sports single. The JE, though, did not last anything like as long, disappearing from the range at the end of the 1931 season. Norton did not list an OHV '350' again until 1933, and when it did the designation had changed to 'Model 50'. In production for just a few years, the JE is one of the rarest of Norton's pre-war production roadsters. This JE's history file consists mainly of colour photographs, some annotated, charting its progress from a dismantled restoration project in January 2009 to a participant in the VMCC's 'Festival of 1,000 Bikes' in July of that year! The Norton was back at Mallory for the next two Festivals, and the related competitor numbers and photographs may be found in the file together with its 2009 MoT certificate and an old-style V5C document. This motorcycle's condition, completeness, and correctness is not known and thus it is sold strictly as viewed.

£7,000 - 10,000

€8,100 - 12,000

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.



122

Property of a deceased's estate

1931 NORTON 490CC MODEL 18/20 PROJECT (SEE TEXT)

Registration no. not registered

Frame no. 20 45185

Engine no. none visible (barrel stamped 48110)

Like the majority of its 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. After debuting on the racetrack, a road-going version - the Model 18 - was catalogued for 1923, quickly establishing a reputation for both speed and reliability. A slightly more expensive twin-port variant - the Model 20 - joined the line-up for 1930, but before long Norton's essentially Vintage range would be comprehensively revised. In 1931 the sidevalve and overhead-valve models were extensively redesigned, dry-sump lubrication and a rear-mounted magneto being standardised. There were further improvements made throughout the 1930s, including enclosure of the valve gear and a foot-change gearbox by the decade's end. The Model 18 was revived when Norton recommenced production in 1946 but the deleted twin-port Model 20 was destined to remain but a fond memory. Despite having significant characteristics of the Model 20 - '20' frame number prefix and a twin-port cylinder head - this machine is recorded in the factory records as a Model 18 (see letter on file). This motorcycle's condition, completeness, and correctness is not known and thus it is sold strictly as viewed.

£4,000 - 6,000

€4,700 - 7,000

No Reserve



123

Property of a deceased's estate

1928 NORTON 490CC MODEL 16H PROJECT

Registration no. VF 2907 (see text)

Frame no. 31293

Engine no. 36799 (see text)

Having hitherto relied on proprietary engines, Norton introduced its own 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/stroke dimensions that would characterise the half-litre (actually 490cc) Norton for the next 50 years. Norton's newcomer was among the fastest in its class, being the first machine under 500cc to be officially timed at over 70mph: some going for 1911. Small wonder that 'Unapproachable' began to be applied to the Norton singles at around this time. The 490cc engine was revised for 1914 and the following year gained a new frame with lowered riding position and the option of a Sturmey-Archer three-speed gearbox. When fitted with chain drive, the 490cc sidevalve single became the 'Model 16', its designation changing to '16H' in 1921 when a new, lower frame was introduced. The old-style buff logbook on file (issued 1940) shows that at that time this machine was fitted with engine number '38280' (stamping still visible on the cylinder barrel). It should be noted that there is no V5C registration document with this Lot, though a photocopy of the aforementioned logbook was stamped by the DVLA in March 2011. This motorcycle's condition, completeness, and correctness is not known and thus it is sold strictly as viewed.

£5,000 - 7,000

€5,800 - 8,100

No Reserve



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124

Property of a deceased's estate

1931 NORTON 490CC MODEL 18

Registration no. GO 2317

Frame no. 44619

Engine no. 51127

Like the majority of its 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. After debuting on the racetrack, a road-going version - the Model 18 - was catalogued for 1923, quickly establishing a reputation for both speed and reliability. The Model 18 retained its essentially Vintage characteristics until 1931 when the range was extensively redesigned, dry-sump lubrication and rear-mounted magneto being standardised. There were numerous improvements made to the engine throughout the 1930s while Norton's own four-speed foot-change gearbox replaced the old Sturmey Archer in 1935. Production of an essentially unchanged 1939 model resumed after WW2. Science Museum correspondence on file reveals that this Model 18, frame/engine numbers '44619/'51127', was retailed via Beach Motors and sold new to one P W Moss of East Dulwich, South London. It was delivered equipped with the foot-change gearbox and a dynamo. Other correspondence shows that in 2001 its late owner succeeded in retrieving the original registration number, 'GO 2317', which is non-transferable. Last taxed to 31st March 2012, the machine is offered with a quantity of SORNs, MoT certificates, and V5C registration documents. This motorcycle's condition, completeness, and correctness is not known and thus it is sold strictly as viewed.

£7,000 - 10,000

€8,100 - 12,000

No Reserve



125

Property of a deceased's estate

1930 NORTON 588CC MODEL 18/19 PROJECT

Registration no. BU 6500 (see text)

Frame no. 41108

Engine no. 48027

Like the majority of its 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. After debuting on the racetrack, a road-going version - the Model 18 - was catalogued for 1923, quickly establishing a reputation for both speed and reliability. Just the Model 18 had used the same 79mm x 100mm bore-stroke dimensions of the existing sidevalve-engined 16H, so the larger-capacity but otherwise similar overhead-valve Model 19 used those of the 588cc Big 4 sidevalve, at 79x120mm. The Model 18/19 retained its essentially Vintage characteristics until 1931 when the range was extensively redesigned, dry-sump lubrication and rear-mounted magneto being standardised. There were numerous improvements made to the engine throughout the 1930s while Norton's own four-speed foot-change gearbox replaced the old Sturmey-Archer in 1935. From the details recorded in the accompanying old-style buff logbook (issued in 1948), it appears that this motorcycle started life as a 490cc Model 18 which at that time was fitted with engine number '47601'. This motorcycle's condition, completeness, and correctness is not known and thus it is sold strictly as viewed. There is no V5C Registration Certificate with this Lot. It should be noted, the Vehicle Registration Number 'BU 6500' has lapsed from the HPI/DVLA database. Accordingly, prospective bidders must satisfy themselves as to the validity of the VRN prior to bidding.

£5,000 - 8,000

€5,800 - 9,300

No Reserve



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

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



126

Property of a deceased's estate

1931 NORTON 490CC MODEL 18 PROJECT

Registration no. SM 9012

Frame no. 43927

Engine no. 50673

Like the majority of its 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. After debuting on the racetrack, a road-going version - the Model 18 - was catalogued for 1923, quickly establishing a reputation for both speed and reliability. The Model 18 retained its essentially Vintage characteristics until 1931 when the range was extensively redesigned, dry-sump lubrication and rear-mounted magneto being standardised. There were numerous improvements made to the engine throughout the 1930s while Norton's own four-speed foot-change gearbox replaced the old Sturmey Archer in 1935. Production of an essentially unchanged 1939 model resumed after WW2, which for 1947 was updated with Roadholder telescopic forks in common with the rest of the Norton range. This incomplete and partially dismantled Model 18 is offered for restoration. The machine comes with DVLA correspondence; a 1957 tax disc; an old-style V5 document; and an old-style V5C Registration Certificate. This motorcycle's condition, completeness, and correctness is not known and thus it is sold strictly as viewed.

£2,000 - 4,000

€2,300 - 4,700

No Reserve



127

Property of a deceased's estate

C.1960 NORTON 596CC DOMINATOR 99 CAFÉ RACER

Registration no. 166 GMO

Frame no. R14 89359

Engine no. 79761 14P

Norton's 500cc twin found a new home in the racing singles' 'Featherbed' duplex frame in November 1951. Titled 'Dominator 88', the newcomer was the first production Norton roadster to feature the lightweight, race-proven chassis. Updated annually, the Dominator had, by the decade's end, 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 the 88. Endowed with greater power and higher gearing enabling it to top the magic 'ton', the 99 nevertheless 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 Dominator 99 'café racer' was registered to its late owner in September 1988. The machine features a large-capacity fuel tank; Borrani alloy wheel rims; Tickle top yoke; Commando TLS front brake; swept-back exhaust pipes; twin carburettors; 'racing' seat; Lucas competition magneto; and matching speedometer/rev counter. Last taxed to 20th September 2010, it comes with a quantity of SORNs and MoTs; old/current V5Cs; sundry bills; Norvil parts list; and an original 1960 Norton Maintenance Manual and Instruction Book. This motorcycle's condition, completeness, and correctness is not known and thus it is sold strictly as viewed. It should be noted, the V5C records the engine number suffix as its prefix.

£3,000 - 5,000

€3,500 - 5,800

No Reserve



END OF DAY 1

Cycling, Motorcycle Spares and Memorabilia - Day 2

Saturday 3 July at 10.00, Lots 201 - 551

Further images of each lot can be found at www.bonhams.com/26514



205



206



207



208



209

CYCLING

201 FOUR CANDLE ILLUMINATED BICYCLE LAMPS,

including Powell and Hanmer Aerolite nickel plated; Lucas 'Candlelamp', lacking lens clip; a 'Tourist' lacking lens and rim, and another un-named lacking lens.

(4)

£100 - 200

202 ASSORTED OIL ILLUMINATED CYCLE LAMPS,

including Lucas No 320 Captain, P & H Demon Eldorado, Argonaut and other similar lamps, together with an oil lamp converted into an ordinary hub lamp, a British Rail signal lamp and a bulls-eye lens hand lamp (lacking burner), various conditions.

(Qty)

£100 - 150

203 A COLLECTION OF TWENTY ACETYLENE GENERATED CYCLE LAMPS,

various types and conditions, some lacking lenses, including Lucas No 260N, Lucas 'Aceta' No 316, Miller Celolite and Powell and Hanmer Revenge; together with five acetylene generators and a quantity of incomplete oil and acetylene lamps suitable for spares, with eight assorted acetylene rear lights and a quantity of rear reflectors.

(Qty)

£150 - 250

204
NO LOT

205 A GOOD LUCAS ORDINARY BICYCLE HUB LAMP, CIRCA 1885,

black Japanned casing hinged around hub mounting, complete with wing nut adjusters, and hinged brass hub fitting, 3/4 inch bevelled glass main lens, ruby side lenses, one mounted on sliding lighting window, ruby tell-tale to rear with lighting taper storage tube to front, complete with spring-mounted front door catch, opening to polished reflector, Vesta striking plate, reservoir, wick and wick adjuster.

£800 - 1,200

206 A LUCAS 'HOLOPHOTE' OIL ILLUMINATED CYCLE LAMP FOR PREMIER CYCLE COMPANY, NEW YORK, PATENTED IN USA 23RD JULY 1889.

Japanned black body with nickelled brightwork, 3 inch convex lens with ruby red side lenses, 15cm high.

£300 - 400

207 AN INVINCIBLE CYCLE OIL LAMP BY SALSBURY & SON, 1886 FIRST PATTERN TYPE,

steel casing with nickelled brightwork, weathered and worn in places, simple fixed chimney with maker's plaque to front, 3 3/4 inch diameter bevelled glass lens, moulded oval side lenses, removable oil reservoir and wick with adjuster to right side, the underside stamped 3, with sprung mounting bracket and removable reflector sliding panel to rear.

£300 - 400

208 A ORDINARY HUB LAMP, CIRCA 1885,

later re-painted black, steel case with hinge and pin opening hub bracket to top, the rectangular lamp with hinged front door fitted with 3 inch diameter bevelled glass lens, the door opening to Snell and Brown Birmingham oil reservoir with vesta striker to front, left sided wick adjuster, polished reflector mounted with Ruby tell-tale lens to rear, and twin Ruby glass side lenses, the lamp is offered with a later home-made positional bracket.

(2)

£500 - 700

209 AN ORDINARY BICYCLE HUB LAMP, CIRCA 1885,

Lucas-pattern patent number 2493 (unmarked and lacking maker's plate), original black Japanned casing, hub mounting, complete with caliper adjusters and width gauges 3/4 inch bevelled glass main lens, green and ruby side lenses, ruby tell-tale to rear, complete with spring-mounted twin front door catches, polished reflector, fitted with replacement reservoir and wick holder, (evidence of some restoration and repair, chimney flare, hub bracket and front door believed replaced).

£400 - 600

210 A LAKE & ELLIOT MILLENNIUM WHEEL TRUER,

53cm high, weathered, used.

£80 - 120

211 A LAKE & ELLIOT MILLENNIUM WHEEL TRUER,

54cm high, together with a spare adjustable platform (cracked), both weathered, used.

(2)
£80 - 120

212 A CAST IRON ORDINARY BICYCLE STAND,

finished black with ornate patterns, 54cm long, used.

£150 - 250

213 A CAST IRON 'THE WILBRO, NORWICH' BICYCLE STAND,

finished black with ornate patterns and clamp, 53cm high overall, used.

£200 - 300



227

214
'THE OGYPUS' CAST IRON CYCLE STAND, REGISTERED DESIGN NUMBER 527342, PATENT NUMBER 7825, with four wheel castors and central articulated hinge, 49cm wide when mounted on floor, opens to 62cm, used.
£150 - 250

215
'THE OGYPUS CYCLE STAND' CAST IRON CYCLE STAND, REGISTERED DESIGN NUMBER 527342, PATENT NUMBER 7825, with four wheel castors and central articulated hinge, 49cm wide when mounted on floor, opens to 62cm, used.
£150 - 250

216
ASSORTED BICYCLE SADDLES, various conditions, types and sizes including Meilleure, Middlemore, Lycett and a large un-named brown leather saddle on a sprung pan and frame, 44cm long overall.
(Qty)
£100 - 200

217
FIVE BROOKS BICYCLE SADDLES, comprising B66L, B90 (leather repaired), B2 and two others, various sizes.
(5)
£100 - 200

218
FIVE BROOKS BICYCLE SADDLES, comprising B33, B66, B68, Conquest All Terrain and Champion Flyer types, various conditions.
(5)
£100 - 200

219
ASSORTED BICYCLE PUMPS, including Apex Pocket Inflator with telescopic barrel; Bluemels; Britannia; Ernest Hill (Nesthill); and others, with stirrup pumps including Shelley and other unmarked types, various conditions.
(Qty)
£100 - 200

220
SEVEN BICYCLE BELLS BY LUCAS, including three two-tone types, various conditions.
(7)
£100 - 200

221
ASSORTED BICYCLE BELLS, including B and I and Y.W.S types, with four two-tone types and two sleigh bells, various conditions.
(Qty)
£100 - 200



223

222 ◊
ASSORTED BICYCLE CHAIN RINGS, including Chater Lea 1 inch pitch skip tooth type, Vindec and other types, various conditions, some fitted with cranks.
(Qty)
£150 - 250

223
ASSORTED PEDALS AND PEDAL COMPONENTS, many sorted into pairs, including metal grip types some marked Lyotard, various conditions, and rubber block types, various, together with a tin of pedal spindles, nuts, washers and rubber blocks.
(Qty)
£100 - 200

224 ◊
ASSORTED BICYCLE SPARES AND ACCESSORIES, including oil cans, tool pouches, puncture repair kits, a large frame vice, a home-made 5 position cycle rack, a wheeled cycle stand, a dealers tin of sundry spares, tools, and other items, various conditions.
(Qty)
£150 - 250

225 ◊
ASSORTED BICYCLE HUBS AND GEAR SPROCKETS, including Sturmey Archer, Derailleur, Trivelox, Blumfield and other types, various conditions.
(Qty)
£150 - 250

226 ◊
VELOCIPEDE METALWORK, comprising handlebar, front forks, one pedal fitted to crank, decorative front footrest and two large brackets, various conditions.
(Qty)
£150 - 200

227
A PAIR OF BRONZE WEIGHTED VELOCIPEDE PEDALS, CIRCA 1870, each with acorn shaped weight and mounting bolt, 14cm long overall, used.
(2)
£100 - 200

228 ◊◊
A 54 INCH ORDINARY BICYCLE FRAME, circa 1885, comprising tapered backbone fitted with 17 inch diameter rear wheel, straight handlebars with turned wooden grips, flattened tapered forks, fitted with bronze hub, weathered.
£350 - 450

229 ◊◊
ORDINARY BICYCLE COMPONENTS, comprising three metal backbones, various conditions, one fitted with remains of forks, handlebars and a 17 inch diameter trailing wheel; one fitted with remains of front and rear forks, and one tapered metal backbone.
£200 - 300

230 ◊
ASSORTED ORDINARY AND SAFETY BICYCLE SPARES, including two ordinary front forks, one pair of handlebars with turned wooden pear shaped grips, assorted front and rear hubs and other associated spares
£200 - 300

231 ◊◊
THREE ORDINARY BICYCLE BACKBONES, each tapered spine fitted with seat spring and trailing wheel (one lacking tyre), one seat spring fitted with metal seat pan.
£300 - 400

232 ◊◊
ASSORTED WHEELS AND WHEEL RIMS TO SUIT ORDINARY BICYCLES, comprising three front wheels:- 52 inch crescent rim; 48 inch crescent rim with bronze hub; 50 inch with central wooden hub; four unspoked front wheel rims comprising 3 x 50 inch and 1 x 46 inch; assorted spoked wheels for use as trailing wheels, various sizes and conditions (believed previously fitted to prams); and a quantity of solid tyre material in red, white or black rubber.
(Qty)
£400 - 500

233
A PAIR OF PEDALS TO SUIT AN ORDINARY BICYCLE OR VICTORIAN SAFETY BICYCLE, metal framed with rubber ball grips, 10cm wide.
(2)
£100 - 150

234
ASSORTED CYCLING EPHEMERA, including three Raleigh headstock badges, early cycling pocket road books, books relating to early cycling subjects, a 'do it now' desktop letter stack, other cycling magazines and ephemera, motoring Ogden's cigarette cards and various British Post Office first day covers and stamps.
(Qty)
£50 - 70

235
A LADIES LOOP FRAME BICYCLE PROJECT, incomplete painted with primer, comprising 22 inch frame, oil chain bath, cranks and chain wheel, saddle tube, front and rear hubs, wheel rims and mudguards, and a His and Hers tandem frame 21 inch, with front forks, both for restoration, together with assorted bicycle front forks and handlebars, various types and conditions, with assorted handle-bar grips.
(Qty)
£150 - 250



236

236 ♦♦

A LADIES LOOP FRAME TRICYCLE,

23 inch frame, painted black, fitted with 25inch diameter wheels, The Christy Hygienic saddle, Lucas two-tone bell, Ernest H Hill pump, Lucas front oil lamp, oil tail lamp (maker's label rusted), front wicker basket, 1 inch pitch chain, differential to rear axle, nickelled cranks with rubber block pedals, handlebars with band brake to rear axle, used condition.

£300 - 400

237 ♦♦

ASSORTED BICYCLE AND TANDEM FRAMES,

suitable for restoration or parts, both tandems with front forks, together with a rear wheel, various conditions.

(5)

£80 - 120

238 ♦♦

TWO BICYCLES,

comprising a New Hudson Gent's bicycle, 23 inch frame and a Lady's CWS, 21 inch frame, for restoration.

(2)

£100 - 150

239 ♦♦

A COMMERCIAL DELIVERY BICYCLE BY PASHLEY,

22 inch frame, with front rack fitted with wicker lidded basket, sprung leather saddle, chromed handlebars with bell and moulded grips, front and rear pull-rod brakes, paint worn and rusted in places.

£150 - 250

240 ♦♦

A BOY'S BICYCLE,

20 inch frame, painted black, Dunlop saddle, handlebars with moulded grips, front brake lever to hub brake, 5 speed gear lever, Lucas bell, another smaller un-named bell, (lacking mudguards), with pump.

£60 - 150

241 ♦♦

"THE NAILOR" A CUSTOM-MADE BICYCLE PROJECT BY "D & J",

of a chain driven ordinary style machine constructed using various bicycle parts and pram wheels, tubular spine, 33 inch driver and 13 inch trailing wheel, both with solid white rubber tyres, sprung Lycett leather saddle on raised mounted bars, straight handlebars with turned wooden grips, fitted with Lucas bell and brake lever to modern brake on back wheel, the machine powered by pedal driving offset double-twisted chain arrangement on front hub.

£200 - 300

242 ♦♦

A GENT'S SAFETY BICYCLE, CIRCA 1890,

black painted framework, top bar fitted with leather tool bag, repaired leather saddle on sprung frame, handlebars with turned wooden grips, large brass Smith & Molesworth bell, front lever brake, headstock mounted with period oil illuminated lamp, 30 inch front and 28 inch rear solid tyred wheels, 1 inch pitch chain, front and rear mudguards, foot step to left, used, worn with some rusting in places.

£1,500 - 2,500

243 ♦♦

A GENT'S TANDEM BICYCLE,

21 inch frame, hand painted cream with green lugs, one L72 Lycett saddle and another leather saddle, 3 speed trivelox gears with control on front crossbar, alloy bars with moulded grips, bell and brake lever, lightweight mudguards, rear carrier and a pump.

£200 - 300

244 ♦♦

A GENT'S TRI-ANDEM THREE SEATER BICYCLE BY D & J,

made by joining two frames, 21 inch, with Brooks Olympic and B75 leather saddles, alloy front bars with bell and brake lever, middle and rear riding position have foot operated brakes, geared to rear hub, finished black with alloy mudguards, 287cm long overall, fitted with pump. Offered with 5 coloured photographs depicting stages of the frames construction, and a colour photocopy of the machine being used by three riders.

(Qty)

£400 - 500



239



240



242



243



244



245

245 ♦♦

A RALEIGH COMMERCIAL DELIVERY BICYCLE WITH FRONT BASKET,

21 inch frame, black painted, with painted panel for "C. Wiseman Grocer, Settle", spring mounted Brooks B2 leather saddle, Lucas Bell, also fitted with pump, metal mudguards, replaced chromed pedals, cranks and chain-wheel, chromed handlebars and brake levers, used.

£200 - 300

246 ♦♦

THREE GENT'S BICYCLES,

for restoration or parts, comprising Rudge 23 inch, Raleigh 24 inch and Raleigh 22 inch, various conditions.

£100 - 150



247



249



252



250



251

247 ♦♦

A CLAUDE BUTLER GENT'S TOURING BICYCLE,

23 inch lightweight frame, 10 speed geared drive, Champion du Monde Cyclo "rat-trap" pedals, leather Brooks saddle, alloy drop handlebars with brake levers, quick release wheels, plastic mudguards and Apex Ultra Light pump, used.

£200 - 300

248 ♦♦

TWO GENT'S BICYCLES,

for restoration or parts, comprising 24 Inch Raleigh and 24 Inch Hercules (lacking front wheel), various conditions.

(2)

£100 - 150

249 ♦♦

A 1930S RALEIGH 'SUPERBE' GENTLEMAN'S X-FRAME BICYCLE,

restored, painted green and black, 24 inch frame, fitted with Ideale TB-14 saddle, Sturmey Archer 3 speed geared hub, front and rear brakes, Lucas bell and Dunlop pump, old repair to chainguard by rear hub.

£250 - 350

250 ♦♦

A "HIS & HERS" TANDEM, EARLY 20TH CENTURY,

25 inch frame with double top tube painted blue, with matching forks and mudguards, Japanned black handlebars with Lucas New Departure two-tone bell, moulded grips, brake handle to simple front wheel lever brake, the headstock fitted with Knox's Pilot oil illuminated cycle lamp, his saddle leather Brooks with took kit attached to rear, her saddle leather (un-named), both on sprung frames, rear cycle carrier and skirt string to rear mud-guard (require repair), with pump.

£250 - 350

251 ♦♦

A VELOCIPEDE, CIRCA 1870,

diamond shaped metal frame with mounting step to the left, metal seat spring (with modern reinforcing added), simple seat pan with suede covering, curved front decoration with leg rests, headstock to straight Y shaped handlebars with turned wooden grips and rumble bell, (braised repairs to neck of headstock at joint with bars), twist brake mechanism via wire to back wheel by spring lever and wooden block (block replaced, wire removed, string used in images to display position of wire), flattened tapered forks, iron shod wooden wheels, the front with adjustable cranks and triangular bronze pedals to hub, the wheel 36 inch diameter front, 30 inch diameter rear.

£1,200 - 1,600

252 ♦♦

A 38 INCH ORDINARY BICYCLE, LATE VICTORIAN,

tapered backbone with adjustable foot step to left, sprung steel seat bar fitted with wooden pan, straight handlebars with rustic wooden handles (remains of one turned handle with lot), flat tapered forks (old welded repairs), 38 inch diameter front wheel with crescent rim (weathered with some loss and rusting, remains of red paint) fitted with solid red rubber tyre, (worn), bronze hub with cranks and later pedals, replacement trailing wheel fitted with white rubber tyre.

£400 - 500

253 ♦♦

A 48 INCH ORDINARY BICYCLE, CIRCA 1880S,

restored, tapered metal backbone with side step to left, over-painted maroon, basic unfitted leather covered simple metal seat pan on spring support, curved handlebars with turned pear-shaped wooden grips (taped repairs), rumble bell, (lacking brake), flattened tapered front forks, main 48 inch wheel with crescent rim with solid black rubber tyre, opposed radial spokes, bronze hub with cranks and rubber block metal pedals (one red, one black), trailing wheel replaced.

£1,200 - 1,800



253



254



255



256

254 ♦♦

**A 50 INCH ORDINARY BICYCLE,
CIRCA 1878,**

tapered backbone with foot step to left, leather saddle on spring metal support, curved handlebars with turned wooden T-shaped grips, brake lever with turned pear-shaped grip, Lucas bell and Lucas Silver King Lamp, leg guard, front wheel with crescent shaped rim, solid black rubber tyre, bronze hub marked 258K on right and 258 on left, (hub sticking and hard to turn), radial opposed spokes, some loose or missing, tapered flattened front forks, metal pedals with black rubber blocks, fitted with trailing wheel.

£1,400 - 1,800

255 ♦♦

**A 52 INCH ORDINARY BICYCLE,
CIRCA 1878,**

tapered metal backbone with foot step to left, sprung steel bar fitted with metal pan and leather cover, curved metal handlebars with turned wooden grips, lever brake to front wheel, lacking handle, flattened tapered forks to bronze hub, cranks and pedals fitted with 6 ball rubber blocks, front wheel with crescent rim and white solid rubber tyre, radial opposed spokes (weathered), replacement trailing wheel.

£1,500 - 2,000

256 ♦♦

**A 52 INCH ORDINARY BICYCLE,
CIRCA 1880,**

tapered backbone with footstep to left, finished black with traces of red coach lining decoration, sprung steal seat mount with leather covered seat pan, straight bars with drop handles to pear shaped turned wooden handles, rumble bell, (lacking brake), flattened tapered forks front wheel, crescent rim with solid black rubber tyre, radial opposed adjustable spokes, hub with cranks and black rubber block pedals, 17 inch diameter trailing wheel.

£1,500 - 2,000



257



257 (detail)



259



260

257 ♦♦

A 38 INCH 'THE FACILE' SAFETY BICYCLE BY ELLIS & COMPANY LIMITED OF 165 FLEET STREET, LONDON, CIRCA 1882,

tapered backbone with footstep to left (mounting screws replaced), the spine applied with embossed brass maker's name plaque, sprung steel seat bar with bronze lower bracket, fitted with seat pan with later brown leatherette cover, the straight handlebars with turned wooden pear-shaped grips, the brake lever with matching turned grip, brake block to front, leg guard to rear, flattened tapered front forks to plated bronze hub fitted with Beale & Straw's patent lever mechanism, stirrup shaped treadles, the wheel with opposed radial spokes, crescent rim and solid black rubber tyre, rear wheel with bronze hub and solid red rubber tyre, old reinforced repair to rear forks.

£4,000 - 5,000

FURTHER PROPERTIES

258

A SELECTION OF SELF CONTAINED ACETYLENE BICYCLE HEADLAMPS FOR RESTORATION

including examples by Lucas, P&H and Miller; together with a small 1920s P&H tail lamp, and two oil lamps.

(Qty)

£200 - 300

259 ♦♦

A 50 INCH 'ORDINARY' BICYCLE, CIRCA 1885,

restoration project, curved tapered backbone with rear step to left, front driving wheel with damage to rim and lacking some spokes, cranks marked CENTAUR patent and pedals intact with hub which runs smoothly when turned, saddle spring present, lacking seat pan, trailing wheel intact, turned wooden pear shaped grips (one twisted and split), lacking tyres, surface rust and pitting to most metal components.

£400 - 600

260 ♦♦

A SINGER HIGH-WHEEL TRICYCLE, CIRCA 1885,

with 48inch driving wheels, solid tyred with opposed radial spokes, 19¼ inch front steering wheel on curved extended arm set to right of machine, with mud guard and sprung suspension. Turned wooden grip in stirrup bracket on right for steering by rod and lever, similar turned grip handle to left, turned wooden grip to lever for band brake and another lever for chain adjuster also on left, spring mounted saddle with remains of leather cover by Lamplugh & Brown, bottom brackets of main frame bearing pedal crank fitted with rubber block pedals driving 1¼ inch pitch chain with chain cover, one hub cover marked Singer & Co Coventry, the other hub (lacking cover) numbered 38325 4, the lamp brackets fitted with period Lucas King of the Road oil illuminated lamps, trailing arm lacking castor, overall 198cm long, surface rusting to most metal components.

£3,000 - 4,000

END OF CYCLING SECTION



261



263



265



262



264



266

Further properties from the Collection of David Taylor

261 ♦♦

A BELIEVED BSA C10 SPECIAL

frame number XC10T 12309, comprising frame, Royal Enfield type gearbox (believed 4 speed), British Jaeger speedometer. Note the extensive modifications to the frame/swinging arm. Condition, completeness and suitability of parts unknown, close inspection advised.
£300 - 500

262 ♦♦

A BELIEVED PRE-WAR NORTON PROJECT

comprising frame (no number visible), forks, front and rear wheels, gearbox numbered 160269 and oil tank, condition, completeness and suitability of parts unknown, close inspection advised.
£800 - 1,200

263 ♦♦

A C.1927 NORTON CS1 PROJECT

comprising frame numbered 29685, forks, petrol tank, oil tank, gearbox numbered CRS HW136660 1.1.35, rear stand, front and rear wheels, offered without documents, condition, completeness and suitability of parts unknown, close inspection advised.
£1,500 - 2,500

264 ♦♦

A C.1928 NORTON CS1 PROJECT

comprising frame numbered 31666, engine numbered CS40725 and forks, offered together with a V5C and old style V5 for the VRN PS 4086, condition, completeness and suitability of parts unknown, close inspection advised.
£2,000 - 3,000

265 ♦♦

A C.1929 NORTON CJ PROJECT

comprising frame restamped 35411, forks and engine numbered CJ 1042, offered without documents, condition, completeness and suitability of parts unknown, close inspection advised.
£2,000 - 3,000

266 ♦♦

A C.1930 NORTON MODEL 20 PROJECT

comprising frame numbered 20 41322, petrol tank, forks, front and rear hubs, gearbox numbered CS107061L and 1.1.2.39, condition, completeness and suitability of parts unknown, close inspection advised, offered together dating correspondence.
£1,500 - 2,500

267 ♦♦

A 1930'S NORTON PROJECT

comprising frame numbered 5 45656, forks and assorted tinware mostly repainted, condition, completeness and suitability of parts unknown, close inspection advised.
£1,500 - 2,000

268 ♦♦

A 1930'S BELIEVED NORTON CJ PROJECT

comprising frame numbered 38313, engine numbered CJ1246, forks, petrol tank, oil tank, front and rear mudguards, condition, completeness and suitability of parts unknown, close inspection advised.
£2,000 - 4,000

269 ♦♦

A BELIEVED NORTON INTERNATIONAL MODEL 30 PROJECT

comprising frame numbered 30 47087, forks, oil tank, petrol tank, centre stand, and gearbox with clutch attached, condition, completeness and suitability of parts unknown, close inspection advised.
£2,500 - 3,500



267



268



269



270



271



272



273



274

270 ♦♦
A SELECTION OF BELIEVED NORTON VINTAGE ERA MOTORCYCLE FRAMES FOR SPARES OR RESTORATION
 including numbers 18863 and 20677, the others unnumbered, condition, completeness and suitability unknown, close inspection advised.
£400 - 600

271 ♦♦
AN UNIDENTIFIED FRAME
 believed Norton and unnumbered, together with forks, front and rear hubs and brake plates, condition, completeness and suitability of parts unknown, close inspection advised.
£800 - 1,200

272 ♦♦
AN UNIDENTIFIED FRAME
 numbered 10074, together with Sturmey Archer CS gearbox numbered CS84999, close inspection advised.
£800 - 1,200

273 ♦♦
A BELIEVED NORTON CS1 FRAME
 restamped 31 160 and an earlier number ending ???85, together with gearbox numbered CRS HW151491B and oil tank, offered without documents, condition, completeness and suitability of parts unknown, close inspection advised.
£800 - 1,200

274 ♦♦
A C.1929 NORTON MODEL 18 FRAME
 numbered 18 35809, together with forks, rear wheel, gearbox numbered CS 96057LN, offered with RF.60 logbook for VRN VC 779, condition, completeness and suitability of parts unknown, close inspection advised.
£1,000 - 1,500

275 ♦♦
A HOME-BUILT FRAME JIG
 application unknown, previously used for Norton frames; together with a selection of cast frame lugs, sidecar fittings and casting patterns, condition and completeness unknown, close inspection advised.
£250 - 350

276 ♦♦
A C.1928 NORTON CS1 CAMSHAFT ENGINE
 numbered CS38446 (with matching barrel), 79x100 bore and stroke, condition and completeness unknown, close inspection advised.
£1,200 - 1,600

277 ♦♦
A C.1928 NORTON CS1 CAMSHAFT ENGINE
 numbered CS373802, 79x100 bore and stroke, condition and completeness unknown, close inspection advised.
£800 - 1,200

278 ♦♦
A SELECTION OF NORTON CS1 CRANKCASES
 numbered CS41035 (restamped), CS41835 and CS42764 (with crank); together with a cambox, condition and completeness unknown, close inspection advised.
£400 - 600

279
NORTON CS1 CRANKCASES
 numbered CS45791 ('5' is an overstamp), with flywheel and conrod, 79x120 bore and stroke (overstamped), condition and completeness unknown, close inspection advised.
£300 - 500

280 ♦♦
A C.1927 NORTON CAMSHAFT TYPE ENGINE
 numbered CS37005, 79x100 bore and stroke, offered with correspondence condition and completeness unknown, close inspection advised.
£1,200 - 1,800

281
A DISMANTLED C.1929 NORTON CS1 RACING ENGINE
 numbered 42796 with some evidence of overstepping, and internal crankcase mating numbers 0 191 / 0 191, condition and completeness unknown, close inspection advised. This particular engine is believed to have been commissioned by successful Norton riders J. K & J. H. S. Gardner. Leading Norton website: www.vintagenorton.com/2011/09/gardners-and-cs1s covers the history of the engine, its bespoke specification and competition successes.
£1,200 - 1,600

282 ◊

A NORTON OHV ENGINE

numbered 50875 (with matching barrel), 79x100 bore and stroke, condition and completeness unknown, close inspection advised.

£600 - 1,000

283 ◊

A NORTON OHV ENGINE

numbered ES41998 (matching barrel) with brass bodied Amac carburettor attached. Timing case stamped 'Special *ES2*', condition and completeness unknown, close inspection advised.

£800 - 1,200

284 ◊

A C.1926 NORTON OHV ENGINE

numbered 29429 (with matching barrel), 79x120 bore and stroke, with rockers, possibly Model 19 or 24, condition and completeness unknown, close inspection advised.

£600 - 900

285 ◊

A BELIEVED C.1930 NORTON OHV ENGINE

numbered 46855, 79x100 bore and stroke, barrel number 46564, together with inner timing cover, condition and completeness unknown, close inspection advised.

£500 - 800

286 ◊

A NORTON OHV ENGINE

number partially visible, ?7062, 79x100 bore and stroke, condition and completeness unknown, close inspection advised.

£300 - 500

287 ◊

A NORTON OHV ENGINE

numbered 34975, 79x100 bore and stroke, condition and completeness unknown, close inspection advised.

£400 - 600

288 ◊

A NORTON OHV ENGINE

numbered JE1320, 71x88 bore and stroke, condition and completeness unknown, close inspection advised.

£300 - 500

289 ◊

A NORTON CAMSHAFT TYPE ENGINE

numbered 1484 (with matching barrel), 71x88 bore and stroke, condition and completeness unknown, close inspection advised.

£500 - 800

290

A PARTIALLY DISMANTLED AND INCOMPLETE C.1926 NORTON OHV ENGINE

numbered 32789, 79x120 bore and stroke, condition and completeness unknown, close inspection advised.

£300 - 500

291 ◊

A DISASSEMBLED NORTON OHV ENGINE

numbered ES37988, 79x100, comprising crankcases, flywheel, barrel, head and sundry components, condition and completeness unknown, close inspection advised.

£400 - 600

292

A NORTON SV ENGINE

numbered 30048, 79x100 bore and stroke, condition and completeness unknown, close inspection advised.

£250 - 350

293

A NORTON SV ENGINE

numbered 26744 (with matching barrel), 79x100 bore and stroke, condition and completeness unknown, close inspection advised.

£300 - 500

294

A NORTON CJ ENGINE

numbered CJ1236, 71x88 bore and stroke, fitted with a believed JE barrel, no head present, condition and completeness unknown, close inspection advised.

£250 - 350

295

A SET OF NORTON CJ CRANKCASES

numbered CJ1248, 71x88 bore and stroke, condition and completeness unknown, close inspection advised.

£250 - 350

296 ◊

A SELECTION OF NORTON CRANKCASES

numbers ES37983, 79x100; 12434, 79x100; 49597, 79x100; 46538, 79x100; 8125, 82x120; and two sets unnumbered, condition and completeness unknown, close inspection advised.

£500 - 800

297 ◊◊

A SELECTION OF NORTON ENGINES AND ASSOCIATED COMPONENTS

including crankcases numbered 49592, 82x120; 47487, 79x100; 44314, 79x100; another set restamped; together with two J.A.P single cylinder crankcases, one numbered 1/V 49375/S, condition and completeness unknown, close inspection advised.

£800 - 1,200

298 ◊◊

A QUANTITY OF BELIEVED NORTON BARRELS AND HEADS

condition and completeness unknown, close inspection advised.

£800 - 1,200

299 ◊◊

A QUANTITY OF BELIEVED NORTON BARRELS AND HEADS

condition and completeness unknown, close inspection advised.

(Qty)
£800 - 1,200

300

THREE NORTON CAMBOXES AND ASSOCIATED SPARES

condition and completeness unknown, close inspection advised.

(Qty)
£600 - 800

301 ◊◊

A LARGE QUANTITY OF FLYWHEELS,

mostly believed Norton, condition and completeness unknown, close inspection advised.

(Qty)
£500 - 700

302 ◊

A LARGE QUANTITY OF PISTONS

condition and completeness unknown, close inspection advised.

(Qty)
£250 - 350

303

NINE C.A.V MAGNETOS

including one KU2, a 3U2, four 3U1's and two KU1's one unnumbered, condition and completeness unknown, close inspection advised.

£250 - 350

304

SIX C.A.V MAGNETOS

including four KUI, one 3UI and the other unnumbered, condition and completeness unknown, close inspection advised.

£250 - 350

305

SIX C.A.V MAGNETOS

including three KUI, two 3UI and the other unnumbered, condition and completeness unknown, close inspection advised.

£250 - 350

306

THREE RUTHARDT MAGNETOS

numbered 3U1, and two T295's, together with a selection of magneto spares, condition and completeness unknown, close inspection advised.

(Qty)
£300 - 400

307

AN ML TYPE CKV 50 DEGREE TWIN-CYLINDER TYPE MAGNETO

condition and completeness unknown, close inspection advised.

£400 - 600

308

AN ML TWIN-CYLINDER MAGNETO

together with two single cylinder ML magnetos and a Thomson Bennett twin-cylinder demonstration magneto with cranking handle, condition and completeness unknown, close inspection advised.

(4)
£250 - 350

309

SEVEN ML MAGNETOS

various types, condition and completeness unknown, close inspection advised.

£250 - 350

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.

310
A QUANTITY OF ML MAGNETOS AND ASSOCIATED PARTS
various types, condition and completeness unknown, close inspection advised.
(Qty)
£250 - 350

311
THREE LUCAS RACING MAGNETOS
dated 4/20; 5/27 and 4/29, condition and completeness unknown, close inspection advised.
£300 - 400

312
THREE LUCAS RACING MAGNETOS
dated 4/27; 4/27 and 2/29, condition and completeness unknown, close inspection advised.
£300 - 400

313
THREE LUCAS RACING MAGNETOS
dated 12/28; 1/29 and 3/27, condition and completeness unknown, close inspection advised.
£250 - 350

314
TWO LUCAS RACING MAGNETOS
dated 2/28 and 5/27, condition and completeness unknown, close inspection advised.
£200 - 300

315
TWO LUCAS KXV TWIN CYLINDER 50 DEGREE MAGNETOS
condition and completeness unknown, close inspection advised.
£250 - 350

316
A QUANTITY OF LUCAS MAGNETOS AND MAGNETO SPARES
various types and models, condition and completeness unknown, close inspection advised.
(Qty)
£250 - 350

317
A QUANTITY OF MAGNETOS
including BTH (one TT), EIC, UH, Marelli, ML, Bosch, Thomson Bennet and other, condition and completeness unknown, close inspection advised.
(Qty)
£250 - 350

318
AN AMAL TYPE-27 TWIN-FLOAT CARBURETTOR
together with an Amal Type-289, two Amal Concentric and associated parts, condition and completeness unknown, close inspection advised.
(Qty)
£300 - 400

319
AN AMAL TYPE-27 TWIN-FLOAT CARBURETTOR
together with a brass bodied carburettor and associated parts, condition and completeness unknown, close inspection advised.
£300 - 400

320
AN AMAL TYPE-27 TWIN-FLOAT CARBURETTOR
together with an incomplete Amal 15TT9 carburettor with float chamber and a brass bodied Amal carburettor numbered 27/008, condition and completeness unknown, close inspection advised.
£300 - 400

321
AN AMAL 15TT32 BRASS BODIED TWIN FLOAT CARBURETTOR
together with an Amal 29/105 carburettor and a brass bodied carb numbered 5/012, condition and completeness unknown, close inspection advised.
£300 - 400

322
A SELECTION OF MOSTLY PRE-WAR AMAL CARBURETTORS AND CARBURETTOR SPARES
condition and completeness unknown, close inspection advised.
(Qty)
£250 - 350

323
A QUANTITY OF MOSTLY AMAL AND AMAC CARBURETTORS AND SPARES
mostly brass bodied and pre-war, condition and completeness unknown, close inspection advised.
(Qty)
£300 - 400

324
AN AMAC BRASS BODIED PRE-WAR CARBURETTOR
number 15TT2 DW6327 with float chamber, condition and completeness unknown, close inspection advised.
£250 - 350

325
AN AMAC BRASS BODIED PRE-WAR CARBURETTOR
numbered 15TT25, condition and completeness unknown, close inspection advised.
£250 - 350

326
A QUANTITY OF MOSTLY AMAC BRASS BODIED, PRE-WAR CARBURETTORS AND SPARES
condition and completeness unknown, close inspection advised.
(Qty)
£300 - 400

327
A QUANTITY OF MOSTLY BINKS CARBURETTORS AND SPARES
some brass bodied, and including a twin-float, condition and completeness unknown, close inspection advised.
(Qty)
£300 - 400

328
A QUANTITY OF MOSTLY BROWN & BARLOW CARBURETTORS AND SPARES
mostly pre-war and brass bodied, condition and completeness unknown, close inspection advised.
(Qty)
£350 - 450

329
A QUANTITY OF MOSTLY BROWN & BARLOW CARBURETTORS AND SPARES
mostly pre-war and brass bodied, condition and completeness unknown, close inspection advised.
(Qty)
£250 - 350

330
A QUANTITY OF MOSTLY BRASS BODIED PRE-WAR CARBURETTORS AND SPARES
including Amal, Amac and Binks, condition and completeness unknown, close inspection advised.
(Qty)
£300 - 400

331
A SELECTION OF CARBURETTORS
including a Cox Atmos, two Senspray, one Binks and various others, condition and completeness unknown, close inspection advised.
£300 - 500

332
A SELECTION OF CARBURETTOR AND FLOAT CHAMBER PARTS
including slides, floats and jets, some enclosed within an Amal proprietary display box, condition and completeness unknown, close inspection advised.
£250 - 350

333
A BELIEVED VINTAGE NORTON FOUR-SPEED GEARBOX
four-stud, numbered N568, condition and completeness unknown, close inspection advised.
£400 - 600

334
A BELIEVED VINTAGE NORTON FOUR-SPEED GEARBOX
four stud, numbered N827, condition and completeness unknown, close inspection advised.
£300 - 500

335
A BELIEVED VINTAGE NORTON FOUR-SPEED GEARBOX
four stud, numbered N169, condition and completeness unknown, close inspection advised.
£300 - 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.

336

TWO STURMEY ARCHER GEARBOXES
numbered MA12180 and LW159414 PCJ,
condition and completeness unknown, close
inspection advised.
£350 - 450

337

TWO STURMEY ARCHER GEARBOXES
numbered CS96166LN; the other numbered
CS106819L, Condition and completeness
unknown, close inspection advised.
£300 - 500

338

TWO STURMEY ARCHER GEARBOXES
numbered CS30034; the other numbered
CS89518LN, Condition and completeness
unknown, close inspection advised.
£300 - 500

339

TWO STURMEY ARCHER GEARBOXES
numbered CS35357; the other numbered
CS936??N (illegible), condition and
completeness unknown, close inspection
advised.
£300 - 500

340

TWO STURMEY ARCHER GEARBOXES
the first numbered CS65539L (with clutch);
the other numbered CS85946L, Condition
and completeness unknown, close inspection
advised.
£300 - 500

341

TWO STURMEY ARCHER GEARBOXES
the first numbered TT HW142677B,
1.1.33.1.77, end cover stamped 142677; the
other numbered 10P HW88812CRS, end cover
stamped 88812, condition and completeness
unknown, close inspection advised.
£300 - 400

342

TWO STURMEY ARCHER GEARBOXES
including one CS type numbered CS31040; the
other two-stud type numbered LW133224B;
together with a Wico Series A magneto, and
an unidentified hub and brakeplate, condition
and completeness unknown, close inspection
advised.
(5)
£250 - 350

343

A STURMEY ARCHER GEARBOX
complete with kickstart and gear lever,
numbered CRS LW160486BCJ and 1.1.33.2.4,
condition and completeness unknown, close
inspection advised.
£300 - 500

344

**A BELIEVED FOUR-SPEED STURMEY
ARCHER TYPE GEARBOX**
four stud, numbered RV4261, condition and
completeness unknown, close inspection
advised.
£300 - 500

345

**A SELECTION OF MOSTLY STURMEY
ARCHER GEAR CHANGE PARTS**
condition and completeness unknown, close
inspection advised.
(Qty)
£300 - 400

346

**A QUANTITY OF MOSTLY STURMEY
ARCHER GEAR CHANGE COMPONENTS**
condition and completeness unknown, close
inspection advised.
(Qty)
£250 - 350

347

A NORTON DOLLSHEAD GEARBOX
numbered CN2745 and 1/1.21/1.77/2.97;
condition and completeness unknown, close
inspection advised.
£300 - 500

348

A NORTON DOLLSHEAD GEARBOX
numbered CN3889 and 1/1.21/1.77-2.97, with
clutch, condition and completeness unknown,
close inspection advised.
£300 - 500

349

A NORTON DOLLSHEAD GEARBOX
numbered CN9873 and 1/1.21/1.77/2.97, with
clutch, condition and completeness unknown,
close inspection advised.
£300 - 500

350

TWO GEARBOXES
numbered HW164357B and HW2957J,
condition and completeness unknown, close
inspection advised.
£350 - 450

351

TWO GEARBOXES
one SturmeY Archer numbered CRS
HW15293B 1.1.33.2.4 and one other
unmarked, condition and completeness
unknown, close inspection advised.
£350 - 450

352

TWO GEARBOXES
both unmarked, numbered A C FIII CR
7568, 1.1.34.2.58 and the other numbered
HW142716, 1.1.33.1.77, condition and
completeness unknown, close inspection
advised.
£350 - 450

353

A GEARBOX
numbered E IV 4683 and 1.1.1.1.33.2.33,
end cover stamped 3330, condition and
completeness unknown, close inspection advised.
£300 - 500

354

A GEARBOX
numbered E IV 17382 and 1.1.21.1.77.2.97
end cover stamped 14510, condition and
completeness unknown, close inspection
advised.
£300 - 500

355

TWO GEARBOXES
one SturmeY Archer numbered CR?
HW148405B, 1.1.33.2.4; the other unmarked
and damaged, numbered F III CR6833 and
1.1.34.2.58, condition and completeness
unknown, close inspection advised.
£250 - 350

356

TWO GEARBOXES
including one unmarked and numbered 1867
to shell and end cover; the other SturmeY
Archer numbered CS36103L, condition and
completeness unknown, close inspection
advised.
£300 - 500

357

**A SELECTION OF MOSTLY NORTON
PARTS**
including a cambox shell, a steering head
casting (believed unused), various SturmeY
Archer gear change parts, a unmachined
gearbox mounting section and a rear stand,
condition and completeness unknown, close
inspection advised.
(Qty)
£80 - 120

358 ◊◊

**A LARGE QUANTITY OF GEARBOX
COMPONENTS**
much believed to be SturmeY Archer,
condition and completeness unknown,
close inspection advised.
(Qty)
£500 - 800

359 ◊◊

**A LARGE QUANTITY OF GEARBOX
COMPONENTS**
much believed to be SturmeY Archer,
condition and completeness unknown,
close inspection advised.
(Qty)
£500 - 800

360 ◊◊

**A LARGE QUANTITY OF GEARBOX
COMPONENTS**
much believed to be SturmeY Archer,
condition and completeness unknown,
close inspection advised.
(Qty)
£500 - 800

361 ◊◊

A QUANTITY OF GEARBOX COMPONENTS
including much SturmeY Archer and mostly
comprising shells and outer cover parts,
condition and completeness unknown,
close inspection advised.
(Qty)
£300 - 500

362 ◊

A QUANTITY OF CLUTCH RELATED PARTS
together with a selection of brake plates, hubs
and sundry items, condition and completeness
unknown, close inspection advised.
(Qty)
£250 - 350

363
A NORTON PETROL TANK
with filler caps, numbered 4586 to base and stamped TMC Ltd, condition and completeness unknown, close inspection advised.
£250 - 350

364
A NORTON PETROL TANK
numbered 789 to base and stamped TMC Ltd, condition and completeness unknown, close inspection advised.
£250 - 350

365
A NORTON PETROL TANK
with filler cap, condition and completeness unknown, close inspection advised.
£250 - 350

366
A NORTON PETROL TANK
unnumbered, condition and completeness unknown, close inspection advised.
£250 - 350

367
A NORTON PETROL TANK
with cap and knee pads attached, unnumbered, condition and completeness unknown, close inspection advised.
£250 - 350

368
A NORTON PETROL TANK
numbered 28 2822 to base and stamped TMC Ltd, condition and completeness unknown, close inspection advised.
£250 - 350

369
A NORTON PETROL TANK
with filler caps and oil pump, numbered 10 to base and stamped TMC Ltd, condition and completeness unknown, close inspection advised.
£250 - 350

370
A NORTON PETROL TANK
numbered 26 315, condition and completeness unknown, close inspection advised.
£250 - 350

371
A NORTON PETROL TANK
scallop to RHS of base, with filler caps, numbered 42 and stamped TMC Ltd, condition and completeness unknown, close inspection advised.
£250 - 350

372
A NORTON PETROL TANK
unnumbered, condition and completeness unknown, close inspection advised.
£250 - 350

373
A NORTON PETROL TANK
numbered 166 26 and stamped TMC Ltd, condition and completeness unknown, close inspection advised.
£250 - 350

374
A NORTON PETROL TANK
numbered 1889 and stamped TMC Ltd, condition and completeness unknown, close inspection advised.
£250 - 350

375
FOUR NORTON PETROL TANKS
one with filler cap, another missing base, one numbered 56 to base, condition and completeness unknown, close inspection advised.
£250 - 350

376
FOUR NORTON PETROL TANKS
one with filler cap, two numbered, 759 and 772 respectively, condition and completeness unknown, close inspection advised.
£250 - 350

377
A NORTON STYLE PETROL TANK
numbered 264 to base, with Husqvarna logo painted to sides, condition and completeness unknown, close inspection advised.
£150 - 250

378
THREE PETROL TANKS
two believed Vintage Triumph and the other 1970's Triumph/BSA, condition and completeness unknown, close inspection advised.
£250 - 350

379
AN ALLOY RACING STYLE PETROL TANK
with twin tap fittings to base, condition and completeness unknown, close inspection advised.
£80 - 120

380
A QUANTITY OF MOSTLY VINTAGE FILLER CAPS AND ASSOCIATED SPARES
some reproduction, varying sizes, some fuel, some oil, condition and completeness unknown, close inspection advised.
(Qty)
£250 - 350

381
A QUANTITY OF MOSTLY VINTAGE FILLER CAPS AND ASSOCIATED SPARES
some reproduction, varying sizes, some fuel, some oil, condition and completeness unknown, close inspection advised.
(Qty)
£250 - 350

382
TWO NORTON OIL TANKS
one with filler cap, condition and completeness unknown, close inspection advised.
£300 - 400

383
A NORTON OIL TANK
with filler cap, condition and completeness unknown, close inspection advised.
£350 - 450

384
A NORTON OIL TANK
with filler cap and pump attached, condition and completeness unknown, close inspection advised.
£250 - 350

385
A NORTON OIL TANK
with filler cap and pump attached, condition and completeness unknown, close inspection advised.
£250 - 350

386
A NORTON OIL TANK
condition and completeness unknown, close inspection advised.
£250 - 350

387
A NORTON OIL TANK
with filler cap, condition and completeness unknown, close inspection advised.
£250 - 350

388
A NORTON OIL TANK
condition and completeness unknown, close inspection advised.
£250 - 350

389
A NORTON OIL TANK
numbered 665, condition and completeness unknown, close inspection advised.
£250 - 350

390
A NORTON OIL TANK
condition and completeness unknown, close inspection advised.
£250 - 350

391
THREE OIL TANKS
one with filler cap, condition and completeness unknown, close inspection advised.
£250 - 350

392
TWO NORTON OIL TANKS
one with filler cap, condition and completeness unknown, close inspection advised.
£250 - 350

393 ◊
THREE BELIEVED NORTON TYPE REAR WHEELS
with Royal Enfield type hubs, together with a hub/drum, condition and completeness unknown, close inspection advised.
£300 - 500

394 ◊
THREE BELIEVED NORTON TYPE REAR WHEELS
with Royal Enfield type hubs, one with dummy belt rim, condition and completeness unknown, close inspection advised.
£300 - 500

395 ◊

TWO PRE-WAR BELIEVED NORTON TYPE FRONT WHEELS

together with two Royal Enfield type cush hubs, condition and completeness unknown, close inspection advised.

(4)

£400 - 600

396

A ROYAL ENFIELD TYPE CUSH-DRIVE REAR HUB

together with various sprockets and a brake drum, condition and completeness unknown, close inspection advised.

(Qty)

£300 - 400

397

A ROYAL ENFIELD TYPE CUSH-DRIVE REAR HUB

with sprocket attached and loose bearings, condition and completeness unknown, close inspection advised.

£250 - 350

398

A 'JOHN TICKLE TYPE' TWIN LEADING SHOE FRONT BRAKE PLATE

with Norton front alloy hub, together with a single leading shoe Norton front brake plate with scoop, condition and completeness unknown, close inspection advised.

£250 - 350

399 ◊

A LARGE QUANTITY OF WHEEL HUBS, BRAKE DRUMS, BRAKE PLATES

and associated parts, condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

400 ◊

A LARGE QUANTITY OF WHEEL HUBS, BRAKE DRUMS, BRAKE PLATES

and associated parts, condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

401 ◊

A QUANTITY OF PRE-WAR WHEELS AND BEADED EDGE RIMS

two with Royal Enfield type hubs and dummy belt rims, condition and completeness unknown, close inspection advised.

(Qty)

£400 - 600

402 ◊

A QUANTITY OF MOSTLY PRE-WAR OF WHEELS

condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

403 ◊

A QUANTITY OF WHEELS AND WHEEL RIMS

condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

404

A SELECTION OF VINTAGE TYPE TOOLBOXES

various types and sizes and conditions; together with a selection of twist grips (some Norton) and tax disc holders, condition and completeness unknown, close inspection advised.

(Qty)

£300 - 400

405

TWO VINTAGE TOOLBOXES FOR RESTORATION

with a detached toolbox front with incorporating a believed Veteran latch; together with a selection of new unmachined castings, some for rear stands, condition and completeness unknown, close inspection advised.

£250 - 350

406

A SELECTION OF BRAKE AND CLUTCH LEVERS,

many solid pre-war type; together with an assortment of handlebar control levers, condition and completeness unknown, close inspection advised.

(Qty)

£350 - 450

407

A SELECTION OF HANDLEBAR CONTROL AND VALVE LEVERS

many pre-war, condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

408

FOUR REPRODUCTION PLATED INVERTED HANDLEBAR LEVERS

close inspection advised.

£250 - 350

409

A SELECTION OF FOOTRESTS, FOOTREST PARTS, RUBBERS

together with a pair of new Norton cast footboards and two pairs of rubbers, close inspection advised.

(Qty)

£250 - 350

410

A QUANTITY OF TANK RUBBERS, FOOT RUBBERS AND GRIPS

many believed NOS including pre-War Norton type, close inspection advised.

(Qty)

£100 - 150

411 ◊

A LARGE QUANTITY OF CHAIN CASES, including some Norton, various types and sizes, condition and completeness unknown, close inspection advised.

£250 - 450

412 ◊

A QUANTITY OF MUDGUARDS

various types and sizes, condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

413

A QUANTITY OF REAR CARRIERS AND ASSOCIATED PARTS

varying conditions, condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

414

A SELECTION OF FRONT AND REAR STANDS

together with rear brake pedals, footrests and sundry parts, condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

415

A QUANTITY OF SADDLES

including Terry and Dunlop, all in varying condition, condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

416

A QUANTITY OF SADDLES, SADDLE FRAMES AND ASSOCIATED PARTS

all in varying condition, condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

417

A SELECTION OF VINTAGE OIL PUMPS

some Best & Lloyd, Pilgrim and others, condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

418

A QUANTITY OF MOSTLY VINTAGE HAND OIL PUMPS, SIGHT FEEDS, ASSORTED TAPS

and associated parts, condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

419

A SELECTION OF SMITHS SPEEDOMETERS

including two 85mph chronometric and others, condition and completeness unknown, close inspection advised.

(Qty)

£300 - 500

420 ◊

A QUANTITY OF HEADLAMPS, HEADLAMP SHELLS AND ASSOCIATED SPARES

including a Lucas MS30, condition and completeness unknown, close inspection advised.

(Qty)

£300 - 400

421

THREE BULB HORNS

including a Lucas No.60, one without bulb, close inspection advised.

£150 - 250

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

422

A SELECTION OF BULB HORNS AND ASSOCIATED PARTS

including a Lucas No.60, close inspection advised.

£150 - 250

423

A MIXED LOT OF VINTAGE ERA SPARES

including carburettors, control lever, front lamp and associated spares.

(Qty)

£300 - 400

424 ◊

AN AUTOJUMBLERS LOT

including sprockets, cams, rocker boxes, oil pumps, valve guides, collars, valves and sundry spares, condition and completeness unknown, close inspection advised.

(Qty)

£600 - 800

425 ◊

AN AUTOJUMBLERS LOT

including Norton, JAP and others, some items labelled Big-4, condition and completeness unknown, close inspection advised.

(Qty)

£400 - 600

426 ◊◊

AN AUTOJUMBLERS LOT

including engine plates, JAP crankcases, mica sparkplugs, gears, valve springs, bearings and sundry spares, condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

427 ◊◊

AN AUTOJUMBLERS LOT

including handlebars, exhaust components, regulators, chain case, assorted springs and sundry components, condition and completeness unknown, close inspection advised.

(Qty)

£150 - 250

428

AN AUTOJUMBLERS LOT

comprising two toolboxes, one period in distressed condition less cage, the other believed new replica type in unused condition with cage; together with a selection of control lever spares; and a selection of Miller and Lucas lamps for restoration, condition and completeness unknown, close inspection advised.

(Qty)

£100 - 150

429

A SET OF BELIEVED NORTON FORKS

numbered 3218, condition and completeness unknown, close inspection advised.

£500 - 700

430

A SET OF BELIEVED NORTON FORKS

unnumbered, with handlebars attached, condition and completeness unknown, close inspection advised.

£500 - 700

431

A SET OF BELIEVED NORTON FORKS

with handlebars attached, heavily painted, condition and completeness unknown, close inspection advised.

£500 - 700

432

A SET OF BELIEVED NORTON FORKS

numbered 2280, condition and completeness unknown, close inspection advised.

£500 - 700

433

A SET OF BELIEVED NORTON FORKS

unnumbered, condition and completeness unknown, close inspection advised.

£500 - 700

434

A SET OF BELIEVED NORTON FORKS

numbered 7025, condition and completeness unknown, close inspection advised.

£500 - 700

435

A SET OF PRE-WAR WEBB GIRDER FORKS

unnumbered, condition and completeness unknown, close inspection advised.

£500 - 700

436

A SET OF BELIEVED WEBB GIRDER FORKS

condition and completeness unknown, close inspection advised.

£500 - 700

437

A SET OF PRE-WAR WEBB GIRDER FORKS

condition and completeness unknown, close inspection advised.

£500 - 700

438

A SET OF BELIEVED WEBB GIRDER FORKS

condition and completeness unknown, close inspection advised.

£500 - 700

439

A SET OF BELIEVED DRUID FORKS

condition and completeness unknown, close inspection advised.

£500 - 700

440

A SET OF BELIEVED DRUID GIRDER FORKS

condition and completeness unknown, close inspection advised.

£300 - 500

441

A SET OF BELIEVED DRUID FORKS

condition and completeness unknown, close inspection advised.

£300 - 500

442

A SET OF BELIEVED DRUID FORKS

condition and completeness unknown, close inspection advised.

£300 - 500

443

TWO SETS OF BELIEVED DRUID FORKS

condition and completeness unknown, close inspection advised.

£300 - 500

444 ◊

THREE SETS OF GIRDER FORKS

one believed Webb, two believed Druid, condition and completeness unknown, close inspection advised.

(3)

£300 - 500

445 ◊

A QUANTITY OF STEERING DAMPERS AND RELATED COMPONENTS

including Andre, contained within drawers, close inspection advised.

(Qty)

£400 - 600

446 ◊

A LARGE QUANTITY OF MOSTLY FORK RELATED COMPONENTS

including handlebar clamps, yokes, fork-links, springs and sundry components, condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

447 ◊◊

A LARGE QUANTITY OF MOSTLY FORK RELATED COMPONENTS

including handlebar clamps, yokes, fork-links, springs and sundry components, condition and completeness unknown, close inspection advised.

£250 - 350

448

FIVE NORTON BROCHURES

for 1927, 1928, 1929 and 1930, one reproduction, some distressed.

(5)

£250 - 350

449

SEVEN NORTON BROCHURES

for 1931, 1932, 1933, 1938 and 1952, some reproduction, some distressed.

(7)

£250 - 350

450

A QUANTITY OF MOSTLY STURMEY ARCHER INFORMATION

together with two folders containing information on forks, hubs, and photos and photocopies of mostly Nortons.

(Qty)

£100 - 200

451

A QUANTITY OF PARTS BOOKS AND INFORMATION

mostly Norton, close inspection advised.

(Qty)

£300 - 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.



452



454



453



456

FURTHER PROPERTIES

452 ♦♦♦

A C.1951 TRIUMPH 500CC 5T SPEED TWIN PROJECT

comprising frame numbered 16154NA, engine numbered 5T 16154NA, gearbox numbered 16011, primary chain case, oil tank, silencer and exhaust pipes, wheels, front mudguard and petrol tank, offered together with RF.60 and old style V5 for the VRN 'JUK158', condition, completeness and suitability of parts unknown, close inspection advised.

(Qty)

£800 - 1,200

453 ♦♦♦

A C.1959 TRIUMPH 649CC TIGER 110 PROJECT

comprising frame numbered 027556, engine numbered T110 027556, offered together with a continuation log book and old style V5 for the VRN 'WCG156', condition, completeness and suitability of parts unknown, close inspection advised.

(Qty)

£600 - 800

454 ♦♦♦

A C.1933 VELOCETTE PROJECT,

comprising frame (with number prefix K - number illegible due to corrosion), engine numbered KSS 4726, and cambox, condition and completeness unknown, close inspection advised.

(3)

£400 - 600

455 ♦♦♦

A C.1954 BSA FRAME AND ENGINE

frame number BB31 S9863, no engine number visible, offered without documents, condition and completeness unknown, close inspection advised.

£1,000 - 1,500

456 ♦♦♦

A VETERAN OR VINTAGE V-TWIN MOTORCYCLE PROJECT,

possibly Sarolea engine, comprising frame (no number visible), front forks, petrol/oil tank, crankcases numbered 3355 and with cast-in 'S', cylinder barrel, two wheels, mudguards, sundry parts, close inspection advised, potential buyers should satisfy themselves as to the condition and compatibility of these components.

(Qty)

£300 - 500

457

TWO UNIDENTIFIED FRAMES

believed Triumph, one numbered T.C.9496 and the other unnumbered, together with a believed Triumph rear sub frame and a set of girder forks, condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

458

A BELIEVED SCOTT FRAME

numbered 1987M, condition and completeness unknown, close inspection advised.

£250 - 350



455



458

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.



459

459 ♦♦
1955 VINCENT BLACK KNIGHT BODYWORK

It was Philip Vincent's belief that provision of ample weather protection, combined with enclosure of engine and gearbox, would make the Vincent Series D the ultimate 'gentleman's motorcycle'; though delayed delivery of the glassfibre panels - plus continuing demand for traditionally-styled models - resulted in over half the production leaving the Stevenage factory in un-enclosed form. The enclosed Rapide and Black Shadow were known as the Black Knight and Black Prince respectively. But by the time manufacture of Vincent's final range commenced in March 1955 the company was already in financial difficulty. When production ceased in December that year, around 460 Series D v-twins had been built, some 200 of which were enclosed models.
£2,000 - 4,000

460 ♦
A 1948 JAP 8/80 JTOS RACING ENGINE
 numbered JTOS/O 538/S; 80mm X 99mm, twin BTH magnetos, Pilgrim oil pump, Type 27 twin float Amal carbs running on methanol, formerly the property of Henry Body, Mark Upham and Ewan Cameron, who last used it in his Hagon Sprinter in 2015 when it was timed covering ¼ miles in 13.2 seconds at 114mph, close inspection advised.
£16,000 - 20,000

461 ♦ *
A JAP KTOR REPLICA ENGINE
 unnumbered, purchased by the vendor approximately 18 years ago as a spare for a Brough Superior, it has been kept on display in his office, we are advised that the engine has been rebuilt and turns over, close inspection advised.
£6,000 - 8,000

462 ♦♦
A 1947 NORTON MODEL 18 BOTTOM END, NUMBERED B3 Q 12820
 together with a 1947 ES2 bottom end, numbered B4 Q 8764, three barrels, two 4 speed Norton gearboxes and a believed ES2 gearbox case, a Norton Inter cam box shell, various new old stock piston rings, a quantity of other Norton parts including engine plates, Norton Inter spares, gearbox parts and internals, sprockets, valves and springs.
 (Qty)
£500 - 700



460

463 ♦
A PRE-WAR NORTON OHV ENGINE
 dated to 1937 and numbered 75444 82x113, possibly model 19. Internal condition unknown, sold strictly as viewed.
£300 - 500

464 ♦
A TRIUMPH ENGINE
 numbered T100 63222 (overstamped), fitted with Amal carburettor, Lucas KTF magneto, condition and completeness unknown, close inspection advised.
£250 - 350

465 ♦
A TRIUMPH 2H ENGINE
 numbered 9.2H.17085, together with a quantity of believed Triumph 3HW components including crankcases (numbered 3HW 43291), condition and completeness unknown, close inspection advised.
 (Qty)
£250 - 350

466 ♦
A TRIUMPH ENGINE
 numbered 7-3H-420, condition and completeness unknown, close inspection advised.
£200 - 300

467 ♦♦
A QUANTITY OF MAINLY TRIUMPH ENGINE COMPONENTS
 comprising engine crankcase numbered T100 28596, crankcase half numbered 5T 08359, cylinder heads, cylinder barrel, pistons, conrods, three primary chain cases, together with a selection of Amal carburettors, condition and completeness unknown, close inspection advised.
 (Qty)
£500 - 700

468 ♦
A NORTON DOMINATOR ENGINE
 numbered 56586 J122, with engine and gearbox plates and inner primary chaincase attached, condition and completeness unknown, close inspection advised.
£250 - 350

469 ♦
A NORTON DOMINATOR ENGINE
 numbered 56586 J122, with engine and gearbox plates and inner primary chaincase attached, condition and completeness unknown, close inspection advised.
£250 - 350

470 ♦
A JAP ENGINE
 numbered A/C9282/S, condition and completeness unknown, close inspection advised.
£200 - 300

471 ♦
A NORTON SIDE-VALVE ENGINE
 numbered 91662 79x100, magneto and gearbox plates attached, condition and completeness unknown, close inspection advised.
£250 - 350

472 ♦
FOUR INCOMPLETE ENGINES
 including a JAP (unnumbered); Triumph (numbered 3HW 65776); Norton (numbered 50922) and an AJS (numbered 136496R); together with ML type E magneto (numbered 135); condition and completeness unknown, close inspection advised.
 (5)
£250 - 350

473 ♦
A BSA DBD34 CYLINDER HEAD
 500cc, condition and completeness unknown, close inspection advised.
£500 - 700

474

A BSA 'GOLD STAR' TYPE CYLINDER HEAD

cylinder barrel, and rocker box, 350cc type, condition and completeness unknown, close inspection advised.

(3)

£400 - 600

475

A BSA 'GOLD STAR' TYPE CYLINDER HEAD

cylinder barrel (damaged fins), and rocker box shell, believed 500cc type, condition and completeness unknown, close inspection advised.

(3)

£300 - 500

476

A BELIEVED VELOCETTE CAMBOX

incomplete, close inspection advised.

£250 - 350

477

VINCENT COMET CASTINGS

comprising crankcases numbered F5AB/2A/3713 & 38E/38E, cylinder head, primary chaincase inner and outer, and gearbox outer cover, condition and completeness unknown, close inspection advised.

(5)

£300 - 400

478 ◊

A VINCENT COMET ENGINE BOTTOM END

numbered F5AB/2A/5446 & 84Q/84Q (crankshaft turns), with inner primary chaincase, timing cover and rear link attached, together with outer primary chaincase, condition and completeness unknown, close inspection advised.

(2)

£300 - 400

479

A QUANTITY OF ENGINE AND GEARBOX COMPONENTS

including a Norton 'Dolls Head' type gearbox, an unidentified gearbox, four crankshafts, a four-valve cylinder head (possibly Rudge), and sundry components, condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

480 ◊

A SELECTION OF ENGINE AND GEARBOX COMPONENTS

including Sunbeam crankcases numbered K1094 with crankshaft; BSA crankcases numbered XB31 855; together with a selection of gearboxes and gearbox components, condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

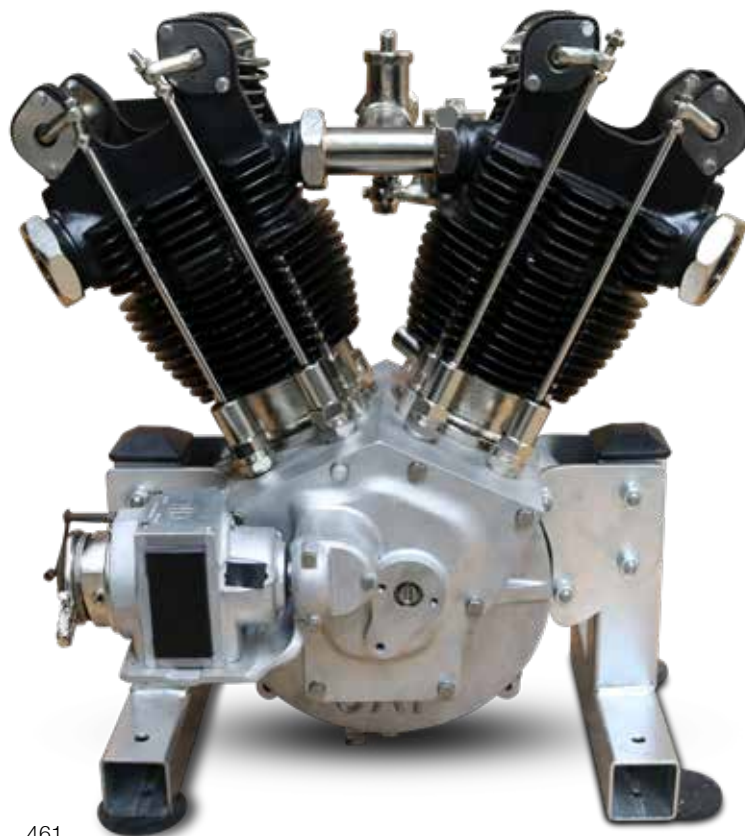
481 ◊

A SELECTION OF ENGINE COMPONENTS

including cylinder barrels, crankcases, and sundry parts, believed to include Rudge, Norton, and BSA, condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350



461

482

A SELECTION OF MAGNETOS FOR RESTORATION

including BTH and others, condition and completeness unknown, close inspection advised.

(Qty)

£200 - 300

483

AN AMAL 10TT 9 CARBURETTOR

together with an Amal 10 TT 9 carburettor body, two Amal TT floats, a Bowden throttle and two others, a bronze clip fitting carburettor, an Amal 289/014R incomplete carburettor and a small quantity of related spares.

(Qty)

£200 - 300

484

A SELECTION OF CARBURETTOR AND MAGNETO PARTS

together with a Jones Motrola tachometer (Stanford Conn.), condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

485 ◊

AN ALBION-EXCELSIOR GEARBOX

together with an Albion racing gearbox end cover and Albion gear cluster. Condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

486

FOUR GEARBOXES

believed suitable for Triumphs, numbered 110074, 200173N, two unnumbered, condition and completeness unknown, close inspection advised.

(4)

£400 - 600

487

TWO TRIUMPH PETROL TANKS

one with filler cap, together with two oil tanks, condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

488

THREE TRIUMPH PETROL TANKS FOR RESTORATION

all in need of restoration, condition and completeness unknown, close inspection advised.

(3)

£250 - 350

489 ◊

A QUANTITY OF MOTORCYCLE PETROL TANKS

including Norton, BSA, Rudge, and others; together with a selection of chaincases, chainguards, rear stand and believed WD pannier rack.

(Qty)

£250 - 350

490

A SET OF VINCENT GIRDRAULIC FORKS

for restoration, numbered C385S FF40L, close inspection advised.

£800 - 1,000

491

A SET OF VINCENT GIRDRAULIC FORKS

for restoration, numbered C385S FF40L, close inspection advised.

£800 - 1,000

492

TWO SETS OF GIRDER FORK BLADES

together with other fork parts, condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

493 ◊◊

TWO BELIEVED TRIUMPH FORKS

together with three wheels with hubs, brake plates and rear wheel sprockets, condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

494

A SET OF GIRDER FORKS

believed suitable for Sunbeam, condition and completeness unknown, close inspection advised.

£250 - 350

495 ◊

A SELECTION OF BRAKE PLATES, BRAKE DRUMS, AND REAR STANDS

for various marques and models.

(Qty)

£250 - 350

496 ◊

AN AKRONT 21 INCH 6-40 ALLOY FRONT WHEEL

together with an unidentified rim (possibly Norton), two Lucas 7 inch headlamp units and switches for restoration, various oil gauges . Norton oil and fuel caps, a Norton rear sprocket and a Lucas Altette horn and other items.

(Qty)

£200 - 300

497 ◊◊

A QUANTITY OF WHEELS

various sizes, for restoration, condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

498 ◊

A SELECTION OF WHEEL RIMS

including some alloy, various sizes and condition, close inspection advised.

(Qty)

£250 - 350

499 ◊

AN AUTOJUMBLERS LOT

including headlamp shells, headlamp units, brake drums, brake plates, believed Norton oil pumps, horns and sundry parts, condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

500

AN AUTOJUMBLERS LOT

including bevel gears, Vintage steering damper, camshafts and assorted engine and gearbox parts, condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

501

TWO VINTAGE MOTORCYCLE P&H ACETYLENE HEADLAMPS

together with other assorted lamps, condition and completeness unknown, close inspection advised.

£250 - 350

502

A WELL ENGINEERED HANDMADE ALLOY 'BROOKLANDS DOUBLE CAN'

together with two other 'Brooklands cans' for restoration.

£200 - 300

503 ◊◊

AN AUTOJUMBLER'S LOT

comprising two Lucas magnetos, one K2F and the other CM852, two Lucas magdynos, saddles, foot rest rubbers, handlebars, Lucas headlamps, mudguards, exhaust pipes, silencers and other assorted items, condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

504 ◊◊

A LARGE AUTOJUMBLER'S LOT,

comprising mostly motor car components, including 3 steel wheels (5 stud), 3 Jaguar grilles, a selection of lighting, fuel filters, filler caps, bumper over-riders, and sundry spares, close inspection advised.

(Qty)

£250 - 350

505 ◊

A QUANTITY OF MUDGUARDS,

for various marques and models, together with two panniers and top box (damaged), rear number plates, and sundry parts, condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

506

EIGHT REAR MOTORCYCLE STAND RETAINING CLIPS

to suit Veteran/Vintage motorcycles, believed new old stock, various types and sizes, close inspection advised.

(8)

£80 - 120

507

THREE 120MPH SMITHS SPEEDOMETERS

together with a Smiths rev counter, condition and completeness unknown, close inspection advised.

(4)

£250 - 350

508 ◊

A QUANTITY OF SADDLES, SADDLE COVERS, AND SADDLE COMPONENTS

together with a selection of handlebars.

(Qty)

£250 - 350

509 ◊◊

AN AUTOJUMBLERS LOT

including Royal Enfield engine and gearbox, believed Sunbeam S7 or S8 engine, various gearboxes, petrol tanks and mudguards. Close inspection advised.

(Qty)

£300 - 500

510 ◊◊

AN AUTOJUMBLERS LOT

comprising a believed Garelli frame (numbered 928); petrol tank; Garelli engine (numbered *1860118*; assorted engine components; acetylene lamps; a rear wheel; two Lucas magnetos; headlamps and other sundry parts, close inspection advised.

(Qty)

£250 - 350

511 ◊

AN AUTOJUMBLERS LOT

including some Rudge parts (crankcases numbered ?2003 - the first letter is indistinct), assorted engine, gearbox, and clutch components; clutch parts, toolbox, sprung pillion seat, Smiths 80mph speedometer with drive gearbox and cable, and sundry items, condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

THE FOLLOWING 14 LOTS ARE OFFERED FROM THE SENIOR COLLECTION



512

512

Ex-Ted Frend

ISLE OF MAN TT REPLICA TROPHIES AWARDED TO TED FREND WHILST RIDING NORTON'S

including 1947 4th place Senior Race; 1953 7th place Senior; 1954 17th place Senior; together with a B.M.C.R.C shield presented to Ted to commemorate an outstanding performance in the 1947 TT Races as well as a copy of the 1947 stewards' report results and summary of results affixed with an image of Ted on a Norton to the front.

(5)

£800 - 1,200

513

Ex-Ted Frend

THREE ISLE OF MAN TT REPLICA TROPHIES AWARDED TO TED FREND WHILST RIDING AJS'S

including 1949 8th place Junior Race on an AJS 7R; 1950 5th place Junior Race on a 7R; 1950 15th place Senior on an E90 Porcupine. Together with Ted's official stewards' report results and summary of results for the 1948 and 1949 TT races, each affixed with an image of Ted on an E90 Porcupine.

(5)

£1,000 - 1,500

514

Ex-Ted Frend

1949 SWISS GRAND PRIX AWARDS

including a cup and a brass motorcycle sculpture mounted on a wooden base, sculptured by A Locatelli, awarded to Ted for the fastest lap whilst riding the AJS E90 Porcupine.

(2)

£400 - 600

515

Ex-Ted Frend

THREE B.M.C.R.C AWARDS, AWARDED TO TED FREND, BELIEVED TO HAVE BEEN AWARDED WHILST RIDING THE AJS E90 PORCUPINE

including a 1947 Dunholme Lodge cup for the 1947 1000cc Grand Prix 100 miles, Ted finishing first place; a Dunholme Lodge 1948 100 miles replica shield for the 1000c race; and a 1949 Silverstone 100 mile replica shield for the 500cc race.

(3)

£250 - 350



513

516

Ex-Ted Frend

FIVE GRAND PRIX FINISHERS AWARDS

including 1948 Grand Prix D'Europe; 1950 Grote Prijs Van Nederlands 8th place 350cc; 1950 Grand Prix de Belgique; and two Manx Grand Prix finishers medals for 1953 and 1955.

(5)

£200 - 300

517

Ex-Ted Frend

SOLID SILVER HALLMARKED CIGARETTE CASE

inscribed B.M.C.C. Victory 7-3-25 - W.L. Hadley. Walter Leslie Handley (1902 - 1941) was most famous for winning the I.O.M TT on 4 occasions, but also raced Freddie Dixon's Riley, an Alfa Romeo Monza & an MG Magnette. He was killed flying an RAF Airacobra in November 1941.

£200 - 400

518

Ex-Ted Frend

1938 ULSTER GRAND PRIX FINISHERS MEDAL

awarded to Le Archer for finishing third in the 350cc Scratch Race.

£200 - 400

519

Ex-Ted Frend

QUANTITY OF MOTORCYCLING TROPHIES AND AWARDS

including Brooklands 1935 1-hour trial tankard awarded to D.N Leon; 7th place Nederlands 1939 Assen TT medal awarded to P.V. Dinter; a large quantity of trials medals relating to Miss Marina Johnston and a Glen English 100 year TT Anniversary Bronze Replica Trophy.

(Qty)

£250 - 350

520

Ex-Ted Frend

THREE LARGE PHOTOGRAPHIC ARCHIVE OF TED'S MOTORCYCLING EXPLOITS

covering much of his career, including AJS Porcupine images and many other candid shots. Copyright unknown. Close inspection advised.

£400 - 600



514



515



516



517



518



519



520



521



521 A



522



523



524



526

521
Ex-Ted Frend
SELECTION OF AWARDS AND EPHEMERA RELATING TO TED'S EXPLOITS ON THE VINCENT-HRD SERIES A RAPIDE 'DUR 452' including eight club event trophies and tankards; a copy of his Brooklands programme from the 13th of May 1939 event where he achieved a Gold Star, and framed images of the bike; together with a framed copy works order form for another Series A Rapide frame number DV1339.
 (Qty)
£200 - 400

521 A
A FINE MANX GRAND PRIX TROPHY, 1947 awarded to D.S. Scott, formed as a silvered model of the Globe and surmounted by a Goddess of Speed, silver applied winners award inscription: 1947 10th Junior Race 70.613 MPH, 20cm in height approximately.
£200 - 400

522
Ex-Ted Frend
LARGE QUANTITY OF MOTORCYCLE TROPHIES AND EPHEMERA including a selection of various pre and post-War trials medals, post-War club trophies, the Eddie Bessant trophy from 1949, period AJS dealer advertising Perspex blocks, Ted's drivers license and other assorted items.
 (Qty)
£150 - 250

523
J.W. (JOCK) FORBES' 1937 ISLE OF MAN TT REPLICA TROPHY
 13th place on a Norton, with inscribed entrance plaque to base for C (Charles) K Mortimer.
£200 - 400

524
EX-Jock West
AN ALBUM OF PHOTOGRAPHS, ENTITLED 'POST WAR', CONCENTRATING MAINLY ON THE AJS PORCUPINE, circa 150 images containing a mixture of press and personal shots and covering such events as Jock's first post war success at Brands Hatch, Chimay, Dutch TT, Belgium and Ulster GP, 1947 and '48 Senior TT, 1948 Junior TT, Montlhery World Record Breaking rides in 1948, Jock riding the ex-Graham Walker Matchless (sold in Stafford, October 2004, lot 345). Also in the album is a signed image of Piero Taruffi, and the AJS V4. Together with two further box files of images. Close inspection advised, copyright unknown.
£400 - 600

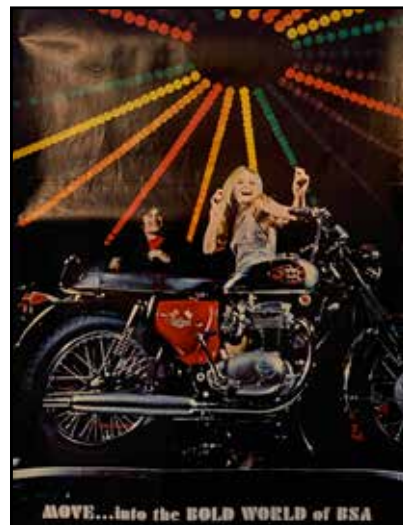
525
A RARE LATE 1920S/EARLY 1930S DUNLOP SECTRIC WALL HANGING GARAGE CLOCK close inspection advised.
£150 - 250



527



530



532



528



531



533

526

A FINE SELECTION OF 1920S AND 30S MOTORCYCLE SALES CATALOGUES, BROCHURES AND RELATED MATERIAL

including a 1928 Triumph sales catalogue, brochures for Montgomery, Zenith, Dunell, Dot, Royal Ruby, Humber, New Imperial, Raleigh, a 1929 Supercharged Dunell brochure, an Abingdon King Dick motorcycles catalogue, a 1928 Chater Lea catalogue, an Ascot Pullin catalogue, various suppliers catalogues, accessory catalogues and 1920s successes leaflets.

(Qty)

£500 - 700

FURTHER PROPERTIES

527

A RARE 1934 VINCENT-HRD SALES BROCHURE

detailing the Model W, Model P, Model PS, Model J, Model JW and Noxal sidecars, 12pp, some rusting to the staples and light foxing to the cover but otherwise in excellent condition.

£700 - 1,000

528

A 1939 BROUGH SUPERIOR RANGE BROCHURE

black embossed card covers, 12 pages, with illustrations, specifications and details for SS100, SS80 Special, SS80 De Luxe Special, 11.50 Special, Dream and Alpine Grand Sports sidecar, close inspection advised.

£200 - 300

529

A QUANTITY OF MOTORCYCLE RELATED BOOKS

including marque histories, workshop manuals, parts books, instruction books, all in varying conditions, close inspection advised.

(Qty)

£250 - 350

530

A RARE AND ORIGINAL BSA ADVERTISING POSTER

believed to date from the late 1960s, and depicting a Thunderbolt against a psychedelic background with the advertising slogan 'Move...into the BOLD WORLD of BSA'.

Approximately 55 x 85cm, the poster retains excellent colour but has suffered some losses, water stains and creases.

£200 - 400

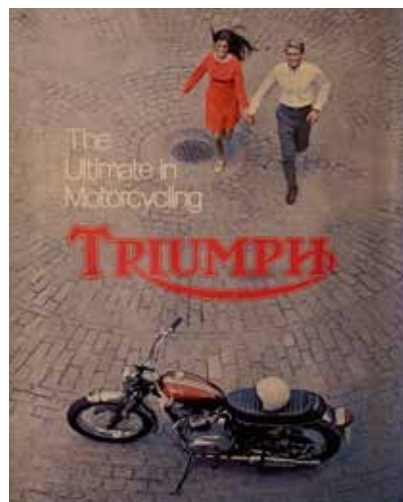
531

A RARE AND ORIGINAL BSA ADVERTISING POSTER

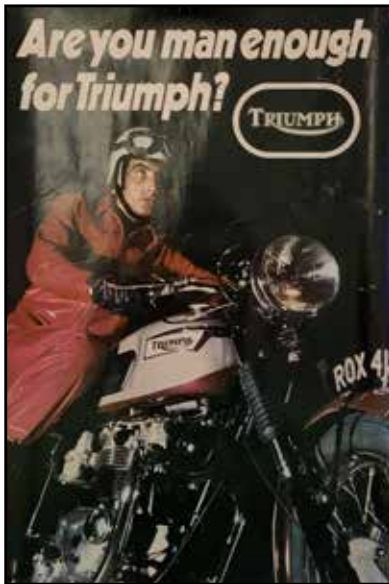
believed to date from the late 1960s, and depicting a Thunderbolt with the advertising slogan 'Move...into the BOLD WORLD of BSA'.

Approximately 55 x 85cm, the poster retains excellent colour but has suffered some losses and creases.

£200 - 400



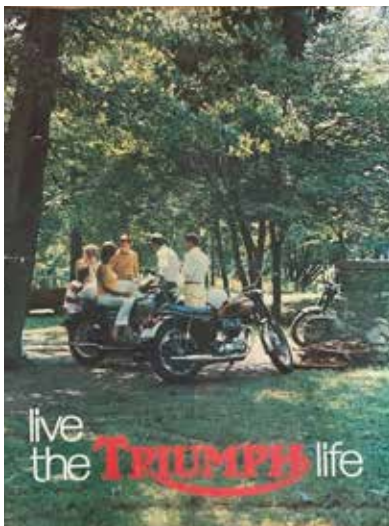
534



535



536



537



540

532
A RARE AND ORIGINAL BSA ADVERTISING POSTER

believed to date from the late 1960s, and depicting a Lightning with the advertising slogan 'Move...into the BOLD WORLD of BSA'. Approximately 55 x 85cm, the poster retains excellent colour but has suffered some losses and creases.
£200 - 400

533
A RARE AND ORIGINAL BSA ADVERTISING POSTER

believed to date from the late 1960s, and depicting a Thunderbolt against a London backdrop with the advertising slogan 'Move...into the BOLD WORLD of BSA'. Approximately 55 x 85cm, the poster retains excellent colour but has suffered some losses and creases.
£200 - 400

534
A RARE AND ORIGINAL TRIUMPH POSTER

believed to date from the late 1960s and depicting a US spec Bonneville with the advertising slogan 'The Ultimate in Motorcycling - Triumph'. Approximately 71 x 56cm, the poster retains good colour but has suffered some losses, creases and tears.
£200 - 400

535
A RARE AND ORIGINAL TRIUMPH POSTER

believed to date from the late 1960s and depicting a Bonneville with the advertising slogan 'Are you man enough for a Triumph'. Approximately 76 x 51cm, the poster retains good colour but has suffered some losses, creases and tears.
£200 - 400

536
A RARE AND ORIGINAL TRIUMPH POSTER

believed to date from the late 1960s and depicting a Trophy with the advertising slogan 'The Triumph'. Approximately 71 x 57cm, the poster retains good colour but has suffered some losses, creases and tears.
£200 - 400

537
A RARE AND ORIGINAL TRIUMPH POSTER

believed to date from the late 1960s and depicting US spec Bonneville with the advertising slogan 'live the Triumph life'. Approximately 71 x 56cm, the poster retains excellent colour but has suffered some losses and creases.
£200 - 400

538
ASSORTED MOTORCYCLING BOOKS

including Kris Perkins : Norton Rotaries, Jeff Clue : British Racing Motorcycles, Peter Howdle : Best of British, L J K Setright : Motorcycles with other titles and Ephemera.
 (Qty)
£250 - 350

539
A QUANTITY OF MOTORCYCLE MEMORABILIA

including a selection of signed photos, riders include James Toseland, Valentino Rossi, Niall Mackenzie, Phil Borley, Ian Simpson; together with an autograph book signed by members of the Duckhams Norton team including Steve Hislop, Norton JPS ephemera and assorted other items, close inspection advised.
 (Qty)
£200 - 400

540
JOHN SURTEES - A C.1956 MV AGUSTA FOUR-CYLINDER PRESENTATION PIECE

given to John Surtees by the factory and later presented by Surtees to the gentleman whom made the cakes for his wedding day. In an email to our vendor (offered with the lot) John notes that there was a mistake with the green colour of the numberplate, John having only raced in the 350 and 500cc classes, hence kindly gifted. Signed by the maker. Some minor damage to the model. Close inspection advised.
£800 - 1,200



542



547

541
A TEXACO BARRY SHEENE PROMOTIONAL GARAGE DISPLAY'

in unused condition, believed to include 4 wobblers, 1 pair shelf edges, 1 window sticker, 1 pump top, 1 wire bin topper, 4 stickers, a pop out cardboard oil display base and supplier sheet. A rare survivor, close inspection advised.
£400 - 600

542 *
THREE ARAI BARRY SHEENE REPLICA HELMETS

two full face, the other jet style open face, new old stock in their original boxes and helmet bags, close inspection advised.
(3)
£300 - 500

543 *
THREE ARAI BARRY SHEENE REPLICA HELMETS

new old stock in their original boxes and helmet bags, close inspection advised.
(3)
£300 - 500

544
THREE ARAI BARRY SHEENE REPLICA HELMETS

new old stock in their original boxes and helmet bags, close inspection advised.
(3)
£300 - 500

545
FOUR ARAI BARRY SHEENE REPLICA HELMETS

new old stock in their original boxes and helmet bags, close inspection advised.
(4)
£350 - 450

546
THREE ARAI BARRY SHEENE REPLICA HELMETS

new old stock in their original boxes and helmet bags, close inspection advised.
(3)
£300 - 500

547 *
THREE SETS OF SUZUKI TEAM OVERALLS

in used condition, close inspection advised.
(3)
£250 - 350

548 * ◊
A QUANTITY OF BLACK AND WHITE PHOTOGRAPHS

MFG, various sizes and conditions, close inspection advised.
(Qty)
£400 - 600

549 * ◊
A QUANTITY OF IMAGES

including MFG cartoons and charicturs of Sheene and some contemporaries, together with other images, various sizes and condition, close inspection advised.
(Qty)
£300 - 400

550 *
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



541

551
OFFERED FROM THE ESTATE OF THE LATE PERCY TAIT 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

Motorcycles - Day 3

Collectors' Motorcycles

Sunday 4 July at 10.00

Lots 601 - 811

Further images of each lot can be found at
www.bonhams.com/26514





The Ron Cody Collection

Lots 601 - 643

Although a latecomer to the world of motorcycling, Ron Cody made a significant impact towards the end of his life, particularly in MV Agusta circles. A qualified motor vehicle technician, Ron focused on four-wheeled transport for most of his life, owning and running a successful business that specialised in accident repairs for company car fleets. He ventured into classic car restoration and having built and raced a Ferrari 250 GTO replica, he switched to British sports cars, specialising in racing and preparing them for competition.

Some four years ago, and having recovered from a major operation, he turned his attention to motorcycles and in particular to the products of MV Agusta. Initially intending to have a small collection of half-a-dozen machines, he eventually ended up with more than 60! He swiftly made new friends within the MV community, and in 2019 displayed a selection of his MVs at the VMCC's 'Festival of 1000 Bikes' where guest-of-honour Giacomo Agostini signed a number of their fuel tanks. To crown the day, Ron's machines were awarded 1st and 2nd prizes in the MV concours. Hospitalised for his final few weeks, Ron was still planning additions to his collection (his ambition was to own one of every MV model) when he ran out of time.

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.



601
C.1949 MV AGUSTA 125CC TEL SPORT
Frame no. 17011/2
Engine no. 17047 S/2

Although best known for their racing and road-going four-cylinder four-strokes, MV-Agusta built lightweights throughout its manufacturing career, and in its early days listed small two-strokes and even a scooter. Indeed, one of the marque's earliest Grand Prix results - 5th place in the Dutch 125 round in 1950 - was achieved by a two-stroke. Much better engineered than any British contemporary, the 125cc TEL 'stroker' was powered by a neat unitary construction single-cylinder engine which, somewhat unusually for a post-war design, featured detachable transfer ports. The cycle parts comprised a twin-downtube swinging-arm frame and girder forks. Believed an older restoration or partially restored, this imported TEL displays a total of 13,883km on the odometer and has been signed on the tank by Giacomo Agostini (photograph on file). The engine turns over with compression. This machine achieved 2nd place at the MV Concours at the 'Festival of 1000 Bikes' in 2019, being highly regarded on account of its un-restored and original condition. There is an Italian tax disc (expired December 1956) in the holder but no import paperwork with this Lot. The vendor has had the machine running recently.

£4,000 - 6,000
€4,700 - 7,000
No Reserve



602
1958 MV AGUSTA 125CC TURISMO RAPIDO EXTRA
Frame no. 636996
Engine no. 636702

After the launch of its first production four-stroke - a 175cc, overhead-camshaft, unit-construction single - MV followed up in 1954 with the similar - although overhead-valve - Gran Turismo 125. Superseded in 1955 by the Turismo Rapido, featuring a revised rear sub-frame and a dual seat in place of its predecessor's sprung saddle, the model remained in production until 1958. Like their larger siblings, the small MVs were very expensive: at around £200 the Turismo Rapido cost as much as a British 500, which explains why so few of these the exquisitely engineered little bikes were sold in the UK. This Turismo Rapido Extra was stripped and restored in 2019; sadly, the owner died before he was able to finish it. The MV appears complete apart from lacking a speedometer, tank transfers, and some electrical wiring. The engine turns over with compression and the gears engage, and the machine would respond well from detailing. There is no import paperwork or any other documentation with this Lot. The vendor has had the machine running recently.

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





603



605



604

603

C.1950 MV AGUSTA 125CC RACING MOTORCYCLE PROJECT

Frame no. 11069 Engine no. removed
Although best known for their racing and road-going four-cylinder four-strokes, MV-Agusta built lightweights throughout its manufacturing career, and in its early days listed small two-strokes and even a scooter. Indeed, one of the marque's earliest Grand Prix results - 5th place in the Dutch 125 round in 1950 - was achieved by a two-stroke. Much better engineered than any British contemporary, the 125 MV was powered by a neat unitary construction single-cylinder engine which, somewhat unusually for a post-war design, featured detachable transfer ports. The cycle parts comprised a twin-downtube swinging-arm frame and girder forks. The machine offered here appears to consist of the cycle parts of an early 'Motore Lungo' (also known as the 'Carter Lungo') competition model and the four-speed engine from a TEL roadster (see 'MV Agusta' by Colombo/Patrignani, pages 131-132 and 134-135). There is no import paperwork with this unfinished project, which is offered for completion and sold strictly as viewed.

£2,000 - 3,000

€2,300 - 3,500

No Reserve

604

1952 MV AGUSTA 125CC TEL TURISMO

Frame no. 024509/12 (see text) Engine no. T022215
Much better engineered than any British contemporary, the 125cc TEL was powered by a neat unitary construction single-cylinder engine which, somewhat unusually for a post-war design, featured detachable transfer ports. The cycle parts comprised a twin-downtube swinging-arm frame equipped with blade-type girder forks. Imported at date unknown, this cosmetically restored TEL turns over with compression and selects gears (there is no speedometer). Accompanying documentation consists of a NOVA Acknowledgement and a photocopy of the Identificazione e Caratteristiche del Motociclo, both of which list the frame number as '024509' (not '024509/12' as found on the frame). There is no import paperwork with this machine. The vendor has had the machine running recently.

£3,000 - 3,500

€3,500 - 4,100

No Reserve



606

605

1953 MV AGUSTA 150CC TEL 'SPORT COMPETIZIONE'

Frame no. 032584/4 Engine no. S 0206895
Much better engineered than any British contemporary, the MV Agusta's 125cc TEL 'stroker' of 1949 was powered by a neat unitary construction single-cylinder engine which, somewhat unusually for a post-war design, featured detachable transfer ports. The 125 MV offered here is presented in Competizione specification, intended for Italy's popular long-distance races such as Milan-Taranto and the Moto Giro d'Italia. We are advised that the late owner carried out a 'last nut and bolt' restoration during 2018/2019, including a full engine rebuild (we note, however, the brightwork is furring up throughout and would benefit from attention). After completion, the machine received a 1st place award in the MV concours at the 'Festival of 1000 Bikes' in 2019, where Giacomo Agostini signed the tank (see photograph on file). Turning over with good compression, the MV is offered with an invoice (dated December 2018) for a crankshaft recondition with con-rod kit and re-assembly. There is no import paperwork with this Lot.

£4,000 - 6,000

€4,700 - 7,000

No Reserve

606

1956 MV AGUSTA 175CC CSTL

Frame no. 416580 Engine no. 413081T
MV Agusta introduced its first production four-strokes at the Milan Show in 1952, with production of the 175cc CS, CSS, and CST commencing in 1954. The newcomers' advanced overhead-cam, unitary construction engine set them apart from most of the opposition, while their cycle parts too were state-of-the-art, consisting of a duplex loop frame incorporating the engine as a stressed member, oil-damped telescopic front fork, swinging-arm rear suspension and full-width alloy hubs. The CSTL, as seen here, was a new introduction for 1956. This CSTL has been cosmetically restored and would benefit from detailing. It should be noted that the NOVA Acknowledgement incorrectly records the Italian registration number ('150701') as the VIN number. Imported at date unknown, the machine is offered with original/photocopy ACI documents and an Italian libretto issued in 1963. There is no import paperwork with this Lot. The vendor has had the machine running recently.

£2,000 - 3,000

€2,300 - 3,500

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.



607
1959 MV AGUSTA 175 PROJECT
Frame no. 920155
Engine no. 920094

MV Agusta introduced its first production four-strokes at the Milan Show in 1952, with production of the 175cc CS, CSS, and CST commencing in 1954. The newcomers' advanced overhead-cam, unitary construction engine set them apart from most of the opposition, while their cycle parts too were state-of-the-art, consisting of a duplex loop frame incorporating the engine as a stressed member, oil-damped telescopic front fork, swinging-arm rear suspension and full-width alloy hubs. MV's OHC 175s lasted until 1959, by which time they had effectively been superseded by a range of pushrod over-head valve models: Turismo, Turismo Economica, America, and America Lusso, as seen here. Apparently an unfinished project, this cosmetically restored machine is missing its carburettor, speedometer, and electrical wiring. We are advised that the engine was rebuilt in 2019 and the machine comes with an invoice for a new piston (dated December 2018). The engine turns over with compression. There is no import paperwork with this Lot, which is offered for completion and sold strictly as viewed.

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



608
1963 MV AGUSTA 50CC LIBERTY SPORT
Frame no. MVL 812838
Engine no. MV-L-812676

Although best known for their racing and road-going four-cylinder four-strokes, MV Agusta built lightweights throughout its manufacturing career and in its early days listed small two-strokes and even a scooter. Indeed, between 1955 and 1959 they listed a moped and in 1962 introduced the 50cc Liberty, an ultra-lightweight sports roadster. The Italian Highway Code no longer required such machines to have pedals, and the Liberty was aimed squarely at youngsters who wanted something more stylish than the traditional step-thru moped. A four-stroke in a field dominated by two-strokes, the Liberty featured a three-speed twistgrip-change gearbox at first while 1967-onwards models had a foot-change four-speeder. Turismo, Sport, and Super Sport versions were available. Nicely presented, this Liberty was restored by its late owner in 2018 and is believed to have been a runner when placed in dry storage. The engine turns over with some compression. The machine is offered with a Certificato per Ciclomotore (registration document). There is no import paperwork with this Lot. The vendor has had the machine running recently.

£2,200 - 2,600
€2,600 - 3,000
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.

609

1964 MV AGUSTA 150CC RAPIDO SPORT

Frame no. MV-RS-854266

Engine no. MV-RS-854935

After the launch of its first production four-stroke - a 175cc, overhead-camshaft, unitary construction single - MV followed up in 1954 with the similar, although overhead-valve, Gran Turismo 125. Similar models in other capacities followed, the first 150cc offerings appearing in 1959. Gran Turismo (GT), Rapido Sport (RS) and Rapido Sport America (RSA) versions were produced. Like their larger siblings, the small MVs were very expensive, costing as much as a British 500, which explains why so few of these the exquisitely engineered little bikes were sold in the UK. This 150 Rapido Sport displays a total of only 125 kilometres on the odometer, which is believed to be the distance travelled since its partial restoration (the toolboxes and front mudguard look repainted while the tank and other tinware appears original). The seat has been re-covered, the engine turns over with compression, and the machine presents well. Accompanying documentation consists of a NOVA Acknowledgement, an ACI Foglio Complementare, and the original Italian registration document. The vendor has had the machine running recently.

£3,000 - 4,000

€3,500 - 4,700

No Reserve



610

C.1966 MV AGUSTA 125CC GTL RACING MOTORCYCLE

Frame no. MVGTL 659356

Engine no. MV-654164

Disappointed by poor sales of its 1960 line-up, which featured newcomers with engines displacing 99, 235 and 300cc respectively, MV returned to traditional capacity classes in 1961, launching the all-new Centomila in 125 and 150cc variants. They were powered by an overhead-valve four-stroke single built in unit with a four-speed gearbox, which went into MV's familiar set of lightweight cycle parts. At the 1965 Milan Show the 125/150 range was updated with five-speed gearboxes, the 125 being offered in two guises: GT with 8bhp engine, and the more sporting GTL, which had 9.6 horsepower on tap. Apparently cosmetically restored, this 'racerised' five-speed GTL carries AMRRC scrutineering stickers (undated) and a Race Day pass for Armoj in 2013, while the tank has been signed by Giacomo Agostini. The machine boasts a Dell'Orto R2709 carburettor and Smiths tachometer and is believed to have electronic ignition. A concurs entrant at the 2019 'Festival of 1000 Bikes', this machine is a runner and was last ridden at Brands Hatch at an 'Italian Day' in 2018. Ideal for Historic parading, the machine is offered with a photocopy parts book and NOVA notification printout. The vendor has had the machine running recently.

£5,000 - 10,000

€5,800 - 12,000

No Reserve



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

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



611
1969 MV AGUSTA 250B
Frame no. MV250B 2110300
Engine no. 2110409

Introduced in October 1967, MV's first production twin-cylinder roadster - known as the MV 250cc 2 Cilindri - was all new and showed clear signs of Japanese influence in its styling. Of unitary construction, the engine was a compact, twin-cylinder overhead-valve unit breathing through twin Dell'Orto carburettors and featuring gear primary drive to a five-speed transmission. Claimed maximum power was 18bhp and top speed in excess of 80mph. An improved and slightly more powerful 250B version followed in January 1969. This MV Agusta 250B displays a total of 16,859 kilometres on the odometer and was cosmetically restored earlier this year (stripped down and paintwork refreshed). We are advised that the machine was a runner when purchased and put it into dry storage. The battery and left-side tank knee rubber are missing, but the engine turns over with compression and the gears engage. The machine is offered with a NOVA declaration (omitting the prefix 'MV250B'), an ACI document, and the original Italian libretto. The vendor has had the machine running recently.

£2,800 - 3,600
€3,300 - 4,200
No Reserve



612
1972 MV AGUSTA 125 GTL SUPER SPORT
Frame no. MV GTL 660189 S
Engine no. MV-657766

In 1961 MV Agusta launched the all-new Centomila in 125 and 150cc variants. The Centomilas were powered by an overhead-valve four-stroke single built in unit with a four-speed gearbox (five speeds arrived in November 1965 on the successor GT/GTL models) which went into MV's familiar set of lightweight cycle parts. Unlike their immediate predecessors, the Centomila range (renamed GT/GTL in 1964) would prove to be an immense commercial success for the Italian firm, effectively keeping it afloat in difficult times. A comprehensive re-style in 1969 saw the GT/GTL emerge with lower, sleeker fuel tanks and a much more modern look, as seen here. This GTL displays a total of 2,770 kilometres on the odometer and would respond well to detailing. We are advised that the engine was rebuilt during restoration in 2018/19, and that the wheels were refurbished, and new tyres fitted at the same time. The engine turns over with compression and the gears engage. The machine is offered with a NOVA Acknowledgement (VIN missing 'S' suffix) and its original Italian libretto and other paperwork. The vendor has had the machine running recently.

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





613



615



614

613

1957 MV AGUSTA 175 CSGT

Frame no. 418785 Engine no. 415179

MV Agusta introduced its first production four-strokes at the Milan Show in 1952, with production of the 175cc CS, CSS, and CSTL commencing in 1954. The newcomers' advanced overhead-cam, unitary construction engine set them apart from most of the opposition, while their cycle parts too were state-of-the-art, consisting of a duplex loop frame incorporating the engine as a stressed member, oil-damped telescopic front fork, swinging-arm rear suspension and full-width alloy hubs. Differences between the CS and CST were mainly confined to the seating, the latter having a single saddle while the former came with a dual seat. Additional models were introduced as the range expanded, the CSGT, as seen here, being produced for the 1957 season only. This CSGT's paintwork is believed to have been restored, but more work and some parts are required to complete the rebuild. The engine turns over but without compression, and the speedometer is missing. There is no import paperwork with this Lot.

£2,000 - 3,000

€2,300 - 3,500

No Reserve

614

1960 MV AGUSTA 99CC CHECCA GT EXTRA

Frame no. MV.GTE 580325 Engine no. S-580509

MV Agusta's only new introduction for 1960, the Checca was offered in two engine capacities: 83cc and 99cc, its single-cylinder overhead-valve power unit being based on that of the 125 introduced for the previous year. Built in unit with a four-speed gearbox, the Checca engine went into MV's familiar set of lightweight cycle parts. Three models were offered: the 83cc GT; 99cc GT Extra; and 99cc GT Sport, the latter featuring a slightly more powerful engine. A relatively inexpensive route to MV ownership and a potentially most rewarding project, this apparently original and un-restored Checca should be a fairly straightforward restoration (there is no speedometer). Offered with a photocopy maintenance and operation manual. There is no import paperwork or any other documentation with this Lot. The vendor has had the machine running recently.

£1,500 - 2,500

€1,700 - 2,900

No Reserve



616

615

1966 MV AGUSTA 150CC RAPIDO SPORT

Frame no. MV-RS-855990 Engine no. MV-RS-855981

After the launch of its first production four-stroke - a 175cc, overhead-camshaft, unitary construction single - MV followed up in 1954 with the similar, although overhead-valve, Gran Turismo 125. Similar models in other capacities followed, the first 150cc offerings appearing in 1959. Gran Turismo (GT), Rapido Sport (RS) and Rapido Sport America (RSA) versions were produced. Like their larger siblings, the small MVs were very expensive - at around £200 the Turismo Rapido cost as much as a British 500 - which explains why so few of these the exquisitely engineered little bikes were sold in the UK. This MV Agusta 150 Rapido Sport displays a total of 3,180 kilometres on the odometer and is believed un-restored. Offered for restoration and sold strictly as viewed, the machine comes with a NOVA Acknowledgement, an ACI Foglio Complementare, and its original Italian registration document. The vendor has had the machine running recently.

£2,000 - 3,000

€2,300 - 3,500

No Reserve

616

1976 MV AGUSTA 125 SPORT

Frame no. 2180559 Engine no. 2180616

MV Agusta's quarter-litre roadster was completely redesigned for 1975, emerging as the beautiful 125 Sport, surely one of the most attractive four-stroke singles ever made. An alloy cylinder barrel and electronic ignition were features of the fashionably styled engine, which produced 14bhp at 8,500rpm, good enough for a top speed of around 75mph. The unit was housed in a very neat, silver finished, duplex cradle frame equipped with Ceriani forks and Scarab front disc brake. A full fairing was an optional extra. This example of one of the original MV company's swan-song models displays a total of 12,000 kilometres on the odometer and appears to have been cosmetically restored. The engine turns over and it should be noted that the front brake master cylinder is incomplete. The machine is offered with a photocopy parts list. There is no import paperwork with this Lot.

£2,400 - 3,400

€2,800 - 4,000

No Reserve



617



619



618



620

617

1976 MV AGUSTA 125 SPORT

Frame no. 21802361 Engine no. 2180939

MV Agusta's quarter-litre roadster was completely redesigned for 1975, emerging as the beautiful 125 Sport, surely one of the most attractive four-stroke singles ever made. An alloy cylinder barrel and electronic ignition were features of the fashionably styled engine, which produced 14bhp at 8,500rpm, good enough for a top speed of around 75mph. The unit was housed in a very neat, silver finished, duplex cradle frame equipped with Ceriani forks and Scarab front disc brake. A full fairing was an optional extra. This example of one of the original MV company's swan-song models displays a total of 36,712 kilometres on the odometer. The engine turns over and it should be noted that various minor components are either missing or damaged, and that the wiring needs some attention. Offered for re-commissioning and sold strictly as viewed, the machine comes with an Italian registration document issued in 1986. There is no import paperwork with this Lot.

£2,400 - 3,400

€2,800 - 4,000

No Reserve

618

1977 MV AGUSTA 350 SPORT 'IPOTESI'

Frame no. MV350BE 2160488 Engine no. 2160654

Introduced at the Milan Show in 1971, MV's first production 350 roadster was basically an over-bored version of the existing 250B model that had been around since 1967. Two versions were made: the 350GT tourer and 350B sports roadster, both of which were updated with 12-volt electrics and electronic ignition in October 1972. They were replaced for 1975 by restyled, 'square case' 350 Sport/GT equivalents - also known as the Ipotesi (hypothesis) - the makeover being the work of celebrated car designer, Giorgetto Giugiaro. The basic engine architecture remained unchanged, but power went up to 34bhp at 8,500 revs with a commensurate increase in performance. Apparently cosmetically restored, this Ipotesi displays a total of 21,674 kilometres on the odometer and would respond well to detailing. The engine turns over with compression, and there is a crack to the speedometer lens. One key is present but there is no import paperwork with this Lot. Offered with a part list.

£3,200 - 4,200

€3,700 - 4,900

No Reserve

619

1948 BIANCHI 125CC BIANCHINA

Frame no. 126302 Engine no. 126302

Founded in the late 1890s, Bianchi made little impact outside Italy before WWII despite an innovative approach that saw a team of unitary construction, twin-overhead-cam 350s entered in the 1926 Isle of Man TT, the design having first appeared in 1924. In the post-war period the company's road range consisted mainly of lightweights, the mainstay of production being 175cc models like the Tonale. Below the Tonale in the pecking order were various two-stroke lightweights such as this 125cc Bianchina, which looks very much like Bianchi's equivalent of the BSA Bantam. With 5.5bhp on tap and weighing 70kg (154lb), the pretty little Bianchina had a top speed of 80km/h (50mph). This Bianchina is believed un-restored, although the engine has very little compression. Imported at date unknown, the machine is offered with a photocopy ACI document listing the Italian registration 'AT 8504'; however, there is no import paperwork with this machine. The vendor has had the machine running recently.

£1,800 - 2,600

€2,100 - 3,000

No Reserve

620

1948 BIANCHI 125CC BIANCHINA PROJECT

Frame no. 148533 Engine no. 148533

Founded in the late 1890s, Bianchi made little impact outside Italy before WWII despite an innovative approach that saw a team of unitary construction, twin-overhead-cam 350s entered in the 1926 Isle of Man TT, the design having first appeared in 1924. In the post-war period the company's road range consisted mainly of lightweights, the mainstay of production being 175cc models like the Tonale. Below the Tonale in the pecking order were various two-stroke lightweights such as this 125cc Bianchina, which looks very much like Bianchi's equivalent of the BSA Bantam. With 5.5bhp on tap and weighing 70kg (154lb), the pretty little Bianchina had a top speed of 80km/h (50mph). Imported at date unknown, this Bianchina is believed un-restored (the engine turns over with some compression). There is no import paperwork with this machine, which is offered for restoration and sold strictly as viewed.

£600 - 1,000

€700 - 1,200

No Reserve

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

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621

1959 DUCATI 125CC AUREA

Frame no. 125A 87654

Engine no. 88224 DM125A

Previously a producer of radios and electronic equipment, Bologna-based Ducati turned to motorcycle manufacture after WW2 with the Cucciolo ('little pup') a clip-on engine designed for bicycle attachment. The Cucciolo was soon followed by a range of proper, lightweight motorcycles, the first of which, the '60', appeared in 1949 and was powered by a 60cc overhead-valve engine. Another landmark was the arrival in 1952 of the '98' designed, like its predecessors, by Giovanni Fiorio. Fiorio's pushrod engine would be further enlarged and developed, finally featuring in a range of stylish 125cc models that would be produced into the early 1960s, one of the last additions to this line-up being the Aurea sports roadster, introduced in 1958. This Aurea appears cosmetically restored, although it lacks both a battery and a speedometer, and some of the wiring is loose. We are advised that the machine was ridden around the garden and all the gears were working before it was put into dry storage in 2019. In 2020 it was stripped down and the vendor has advised us that he has had it running recently. There is no import paperwork or any other documentation with this Lot.

£1,800 - 2,600

€2,100 - 3,000

No Reserve



622

1957 MOTO GUZZI NUOVO CARDELLINO 73 LUSSO

Frame no. BDD09

Engine no. BDD09

Two-strokes did not feature in Moto Guzzi's range until after WW2, when the extraordinarily successful Motoleggera 65 put a entire generation of Italians on two wheels. A larger version of this air-cooled rotary-valve single - the 98cc Zigolo - first appeared at the Milan Show in 1953 alongside the Cardellino (goldfinch), which was a development of the original Motoleggera, retaining the 64cc engine of its predecessor while benefiting from a new, stronger frame. Early in 1956 the Cardellino was updated with a telescopic fork and full-width alloy hubs, and later that same year a 73cc version was announced. Further developed as the Nuovo Cardellino 73 and eventually enlarged to 83cc, the model remained in production until 1965. This particular Nuovo Cardellino was cosmetically restored in 2020 and displays a total of 12,999 kilometres on the odometer). The machine is offered with a hand-written note concerning its specification.

There is no import paperwork with this Lot. The vendor has had the machine running recently.

£800 - 1,200

€930 - 1,400

No Reserve



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623



625



624



626

623

1950 MOTO GUZZI 250CC AIRONE SPORT

Frame no. 18316 Engine no. M 101425 (see text)

Moto Guzzi recommenced production after WW2 with a range of updated pre-war designs, which in the case of the 250cc Airone (heron) meant it gained a telescopic front fork, larger diameter brakes, and an aluminium-alloy cylinder barrel and 'head'. In 1949 a Sport version became available; the original being renamed Turismo. Boasting a higher compression ratio and larger carburettor, the more powerful Sport offered a 73mph top speed and the ability to cruise at 60mph all day and remained a top seller well into the 1950s. Imported at date unknown and apparently cosmetically restored, this Airone Sport is missing its speedometer. Sold strictly as viewed, the Guzzi is offered with a photocopy ACI document showing that it left the factory with engine number '87088'. There is no import paperwork with this Lot. The vendor has had the machine running recently.

£3,600 - 4,500

€4,200 - 5,200

No Reserve

624

1956 MOTO GUZZI CARDELLINO 65

Frame no. BM120 Engine no. BM120

A development of the immensely successful Motoleggera, the Cardellino (goldfinch) first appeared at the Milan Show in 1953, retaining the 64cc engine of its predecessor while benefiting from a new, stronger frame. Early in 1956 the Cardellino was updated with a telescopic fork and full-width alloy hubs, and later that same year a 73cc version was announced. Further developed and enlarged (to 83cc) the Cardellino remained in production until 1965. Like most Italian lightweights, the Cardellino was light-years in advance of foreign contemporaries being reliable, comfortable, and endowed with excellent roadholding and handling despite rather crude suspension. Apparently cosmetically restored, this Cardellino would respond well to detailing (the engine turns over with compression). There is no import paperwork with this motorcycle, which comes with an invoice (illegible) for work/parts and a hand written note quoting NOVA reference '17E225782'. The vendor has had the machine running recently.

£1,200 - 1,800

€1,400 - 2,100

No Reserve

625

1958 PARILLA 175CC SPORT

Frame no. 407559 Engine no. 407559

Parilla's first motorcycle was a 250cc overhead-camshaft single-cylinder racer, and the firm went on to build a range of lightweight machines using two-stroke and four-stroke engines. At the 1952 Milan Show Parilla introduced the 'high cam' (camme rialzata) model for which it is best remembered. This 175cc single featured a chain-driven camshaft mounted on the side of the cylinder head, the valves being operated via short pushrods. Stunningly beautiful, Parilla's production racer was also exceedingly quick, one not-yet-run-in Competizione being clocked at over 96mph by an American magazine. Believed an older restoration, this 175cc Parilla displays a total of 37,926 kilometres on the odometer. The engine does not turn over, the gears do not engage, and the battery is missing. There is no import paperwork with this motorcycle, which is offered for restoration/re-commissioning and sold strictly as viewed.

£4,000 - 7,000

€4,700 - 8,100

No Reserve

626

1954 FB MONDIAL 160CC SPORT

Frame no. 7531 Engine no. 7531

Few marques have achieved so fine a competition record in so short a time as FB Mondial. The name 'Mondial' first appeared on a motorcycle in 1948, when the Boselli brothers introduced a revolutionary double-overhead-camshaft 125cc racer. Mondial's miniature masterpiece duly brought the Bologna manufacturer its first World Championship the following year and proved equally dominant in 1950 and '51. Not surprisingly, Mondial's passion for racing rubbed off on its road range, which was exquisitely engineered and beautifully constructed in a manner unmistakably Italian. This two-stroke Mondial was cosmetically restored in 2020 but requires finishing and would respond well to detailing. A few minor components are missing, including the battery and speedometer, while the engine turns over. Imported at date unknown, the machine is offered with a photocopy ACI document and an original Italian libretto, issued in 1962. There is no import paperwork with this Lot.

£1,200 - 1,600

€1,400 - 1,900

No Reserve

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627

C.1958 GILERA 175CC ROSSA EXTRA RACING MOTORCYCLE

Frame no. 171-566

Engine no. 171-4446

Throughout the early 1950s, it was Gilera's racers that grabbed the headlines, taking six individual World Championships and five manufacturers' titles. Although racing generated valuable publicity, it was sales of road bikes that paid the bills. The majority of machines sold were lightweights based on the overhead-valve 125cc single that had first appeared in prototype form in 1948. Developed and enlarged first to 150cc and then 175cc, these simple OHV singles were top sellers throughout the 1950s and into the 1960s, although their high price outside Italy made them a relatively rare sight abroad. Introduced for 1957, the Rossa Extra was essentially a deluxe version of the 175 Sport. Apparently cosmetically restored and very nicely presented, this Rossa Extra racer features a Scitsu tachometer, Dell'Orto UBF24BS carburettor, Ceriani forks, and ventilated brakes. We are advised that this bike is a runner and was last ridden at the Brooklands Italia day in 2018 when it was taken up the test hill. It has been in heated storage ever since. There are no documents with this Lot.

£2,400 - 2,800

€2,800 - 3,300

No Reserve



628

C.1960 GILERA 98CC GIUBILEO 'SCRAMBLER'

Frame no. 001 44931

Engine no. 001 44931

Throughout the early 1950s it was Gilera's racers that grabbed the headlines, taking five Manufacturer's titles and six rider's World Championships. Although racing generated valuable publicity, it was sales of road bikes that paid the bills. Most were lightweights based on the overhead-valve 125cc single that had appeared in prototype form in 1948. These simple OHV singles proved top sellers throughout the 1950s and into the 1960s, although their high price outside Italy made them a relatively rare sight overseas. The name 'Giubileo' was first used by Gilera in 1959, the year that the company celebrated its Golden Jubilee, for a new range of lightweights commencing with the 98 Giubileo. Believed cosmetically restored, this 'scramblerised' Giubileo is offered with a hand-written invoice for its purchase in December 2017. We are advised that this machine had been mechanically overhauled and the vendor has had the machine running recently. It should also be noted that although the engine turns over there is very little compression. There is no import paperwork with this Lot.

£900 - 1,300

€1,000 - 1,500

No Reserve



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629



631



630

629

1955 CAPRONI CAPRIOLO 75

Frame no. 21174 Engine no. 21112

Named after the roe deer, the Capriolo marque emerged in 1948 from the ashes of the giant Caproni group, formerly one of Italy's largest manufacturing concerns. Caproni had been founded in the 20th Century's first decade as an aircraft manufacturer, and only turned to motorcycle production after WW2. The firm commenced with a 50cc ultra-lightweight before swiftly moving on, in 1951, to a 75cc model, the Capriolo 75, which was notable for its use of a pressed-style frame and a four-stroke engine of the overhead-valve 'face cam' type. This four-speed Capriolo 75 was cosmetically restored in 2020 but is missing its headlamp glass and seat cover. The machine is offered with two Caproni badges; an Instruction manual in Italian; and an invoice (dated February 2019) for relining a pair of brake shoes. There is no import paperwork with this Lot. The vendor has had the machine running recently.

£1,000 - 1,500

€1,200 - 1,700

No Reserve

630

1955 ISOMOTO 125CC

Frame no. M23399 Engine no. 81963

Nowadays Iso is best remembered for its muscular V8-engined Grifo supercar of the 1960s, but the company's origins were more mundane. Renzo Rivolta's Isothermos company had begun life pre-war making refrigerators, turning to the manufacture of scooters and motorcycles after the war and thence to the highly successful Isetta 'bubblecar'. After the failure of its first scooter, the Furetto, Iso produced the Isoscooter and Isomoto lightweight motorcycle, both of which used a Puch-style 125cc 'split single' two-stroke engine. Although it was a major manufacturer with more than 2,500 agents in Italy and Europe, Iso had its sights firmly set on the Gran Turismo car market and ceased making two-wheelers in the early 1960s. Displaying a total of 42,968 kilometres on the odometer, this Isomoto is offered for restoration and sold strictly as viewed (the engine turns over but without compression). There is no import paperwork or any other documentation with this Lot.

£400 - 800

€470 - 930

No Reserve



632

631

1960 ITOM 50CC SUPER SPORT

Frame no. 58030 Engine no. 1430001S

Founded in Turin in 1948, Industria Torinese Meccanica began manufacturing clip-on power units for bicycles under the 'Itom' brand name before offering its first complete machine in 1950. Itom progressed from producing utilitarian mopeds to making small motorcycles, many of which carried designations such as Sport, Super Sport and Competizione, and thus were guaranteed to appeal to Italy's speed-obsessed youth. In 1959 pedals ceased to be mandatory for such machines in Italy, though they continued to be fitted to export models if required. A factory tuning kit was available for racing. Apparently an unfinished project, this incomplete example displays a total of 2,219 kilometres on the odometer. There is a photograph on file of the engine stripped down during rebuilding in 2019. There is no import paperwork or any other documentation with this Lot, which is offered for completion and sold strictly as viewed.

£2,000 - 3,000

€2,300 - 3,500

No Reserve

632

1957 ITOM 50CC SUPER SPORT

Frame no. 36003 Engine no. 115161/S

Itom progressed from producing utilitarian mopeds to making small motorcycles, many of which carried designations such as Sport, Super Sport and Competizione, and thus were guaranteed to appeal to Italy's speed-obsessed youth. In 1959 pedals ceased to be mandatory for such machines in Italy, though they continued to be fitted to export models if required. A factory tuning kit was available for racing, comprising a high-compression cylinder head, cylinder with chromed bore and suitable piston, Dell'Orto 20mm carburettor, and an expansion chamber exhaust. Believed un-restored, this pedal-equipped Itom sports moped displays a total of 5,642 kilometres on the odometer. There are no documents with this Lot, which is offered for restoration and sold strictly as viewed.

£1,200 - 2,200

€1,400 - 2,600

No Reserve



633



635



634

633

1950S BETA 125CC

Frame no. 3053 Engine no. 554

Best known for its hugely successful trials and enduro models, the Italian firm that would become Beta was founded in Firenze (Florence) in 1904 by Giuseppe Bianchi and began life making high-quality bicycles. It was only after WW2 that the company adopted the 'Beta' name, which was derived from the initials of proprietors Enzo Bianchi and Arrigo Tosi. The firm commenced making clip-on motors for bicycles before producing its first proper motorcycle in 1950. Proprietary engines were used at first before Beta progressed to making its own. Long-distance races on public roads were immensely popular in Italy at this time, and Beta's products did well in events such as the Milan-Taranto and Moto Giro. Imported at date unknown, this charming Beta two-stroke lightweight is believed un-restored; there is no speedometer present, but the engine does have some compression. There is no import paperwork or other documentation with this Lot, which is offered for restoration and sold strictly as viewed.

£600 - 1,000

€700 - 1,200

No Reserve

634

C.1959 MI-VAL 125CC SEI GIORNI

Frame no. 70631 Engine no. 70631

One of Italy's lesser known marques, Mi-Val started out as a manufacturer of machine tools and built (mainly lightweight) motorcycles from 1950 to circa 1967. The firm produced its own engines, both two-strokes and four-strokes, some of the latter featuring twin overhead camshafts, and supplied power units to Norman for its Nippy III moped. It also built the Messerschmitt 'bubblecar' under license as the 'Mivalino'. Looking very much like the lightweight MV Agustas of the same period, this 125cc two-stroke Mi-Val Sei Giorni (Six Days – a curious choice of name for a roadster but presumably chosen to reflect success in the ISDT) appears cosmetically restored but is lacking a speedometer and requires some wiring to complete. There is no import paperwork or any other documentation with this Lot. The vendor has had the machine running recently.

£1,200 - 1,800

€1,400 - 2,100

No Reserve



636

635

1961 MALAGUTI 50CC GRAN SPORT

Frame no. GAM6 5341 Engine no. 3M 76219

Malaguti was founded in Bologna, Italy in 1932 by Antonio Malaguti. The firm built bicycles for the first five years before branching out into motorcycle manufacture in 1937 using engines supplied by Franco Morini, thus beginning a lengthy association between the two firms. 50cc sports mopeds were a Malaguti speciality for decades, commencing with the Cavalcane and Olympique models in the 1960s. Malaguti ceased production in 2011. Apparently cosmetically restored, this Malaguti Gran Sport is offered for completion and sold strictly as viewed. There is no speedometer (the engine turns over). The machine is offered with printouts of online forum discussions and pictures of various Malaguti motorcycles. There is no import paperwork with this Lot. The vendor has had the machine running recently.

£1,500 - 2,500

€1,700 - 2,900

No Reserve

636

1961 MOTObI 125CC IMPERIALE SPORT

Frame no. 431165 Engine no. 430234

Italy's oldest surviving motorcycle manufacturer, Benelli was founded in 1911 by the six Benelli brothers. Originally a general engineering firm, Benelli diversified into the field of powered transport immediately after WWI, offering a two-stroke 'clip-on' power unit for bicycles, which was followed by its first proper motorcycle in 1921. In 1950 Giovanni Benelli left to set up 'MotoBi', introducing a range of lightweights powered by distinctive egg-shaped two-stroke engines featuring horizontal cylinders. A range of four-strokes was built later but the overall look of the MotoBi engine remained the same. MotoBi was reabsorbed by Benelli in 1962 and sometime later its products were re-badged as Benellis. An unfinished project, this four-stroke Motobi Imperiale Sport is missing its filler cap, headlight glass, and some switchgear, whilst the electrics require attention. The machine comes with a NOVA Acknowledgement and is sold strictly as viewed. The vendor has had the machine running recently.

£1,200 - 1,600

€1,400 - 1,900

No Reserve

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637



639



638

637

1965 DKW 48CC VIOLETTA SPORT

Frame no. 1583000236 Engine no. 803 10001537

Post-WW2, alongside its larger models, the German firm offered an extensive range of 50cc mopeds and ultra-lightweight motorcycles until the brand ceased to exist in 1969. The best known of these was the long-running Hummel moped, while the Violetta Sport, as seen here, was a new introduction for 1962. Two versions were offered: the pedal-equipped MK (2PS) and the pedal-less and more powerful KR (4.6PS) and the model was also marketed as the Express Carino and Victoria Avanti. Production ceased in 1966. This DKW-built ultra-lightweight is believed cosmetically restored and appears complete. The machine displays a total of 31,412 kilometres on the odometer, and the engine turns over albeit without compression. Offered with a www.moped-museum.de fact sheet. There is no import paperwork with this Lot.

£1,000 - 1,500

€1,200 - 1,700

No Reserve

638

1966 CF 48CC GT JUNIOR

Frame no. CF/J 1905 Engine no. none visible

Taking its initials from designers Arduino Catelli and Leonardo Fiorani, CF was founded in Piacenza, Italy in 1928. The firm built high-performance 175cc and 248cc models, which enjoyed considerable success in racing, until it was taken over by Fusi, the Italian FN importer, in 1937. In 1967 an ex-Benelli executive, Sr Campagna, revived the brand and began producing two-stroke lightweights powered by Minarelli engines. Following Campagna's death, the firm was sold and closed down for good in 1971. Styled as only the Italians know how, this beautiful ultra-lightweight from a rarely encountered marque displays a total of 15,377 kilometres on the odometer and appears cosmetically restored. The engine turns over with compression and the gears engage. Offered with a printout photograph of the motorcycle. There is no import paperwork with this Lot. The vendor has had the machine running recently.

£1,200 - 1,800

€1,400 - 2,100

No Reserve



640

639

1973 BENELLI 250 SPORT SPECIAL

Frame no. S 481515 Engine no. S 6338

After WW2 Benelli turned to making clip-on engines for cycles and then a complete proper motorcycle. In 1949, Guiseppe Benelli left to found his own Moto 'B' Pesaro (Motobi) company, introducing a two-stroke lightweight with horizontal-cylinder that would spawn a whole range of larger single- and twin-cylinder 'stokers', all retaining the horizontal engine layout. Guiseppe changed direction in 1956, introducing 125 and 175cc models powered by overhead-valve, four-stroke, single-cylinder engines that kept the horizontal layout and integrated egg-shaped styling of the two-strokes; 200cc and 250cc versions were introduced later. Following Guiseppe's death, Motobi returned to the Benelli family fold, resulting in Motobi's four-strokes being marketed as Benellis from the mid-1960s onwards. This Motobi-style Benelli 250 Sport Special displays a total of 34,187 kilometres on the odometer and is believed cosmetically restored. There is no import paperwork with this Lot. The vendor has had the machine running recently.

£1,000 - 4,000

€1,200 - 4,700

No Reserve

640

1979 SIMSON 49CC S50 B1 SPORTS MOPED

Registration no. MAR 422V

Frame no. 4696132 Engine no. 3068167

Along with MZ, Simson was state-owned by the East German government. Motorcycle production began in 1950 with a range of 250cc four-strokes, but from the 1960s onwards the firm concentrated on lightweight motorcycles displacing less than 100cc, leaving the larger-capacity classes to MZ. This example of an Eastern Bloc sports moped rarely seen this side of the Iron Curtain was first registered in the UK on 1st June 1980. Last taxed in 1997, the machine displays a total of 628 miles on the odometer and is offered for restoration (it should be noted that the engine is seized, and the seat is missing). Offered with a V5C Registration Certificate, the machine is sold strictly as viewed.

£300 - 500

€350 - 580

No Reserve

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641

1960 DKW RT 175 VS

Frame no. 45595734

Engine no. 45069098

DKW was founded in Zschopau in 1919 by Danish engineer Jorgen Rasmussen and built its first motorcycle power unit, a single-cylinder, clip-on engine for bicycle attachment, in 1921. One of its last introductions immediately prior to WW2 was the immensely influential RT 125 two-stroke single, which was manufactured after the war by Harley-Davidson as the Model 'S' and BSA as the Bantam. DKW themselves recommenced production of the RT 125 in 1949 and went on to build a range of larger models based on RT 125 lines, the RT 175 being one of them. Believed cosmetically restored, with the possible exception of the wheels, this DKW RT 175 displays a total of 4,643 kilometres on the odometer. We are advised that the machine was running when purchased but has not been started since it was put into dry storage in 2019. The engine turns over with compression. There is no import paperwork with this machine, which is offered with a photocopy of its ASI and original Motociclo Motocarrozetta registration documents.

£1,200 - 1,800

€1,400 - 2,100

No Reserve



642

1963 PIAGGIO VESPA 150

Frame no. none visible

Engine no. V46212M *75260* (see text)

Together with the rival Lambretta, the Vespa mobilised an entire post-war generation of Italians, 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 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 70-plus years ago. The Vespa was built under license in various countries including India, where Piaggio first licensed production to Bajaj Auto in the 1960s. This example was imported from India by its then owner in 2016 and displays a total of 2.4 kilometres on the odometer. We are advised that the machine was running before being stripped and restored in 2019, with only detail finishing left to do. Accompanying documentation includes the Form of Certificate of Registration from India (valid 2012-2017); shipping/import paperwork; an expired MoT from 2017; an invoice for a floor pan (2019); and a photocopy workshop manual. The vendor has had the machine running recently. It should be noted that the engine number appears re-stamped

£2,600 - 3,400

€3,000 - 4,000

No Reserve



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643

1980 MOTO MORINI 344CC '3½' SPORT

Frame no. K-20498

Engine no. none visible

Before the arrival of its family of 72-degree v-twin roadsters, Morini's reputation had rested mainly 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, not in the flat-faced cylinder heads, but in the piston crowns. Coupled to a six-speed gearbox, this superb motor's performance belied its lack of capacity, endowing the lightweight, nimble-footed Morini with a top speed of around 100mph. Sport and Strada (touring) versions were made, early models having drum brakes, later ones discs. Apparently original and un-restored, this K-series '3½' Sport displays a total of 47,299km on the odometer. Imported at date unknown, the machine is offered with an invoice dated June 2019 for oil and a battery. We are advised that this motorcycle was a runner when placed in storage and that it has been cosmetically tidied up: frame painted, new pipes, etc. There is no import paperwork with this Lot. The vendor has had the machine running recently.

£1,400 - 1,800

€1,600 - 2,100

No Reserve



FURTHER PROPERTIES

644

1966 DUCATI 350 SEBRING

Registration no. VAM 644D

Frame no. 03843

Engine no. 03843

Designed by Fabio Taglioni, Ducati's first overhead-camshaft single appeared in 1955. Desmodromic valve operation was a feature of the racing versions and would later be applied to the sportier roadsters. Small capacity lightweights were produced initially, the first 250 not arriving in the UK until 1961. The Bologna company's first 350, – the Sebring, – followed in 1966. The first major revision to the original design occurred a couple of years later with the introduction of the 'wide-case' motor that had a much-wider-than-before aft engine mount. This narrow-case Sebring was extensively restored in 2016, the rebuild including stripping and overhauling the engine; powder coating the frame; de-rusting and sealing the fuel tank; rebuilding the forks with new seals and hard-chromed stanchions; overhauling the Marzocchi shock absorbers; and relining the brakes. Hagon rebuilt the wheels with new bearings, stainless spokes and Borrani rims, while the tyres and tubes likewise are new. Other new components include the alternator-to-charging coils wiring loom; stainless steel mudguards; and chain and sprockets. The 100mph speedometer, headlamp reflector and headlamp rim are Ducati new-old-stock parts. The machine comes with a VMCC dating certificate; DVLA and HMRC correspondence regarding NOVA and registration; and a V5C document. A new seat is the only notified deviation from factory specification. Last run earlier this year, the machine is described by the private vendor as in excellent cosmetic condition with good engine, transmission and electrics.

£2,500 - 3,500

€2,900 - 4,100



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645

1956 PARILLA 175CC LUSSO VELOCE

Registration no. JSL 696

Frame no. 406129

Engine no. 406129

Giovanni Parrilla founded his Milan workshop in 1946, initially offering service on pumps and injectors and later that year showed his first motorcycle, an overhead camshaft 250cc model. This high-cam 175cc version was introduced in 1956, with the ability to rev to 8,000rpm and part of its restoration by the previous owner was the fitting of the sportier X1 cam and MSDS big valve cylinder head with a 22mm carburettor, plus a stronger seven-plate Ducati clutch. Very advanced for 1956, the gearbox is a cassette type that can be removed without taking the power unit out of the frame. It was ridden successfully in the 2006 Moto Giro, providing six days of reliable enjoyment with minimal physical effort. As well as the 12-volt electronic ignition, it comes with a rare owner's handbook and instruction manual and its appearance and quality of design makes it one of the most attractive lightweights whose looks and style belie its age. For an enthusiast looking for an ideal machine for the historic class in the ever more popular Moto Giro, it warrants careful consideration. Offered with V5C Registration Certificate.

£6,000 - 7,000

€7,000 - 8,100



646

1948 MOTO GUZZI 65CC MOTOLEGGERA 65

Registration no. VXS 687

Frame no. 22110486

Engine no. 22110486

Produced from 1946 until 1954, the Motoleggera was Guzzi's answer to the need for economical transport in post war Italy. Typical of the company's original thinking was the provision of rear suspension in an era when rigid frames were the norm for such a humble machine. Popularly known as the 'Guzzino', its two-stroke engine gave a modest 2 bhp at 5,000rpm and the machine's dry weight was a mere 50 kilograms (110 pounds). Until 1951 the model did not require road registration in Italy and the transport hungry nation naturally took advantage of the situation. In all, some 70,000 Motoleggeras were sold. This example is unusual in not being restored and it is substantially original, a credit to the quality product of the Mandello del Lario factory on the shores of Lake Como. The vendor has carefully replaced bearings and bushes where necessary to make the bike roadworthy but has respected the condition of the machine as an example of Moto Guzzi's production quality. It comes with a dating certificate issued by the Italian Owners Motor Cycle Club. Offered with V5C Registration Certificate.

£1,800 - 2,000

€2,100 - 2,300



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647

1973 MV AGUSTA 750S

Registration no. XYO 11N
Frame no. MV4C75*2140416*
Engine no. 214-0400

- Formerly owned by the late John Foulston
- Believed only three owners from new
- Present ownership since 1997



This MV Agusta 750S was delivered new to the Gus Kuhn dealership in 1973 and first registered in 1974. The MV was purchased by the current vendor from Brooks' Olympia auction on 3rd December 1997 (Lot 165), at which time the odometer total stood at only some 2,000 miles. The machine was offered from the estate of the late John Foulston, gentleman racing driver and owner of the Brands Hatch, Oulton Park, Snetterton and Cadwell Park circuits, whose collection of racing cars was offered at Olympia the following day (see catalogue scans). It would appear that Foulston never registered the MV in his name, as one Piero Fenocchi is listed on the V5C as the sole previous owner (from 29th August 1974).

An enthusiastic member of the MV Owners Club of GB, the structural-engineer vendor MoT'd the machine in May 1998 (at 2,022 miles) and has since covered a further 9,900-or-so miles over the years. The current odometer reading is 11,968 miles.

The machine was last ridden on 26th April 2019, to the Bellingham MoT test centre. On the return from the MoT test, the owner hit a slippery patch and while miraculously keeping control of the Italian heavyweight, the tank brushed against a wall while coming to a stop, hence the dent on the tank's right-hand side. The paintwork is believed to be original/un-restored, hence the vendor's decision to leave the dent for the new owner to decide on the best course of treatment.

'XYO 11N' has been displayed regularly at MV OC club events and various shows including the 2014 Carole Nash Great Scottish Bike Show (see images of Giacomo Agostini aboard the machine). The (believed original) tool kit still in situ beneath saddle, and the machine also comes with a substantial file containing correspondence; invoices; expired MoTs and tax discs; old registration documents, etc. Due to the Covid restrictions and the vendor's advancing years, the machine has not been ridden since 2019 and will require re-commissioning to a greater or lesser extent before further use.

£60,000 - 80,000
€70,000 - 93,000

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648

1979 DUCATI 864CC MIKE HAILWOOD REPLICA

Registration no. JGX 274V

Frame no. 900017

Engine no. 089374

- *Original UK-delivered example*
- *Early Series 1 model*
- *Unused since professional restoration in 2018/2019*



Mike Hailwood's 1978 Isle of Man TT comeback ride is the stuff of legend. Out of top-flight bike racing for seven years and away from the Island for eleven, he took on and beat the might of the Honda works team to win the Formula 1 TT at record speed. Mike's mount that day was a Sports Motorcycles-entered Ducati v-twin, and the Italian factory lost little time in capitalising on this outstanding success by launching a road-going replica.

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, the 'tank' hid a steel fuel reservoir, glassfibre being illegal in the UK for tanks, and the seat's clever two-piece design enabled it to accommodate a pillion passenger. Mechanical changes were confined to lighter wheels and improved Brembo brakes, and the MHR's performance was pretty much the same as that of the 900SS: around 135mph flat-out.

The current owner acquired this MHR from Cosmo Classic Motorcycles Ltd of St Leonard's, East Sussex in March 2018 (bill of sale on file). The vendor advises us that it is an original UK-delivered machine that has had three previous owners, the third owning it for 31 years.

The Ducati has been restored while in the owner's care, the rebuild being entrusted to classic Ducati specialists Motori de Marino. The engine had already been restored by Bains Racing, and the machine has not been used since completion in 2019. Stronger Series 2 wheels are fitted at present (the original Series 1 Speedline wheels are included in the sale) and being an early example, the machine has the glassfibre tank cover and one-piece fairing, the latter finished in the striking original red/dark green livery with correct details. Last run in 2020, this superb Hailwood Replica is offered with sundry restoration invoices and a V5C document.

£22,500 - 27,500
€26,000 - 32,000

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649

1977 DUCATI 860 'SUPER SPORT'

Registration no. not registered

Frame no. 851375 (see text)

Engine no. 851375DM860

A heavily customised 860 GT, inspired by Ducati's beautiful Super Sport models of the 1970s, this Ducati 860 'Super Sport' has been restored and modified by marque specialists Made In Italy Motorcycles of Stowmarket, Suffolk. The original 860 GT was styled by the renowned Italian automotive stylist Giorgetto Giugiaro, just as he was moving away from sensuous curves in favour of a more angular 'folded paper' look. Noteworthy examples of the latter include the Lotus Esprit and the original Volkswagen Golf, but the result was disappointing when applied to a motorcycle: the 860 GT's appearance was not well liked. The 860 GT was capable enough, though: it just needed a decent set of clothes. Previous owner and Monaco resident Tom Craig wanted a 'green frame' 750 Super Sport but ended up with this 860 GT, which he decided to treat to an extensive makeover. Made In Italy Motorcycles were commissioned to re-style the GT with that classic Ducati Super Sport look, the project being overseen by Made In Italy's Neil Ridgwell. Neil felt uncomfortable doing a straightforward 'green frame' replica and is justifiably proud of the result, which like all the best 'specials' looks every inch a factory-built machine. There is no registration document with this motorcycle and it should be noted that the frame number has been re-stamped.

£10,000 - 15,000

€12,000 - 17,000



650

1970 DUCATI 250CC MARK III PROJECT

Registration no. BYV 449H

Frame no. 100572

Engine no. 100572

Designed by the legendary Fabio Tagliani, Ducati's first overhead-camshaft single appeared in 1955. Desmodromic valve operation was a feature of the racing versions and would later be applied to the sportier roadsters. The first major revision to the original design occurred in 1967 when the 'wide case' engine was introduced, which featured an aft engine mount wider than before and numerous other improvements, the most significant being a stronger big-end assembly. Mid-way through 1968, the Mark III was introduced in both valve-spring and Desmo versions, differences between the two being confined almost entirely to the cylinder head. Noteworthy subsequent developments included further increases in big-end size; the adoption of a Grimeca double-sided front brake; and the introduction of electronic ignition on the final Mark IIIs in 1973. The latter came in blue/gold (valve-spring) and yellow (Desmo) colour schemes, while a Brembo front disc brake was an option on the Desmos. This Mark III was acquired, and its restoration started, but the project has yet to be completed. The works carried out so far are described as being to 'concours' standard; nevertheless, prospective purchasers should satisfy themselves with regard to this motorcycle's completeness or otherwise prior to bidding. The machine comes with a V5C document and is sold strictly as viewed.

£3,000 - 5,000

€3,500 - 5,800

No Reserve



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651

1979 MOTO GUZZI 850CC LE MANS MKI

Registration no. GLN 298T

Frame no. VE17771

Engine no. 77844

This Mk1 Le Mans has been owned for 40 years as part of a small private collection by the enthusiast vendor, a former professional engineer/mechanic. Purchased from the first owner in 1981, it has covered a genuine 14,858 miles from new, as verified by accompanying MoTs. The Le Mans has always been kept in a well-ventilated garage; been ridden mainly in dry weather; and is in excellent condition having been maintained by the owner. We are advised by him that the Guzzi runs very well and is a pleasure to ride (Bonhams has seen it in action). Restored in 1988 when the owner retired, the Le Mans has been displayed at various classic motorcycle shows and received many commendations; unfortunately, age and ill health forces its reluctant sale. It is fitted with Lafranconi black chrome silencers and modern Boyer Bransden electronic ignition for improved reliability (fitted two years ago) while the frame and fittings have been powdered coated in black and the tank professionally repainted. The machine has been serviced recently (2020), receiving new tyres; front and rear brake pads; Morris 20/50 oil and filter; spark plugs; and a new Yuasa battery. Accompanying documentation includes expired tax discs; old MoTs; and a V5C document. Workshop manuals and an original exhaust (requiring refurbishment) are included in the sale.

£10,000 - 14,000

€12,000 - 16,000



652

1980 MOTO GUZZI 493CC V50 MK II

Registration no. BBR 377W

Frame no. VE17014

Engine no. 17623

The Mark II version of Moto Guzzi's popular V50 is regarded as the best of the model that brought the pleasure of relaxed Italian style riding to the classic world. This little brother of the sleek and dynamic Le Mans and the long-legged 1000cc Spada made the concept of the company's transverse vee-twin available to those with more modest budgets to buy into the world of one of Italy's most famous motorcycle brands. Designed by the renowned Lino Tonti, the V50 featured two pushrod operated valves per cylinder with the combustion chamber inside the piston, in the heron head style of Moto Morini's famous 350cc twin. A dry single plate clutch, five-speed transmission and shaft final drive offered well proven technology that offered 40bhp to propel a neatly detailed machine for commuting or touring. This example was in the long-term ownership of a member of the Edge and District Motorcycle Club, who had developed such an affection for the bike that he bequeathed it to a fellow member in the knowledge that it would be properly appreciated and maintained. Since then, it has covered very few miles, kept in a dry shed and given the care appropriate to such a generous gesture. The proceeds from this sale will be paid into motorcycle charities.

£3,000 - 4,000

€3,500 - 4,700



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653 * N
1974 LAVERDA 981CC 3C
Registration no. not UK registered
Frame no. LAV1000\1*1682
Engine no. 1000*1682

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. Although slightly slower than the Jota, the less highly-stressed 3C/3CL is considered by many Laverda aficionados to be the more enjoyable machine to ride. Described by the private vendor as in very good, restored condition, this beautiful Laverda 3C was last run in 2016 and will require re-commissioning before returning to the road. The machine comes with Italian ASI 'Gold Plate' and FMI 'Gold Plate' documents. It also comes with copies of its Italian registration papers (the original registration papers and numberplates have been retained as required by the Italian authorities). An exciting opportunity to acquire a rarely seen Italian classic that can only become increasingly collectible.

£8,000 - 10,000
€9,300 - 12,000

This Lot is subject to VAT on imported items at 5% on Hammer Price and Buyer's Premium, payable by the Buyer. This lot is subject to a fee of £125 + VAT payable by the Buyer, to undertake the relevant NOVA and C88 (Customs) clearance applications. Please see the Conditions of Sale for further information.



654 * N
1972 LAVERDA 750 SF
Registration no. not UK registered
Frame no. LAV.750*10995*
Engine no. 750*10995*

Lightweights, scooters and mopeds formed the mainstay of Laverda production up to the late 1960s when the small Italian concern, hitherto little known outside its home country, astonished the motorcycling world by introducing a 650cc parallel twin. After fewer than 100 had been made, the engine was taken out to 750cc and a team of 650 and 750 Laverdas duly walked away with the 1968 Moto Giro d'Italia. The first 750 GT (touring) and 750 S (sports) models spawned the 750 SF late in 1970. 'SF' stood for Super Freni (super brakes) and marked a switch from Grimeca stoppers to Laverda's own superior drum brakes. The SF also benefited from Japanese Nippon Denso instruments. Described by the private vendor as in very good, restored condition, this beautiful Laverda SF last ran in 2016 and will require re-commissioning before returning to the road. The machine comes with an additional solo seat (original) and is offered with Italian ASI 'Gold Plate' and FMI 'Gold Plate' documents. It also comes with copies of its Italian registration papers (the original registration papers and numberplates have been retained as required by the Italian authorities). An exciting opportunity to acquire a rarely seen Italian classic that can only become increasingly collectible.

£6,000 - 8,000
€7,000 - 9,300

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655

Property of a deceased's estate

1974 LAVERDA 750 SF1

Registration no. DBY 514M

Frame no. 15092

Engine no. 15092

Lightweights, scooters and mopeds formed the mainstay of Laverda production up to the late 1960s when the small Italian concern, hitherto little known outside its home country, astonished the motorcycling world by introducing a 650cc parallel twin. After fewer than 100 had been made, the engine was taken out to 750cc and a team of 650 and 750 Laverdas duly walked away with the 1968 Moto Giro d'Italia. The first 750 GT (touring) and 750 S (sports) models spawned the 750 SF late in 1970. 'SF' stood for Super Freni (super brakes) and marked a switch from Grimeca stoppers to Laverda's own superior drum brakes. With the arrival of the SF1 (as seen here) in 1972, the model benefited from an extensively revised engine; larger carburettors; Conti silencers (replacing Lafranconi); and Lucas switch-gear, while the Nippon Denso instruments had been introduced the previous year. This SF1 was purchased by its late owner in 2007 (receipt on file). First registered in 1974 as 'XXJ 61M', the Laverda had been reregistered as 'DBY 514M' in 1988. Last MoT'd in 2017/2018 and last run in 2020, the machine is presented in generally good order but would benefit from tidying. It comes with a workshop manual; a repair and tune-up guide; and a substantial folder of history: original logbook; old/current V5C documents, bills, MoTs, SORNs, etc.

£5,000 - 7,000

€5,800 - 8,100



656

Property of a deceased's estate

1983 LAVERDA RGS 1000

Registration no. A40 SEU

Frame no. 1405

Engine no. 1405

One of the final developments of the big three-cylinder Laverda, the RGS 1000 was the undisputed star of the 1981 Milan Show. A revised, less peaky version of the latest Jota's 120-degree crank, rubber-mounted engine distinguished the RGS from Laverda's other 1,000cc triples, though the most obvious difference was the cockpit fairing that blended smoothly into the fuel tank. Less noticeable was the lowered frame and altered steering geometry that made the RGS more stable and easier to handle than its predecessors. It was much quieter too, yet the more restrictive silencers had seemingly little effect on the performance of a machine that could still reach 140mph and crack the standing quarter-mile in a little over 12 seconds. Sold new by Fowlewr's of Bristol and acquired by the late owner in June 2006, this RGS has been used sparingly and kept in a dry heated garage. Last taxed in March 2014, it last ran in January 2021 and is presented in good condition throughout, MoT'd to 3rd August 2021. The machine is offered with its original warranty card and owner's manual; a workshop manual; a photocopy parts list; a V5C document; a copy of Laverda Twins and Triples by Mick Walker; and a substantial folder of bills, expired MoTs, SORNs, etc.

£3,000 - 3,500

€3,500 - 4,100



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657
Property of a deceased's estate
1977 LAVERDA 500CC ALPINO
Registration no. not registered
Frame no. 28120
Engine no. 1273

Broadening its range of models, Laverda launched the new Alpino 350/500 middleweight twins in 1977. Boasting twin overhead camshafts, four valves per cylinder, a six-speed gearbox, triple disc brakes, an electric starter and cast alloy wheels, the Alpino was state of the art for its day but handicapped, in the UK at least, by a price that pitted it against much larger machines from Japan. Relatively few were sold in the UK and they remain a rare sight in this country today. Formerly resident in Spain, this Laverda Alpino was imported by Direct Classic Imports Ltd of Holt Heath, Worcestershire and sold to the late owner on 25th May 2017 (purchase invoice on file). Also on file is an expired MoT (February 2021); a copy of the machine's Spanish registration document; and assorted DVLA correspondence (perusal recommended). Last run in January 2021, the machine is described as in generally good condition throughout.

£2,000 - 3,000
€2,300 - 3,500



658
1995 DUCATI 904CC M900 'MONSTER DESMODUE'
Registration no. N26 FWL
Frame no. 031230
Engine no. 20M900MOO9472

Launched in 1993, the Monster has been described as "the machine that saved Ducati". Designed by Miguel Galluzzi, it was a breakaway from the company's established sporting style with its cruiser style and proved to be very popular; by 2005 the model accounted for half the Bologna factory's sales. The very first of the line was the M900, its trellis frame, 904cc vee-twin engine ("L-twin" in the factory's preferred words) and six-speed transmission offering performance and handling not normally associated with such a style of machine, but it proved to be a winning formula. In the vendor's possession for ten years, this fine example has been completely rebuilt, the power unit being entrusted to specialist Steve Jordan of Leatherhead, Surrey. The paintwork was applied by Kas Racepaint of Kettering, Northamptonshire, and the only deviation from standard in the rolling chassis was the fitting of an Ohlins rear shock absorber and the small fairing. It has a recorded mileage of 20,378 and comes complete with the service book and owner's manual. The overall appearance of this attractively customised machines reflects the pride of ownership and careful maintenance it has been given by the vendor. Offered with V5C Registration Certificate.

£5,500 - 6,500
€6,400 - 7,600



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659

1962 SIMMONDS ITOM 50CC RACING MOTORCYCLE

Frame no. 3

Engine no. 1018411 S

Inspired by Ducati Cucciolo importers Britax, 50cc racing began in the UK in 1955 but did not really take hold until the decade's end, when the availability of the quick and relatively inexpensive Italian Itom Competizione made the class viable. Indeed, the two-stroke Itom was the machine to have at the time, for it dominated the class in Britain and provided a number of future stars - most notably Mike Hailwood, Dave Simmonds and Bill Ivy - with their first taste of circuit racing. Dave and his brother Mike Simmonds were highly successful in 50cc racing during the 1960s, with Dave going on to become World Champion in the 125cc class in 1969 for Kawasaki. This Simmonds-framed 50cc Itom Special has the number '3' stamped on the headstock. Only a few of these frames were made and survivors are very rare. The four-speed engine boasts a John Pope water-cooled cylinder barrel, which was fitted to the John Pope Special ridden in the 1963 Isle of Man 50cc TT by Alan Dawson (competitor number '30'). The machine is described by the vendor as in good condition but will require new tyres if it is to be ridden.

£3,000 - 4,000

€3,500 - 4,700



660

2013 APRILIA RRV450 RACING MOTORCYCLE

Frame no. none

Engine no. 45SX 02110

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

£5,500 - 6,500

€6,400 - 7,600



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661

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.

£40,000 - 45,000
€47,000 - 52,000

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.

662

Ex-Ray McCullough

1966 BULTACO 250CC TSS RACING MOTORCYCLE

Frame no. B-600 600

Engine no. M600-600-D6

- Supplied by Irish Bultaco importer, Harry Lindsay
- Known ownership history
- Rebuilt by marque specialists Kevin Breedon Racing



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. 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 125 and 250cc Championships that same year. The factory went on to offer a full '250' from 1965 having developed it throughout 1964. Although successes at Grand Prix level were few, at national level the new water-cooled Bultacos were better than almost all the opposition.

This Bultaco TSS was despatched on 3rd May 1966 to the late Harry Lindsay, Bultaco importer, trials guru and third generation motorcycle dealer, whose collection Bonhams sold in 2012 (see factory despatch record on file). Irish road-racing star Ray McCullough campaigned this machine with considerable success for three seasons (1966-1968), securing seven victories and a further seven podium placings (results sheet on file).

The TSS was returned to Harry Lindsay at the end of the 1968 season and was sold directly to Neil Buckley, who campaigned the machine throughout 1969 until the crankshaft broke. Neil laid the bike up, forgotten, until circa 5-10 years ago. Since deceased, Neil was in poor health at the time and the TSS was offered to the current vendor, who entrusted Bultaco specialist (and racer) Kevin Breedon to rebuild the engine (piston, bearings, crankshaft, re-bore, etc).

Sadly, the vendor has found little opportunity to do anything with the machine since, although he did reunite it with Ray McCullough (see images) who confirmed his exploits on it. Also on file is a letter to the vendor from Harry Lindsay, confirming the machine's provenance. There are no invoices for the aforementioned work, nor anything in writing from Ray, but it is evident that this is an important machine and worthy of inclusion in any racing stable. Some re-commissioning may be required before returning it to the track.

£10,000 - 14,000
£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.

663

1933 VELOCETTE 348CC KTT MK IV

Registration no. YS 3586

Frame no. KTL4299

Engine no. KTT493

- *Believed to be a 1933 TT machine*
- *Ridden by Charlie Redfearn*
- *Aluminium bronze cylinder head with hairpin springs*
- *Present ownership since 1962*
- *Ideal restoration project*



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. Velocette factory records, kindly confirmed by the Velocette Owners Club, show that KTL4299 left the Velocette factory on 31st May 1933, and was sent to Cramers Garage in the Isle of Man for a Mr. C. Redfearn. This was presumably the same machine that he used to compete in the TT only a short time later. Charles Redfearn started both the Junior and Senior races on the Velocette but failed to finish either race. However, a contemporary account in *Motor Cycling*, 21st June 1933 (copy on file), gives an account of the Senior race and lists Redfearn as lying in 17th place after the first four laps; quite an achievement on a 350 in a 500 race against Works opposition!

The original engine fitted to this machine was KTT486, but it now has KTT493 installed, which has an aluminium bronze cylinder head with hairpin valve springs. Also apparent are the lower strengthening frame rails introduced as standard for the Mark IV. Four factory bikes were despatched for the 1933 event, along with several for customers to use at the TT, all appear to be within the period 27th May to 1st June 1933. 'YS 3586' is highly likely to be one of those machines depicted in a well-known photograph, waiting to be loaded onto a train at Velocette's own platform, for shipment to the 1933 TT.

Less than 150 Mark IV KTTs were made before the change to the Mark V, and this is a great opportunity to acquire one in need of attention, and therefore less expensive than a restored example.

When KTL4299 was just over two years old, it was registered for the road on 31st August 1935, as evidenced by the duplicate RF60 buff logbook issued 8th September 1960. Its last change of keeper was to the deceased owner on 27th June 1962. It should be noted that the old buff log book incorrectly records the frame number as KTT4299, instead of KTL4299, and this typographical error has been carried over to the V5C. It has been stored in less-than-optimal conditions for many years, and now requires extensive re-commissioning or restoration, and is therefore sold strictly as viewed. We have no knowledge of the mechanical condition of the machine except that the engine does not turn. At some time, the petrol tank has been repainted and kept in better conditions than the rest of the bike. Documentation with this machine comprises the aforementioned duplicate RF60 log book, an old-style V5C, a 1961 letter from Bertie Goodman at Velocette, to the deceased owner, and sundry papers.

£8,000 - 10,000

€9,300 - 12,000

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.

664

C.1929 RUDGE WHITWORTH FOUR-VALVE

Registration no. not registered

Frame no. 33668

Engine no. 54287 / 54243

From the first, Rudge adopted state-of-the-art ideas, such as the inlet-over-exhaust design for cylinder heads. They followed with the Rudge-Multi variable gear, and, only three years after making their first motorcycle, won the Senior Isle of Man TT in 1914. They were early adopters of technology and were one of the first to provide a four-speed gearbox, four-valve cylinder heads, and interconnected brakes, not to mention the lever-operated centre stand. The sports model was the 499cc Ulster, so named following the firm's win in the Ulster Grand prix in 1928. Parallel four valve heads featured on the 500s and 350s from 1924, and for 1931 the four valve radial head was also adopted for some of the models. Little is known of the history of 33668, which is part of a deceased estate, except that it seems to have entered the present ownership in March 1978; although at that time it was accompanied by an unrelated log book. At the time of cataloguing, we are uncertain whether it is a 350 or 500 model. It has been standing for many years, will require extensive re-commissioning or restoration, and is sold strictly as viewed. We have no knowledge of its mechanical condition, except that the engine does not turn over. There are no documents with the machine. Prospective bidders should satisfy themselves as to the age, completeness and originality of the machine, together with the vintage and compatibility of its component parts prior to bidding.

£3,000 - 4,000

€3,500 - 4,700

No Reserve



665

1926 HUMBER 349CC 2¾HP

Registration no. CK 6471

Frame no. None visible

Engine no. 8566

In common with many other bicycle makers in the late 19th and early 20th centuries, the Nottingham firm of Humber turned towards the manufacture of motorised cycles. With variations in the design of their machines throughout the early years, they experienced success in winning the 1911 newly introduced Junior TT with a small twin cylinder machine of 340cc. In their history they endured a series of colourful owners, and eventually ceased motorcycle production in 1930. The variety of designs utilised by the company over the years were quite staggering, including side and overhead valve singles, overhead-cam singles, v-twins, and flat twins, both air and water cooled. Probably their most successful model was the 349cc side valve 2¾hp. Little is known of the history of 'CK 6471', which is part of a deceased estate. However, the duplicate RF60 log book on file tells us that the Humber was first registered on 3rd August 1926, and appears to have entered the present ownership no later than November 1959. Photographs on file depict the machine in use on the Isle of Man, inscribed 'TT 1968'. Documentation comprises the aforementioned photograph and RF60 old log book, an old style V5C, together with some other photographs. The bike has been standing for many years, will require extensive re-commissioning or restoration, and is sold strictly as viewed. We have no knowledge of its mechanical condition, except that the engine does not turn over.

£2,800 - 3,600

€3,300 - 4,200

No Reserve



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666
1928 SUNBEAM 347CC MODEL 8
Registration no. RO 9522
Frame no. C1241
Engine no. K1242

Sunbeam's entry into the motorcycle market in 1912 was innovative, featuring a two-speed countershaft gearbox, a lever operated clutch, and enclosed primary and final drives via chains. Between the wars, in the skilled hands of exponents such as Alec Bennett, Charles Dodson and the legendary rider and tuner George Dance, Sunbeam advanced their reputation in leaps and bounds, both in trials and road racing. With victories in the Senior TT in 1920, 1922, and 1929, racing success created greater demand for their products, and by the early thirties Sunbeam were lauded as producers of one of the 'quality' sporting machines of the day. In 1924, they introduced their 350 and 500 overhead-valve models numbered model 8 and 9 respectively. Originally with a centre exhaust port, and a split downtube frame to match, by 1926 this had changed to an offset single port, with twin ports as an option. Little is known of the history of 'RO 9522', which is part of a deceased estate, except that it appears to have entered the present ownership in April 1978, as detailed in the accompanying duplicate RF60 green log book dating from 24th October 1965. A single port 350, 'RO 9522' is one of the last flat tank overhead-valve models. It has been standing for many years, will require extensive re-commissioning or restoration, and is sold strictly as viewed. We have no knowledge of its mechanical condition, except that the engine does not turn over. Documentation comprises the aforementioned RF60 log book, an old-style V5C, and a letter from Hertfordshire County Council to the previous owner.

£3,250 - 5,000
€3,800 - 5,800
No Reserve



667
1925 SUNBEAM 347CC MODEL 2
Registration no. SV 8904
Frame no. 21737
Engine no. 254/22746S

Although it's very first machine had been a '350', Sunbeam had abandoned the class in 1914 in favour of larger capacities, only returning to it in 1923 with an entirely new sidevalve design that would form the basis of all the overhead-valve engines that followed. The new 2¾hp engine first appeared in the essentially similar Models 1 and 2, the former being a foot board-equipped tourer and the latter a more sporting machine. Believed an older restoration, this Model 2 sports roadster was purchased in 2014 as a project, which has not been completed on account of the vendor's ill health and lack of time. Last run in 2013, the machine is offered for restoration and sold strictly as viewed (we are advised that the magneto requires reconditioning). Offered with a V5C document.

£5,000 - 7,000
€5,800 - 8,100



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668

C.1941 NORTON 490CC EX-WD 16H

Registration no. UJJ 48

Frame no. 38704

Engine no. W12812 (see text)

The stalwart of Norton's war effort was their ubiquitous 16H model, used by many despatch riders in the conflict. The model 16 arrived in 1911, with the 16H introduced in 1921; the 'H' denoting the bike as a 'Home' model, to distinguish it from the 'Colonial' version. Tested by the War Department in the run up to World War II, the solid side-valve machine was deemed to have adequate power and sufficient ruggedness, combined with ease of maintenance in the field, to make it a mainstay for the armed forces in action. In the subsequent peacetime, 16Hs were duly decommissioned and sold off to a transport-hungry public over many years. Some were civilianised, and some were left in military trim. 'UJJ 48' appears to have been sold off in 1957, judging from the date of first registration in its old-style V5C. It seems to have seen service as a trials machine latterly, although there is a photograph of it on file with a box sidecar attached. The V5C lists the engine number as 3653F7, although it now has engine W12812 fitted. 'UJJ 48' is part of a deceased estate and has been kept for many years in poor conditions. Ex-WD machines have become increasingly popular in recent years, and 'UJJ 48' presents a potentially rewarding project for fans of wartime/nostalgia events. Documentation comprises only the aforementioned old-style V5C and photograph. After standing for a considerable time, the old warhorse will require extensive re-commissioning or restoration and is sold strictly as viewed. We have no knowledge of its mechanical condition, except that the engine does not turn over.

£2,200 - 3,000

€2,600 - 3,500

No Reserve



669

1950/1946 NORTON 490CC BIG FOUR / MODEL 18

Registration no. PWL 352

Frame no. 31809 E7

Engine no. A3 1338 (see text)

Daniel O'Donovan set a range of World and speed records for Norton, and specially tuned their BS and BRS models at Brooklands. He was instrumental in Norton's prosperity from 1913 onwards, and into the introduction of the Model 18 overhead valve engine in 1922. With a second wind from ohv power, O'Donovan and Norton pushed on to further records and, with Albert Denly on board, they set several records at Montlhery in 1927; indeed, Denly set a one-hour record of 100mph on a model 18. 'PWL 352' is part of a deceased estate, and has been kept for many years in poor conditions. The rolling chassis appears to be from a 1950 Big Four, which at some point has been fitted with a 1946 Model 18 engine, no doubt with a view to giving the old side valve machine a much-needed boost in power. This change of engine was not noted in the accompanying continuation RF60 old buff log book, dating from 1960, and has therefore continued onto the old-style V5C, which denotes the engine number as '31809', when it is actually 'A3 1338'. Giving a new owner an opportunity to acquire Model 18 power at a fraction of the normal price, 'PWL 352' presents a potentially rewarding project. Documentation comprises only the aforementioned RF60, and old-style V5C. After standing for a considerable time, the Norton will require extensive re-commissioning or restoration, and is sold strictly as viewed. We have no knowledge of its mechanical condition, except that the engine does not turn over.

£2,000 - 2,500

€2,300 - 2,900

No Reserve



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670
1955/1959 BSA 499CC GOLD STAR SCRAMBLER

Registration no. not registered
Frame no. CB32 2113
Engine no. DBD34GS 4054 S

Much of BSA's post-war sporting success can be attributed to one model: the Gold Star. Introduced shortly prior to the Second World War, its existence was cut short by the hostilities, not reappearing again until 1949. From its resurrection, it built its reputation as a competent all-rounder in sporting events of all types, before being eventually discontinued in 1963. The secret of its success was not only its all-round performance, but also its accessibility to the average man. In 1954 BSA introduced the CB Gold Stars; the first of what came to be known colloquially as the 'Big-Fin' types. This was further refined and endowed with increased power output for the DB types which followed a year or so later. Whilst this was the final iteration of the 350, the 500 was further updated in 1956 to what has become, for many, the ultimate version of the Gold Star, the DBD34. Nothing is known of the history of CB32 2113, which is part of a deceased estate. The frame left the factory as a CB32 Gold Star in clubman's trim, whilst the engine was part of a Gold Star scrambler sent to Eddie Dow in Banbury in March 1959. The machine is in scrambles trim, fitted with a central oil tank, Lucas competition magneto, and Norton Roadholder forks. There are no documents with the machine, which has been standing for many years, will require extensive re-commissioning or restoration, and is sold strictly as viewed. We have no knowledge of its mechanical condition, except that the engine does not turn over.

£5,000 - 7,000

€5,800 - 8,100

No Reserve



671
C.1950 VILLIERS-ENGINED PROJECT

Registration no. not registered (see text)
Frame no. 41192509
Engine no. S.1.R 367A 8822

In the pioneer and veteran eras of motorcycling, it was a common enough practice for manufacturers to buy-in proprietary engines such as De Dion, Minerva, and J.A.P. to incorporate in their machines. The evolution of proprietary engines saw some come and go as they waxed and waned in popularity or moved into larger versions for car production. The practice continued throughout the history of vehicle production, even to this day, with current car makers sharing engines, and even 'platforms' for cars. One such company playing a larger part than most in the history of motorcycle manufacturing was Villiers, who began by making cycle parts in their factory in Villiers Street, Wolverhampton, hence the name. Developing a two-stroke engine in 1913, Villiers became the engine of choice for a large number of British (and overseas) makers to incorporate in lightweight models in their ranges. Capacities ranged from 98cc to 360cc, in single and twin-cylinder configurations, with the most commonly used capacities being 98, 122, 150, 197, and 250. Taking over J.A.P. in 1957, Villiers eventually was subsumed by Manganese Bronze Holdings, then became part of Norton Villiers, later transformed to Norton Villiers Triumph before the group was liquidated in 1978. The machine is part of a deceased estate and has been stored in adverse conditions. It is thought possibly to be an Ambassador, with what may be a 197cc 6E engine. There is no documentation for the machine, which has been standing for a considerable time, will require restoration, and is sold strictly as viewed. We have no knowledge of its mechanical condition, except that the engine does not turn over. The Vehicle Registration Number 'BCP 946' displayed on the machine has lapsed from the HPI/DVLA databases hence the machine is offered unregistered.

£200 - 300

€230 - 350

No Reserve



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672



674



673



675

672

1931 PEUGEOT 327CC P111

Registration no. not registered Frame no. P111/31328 Engine no. 91416
Formerly producers of tools, coffee mills, umbrella spikes and corsetry, Peugeot commenced its long-standing connection with transportation in 1882 when it added cycle manufacture to its portfolio. A wide range of motorcycles was manufactured between the wars, one landmark development being the introduction of a range of unitary construction four-stroke singles in the mid-1920s. At this time almost all motorcycles had a separate engine and gearbox, linked by an exposed primary drive chain. Combining the engine and gearbox within a single assembly made for a compact and clean layout, which was a strong selling point for many prospective customers. Apparently, an older restoration, this unitary construction P111 sidevalve has been in storage since 2001 and will require re-commissioning before further use. The machine last ran in April 2021 and is described by the vendor as in fair/good condition. There are no documents with this Lot.

£3,000 - 4,000

€3,500 - 4,700

673

1936 TRIUMPH 493CC MODEL 5/5 SPORTS

Registration no. DAS 891 Frame no. S.4984 Engine no. T5.S6.3770
The machine offered here is an example of the 5/5 sports model, which topped Triumph's half-litre range on its arrival for 1934. 'DAS 891' was acquired by the vendor in October 2019, since when it has benefited from considerable refurbishment. Works carried out include fitting new stainless steel silencers; relining the clutch and fitting new springs; repairing the primary chain case; fitting a new saddle; installing electronic ignition and an exchange dynamo; fitting a Morgo oil pump; and renewing the front wheel spindle and bearings and a front fork spindle. There is LED lighting and the Triumph comes with parts to return it to magneto ignition should a future owner so desire. Last run in October 2020, the machine is offered with a quantity of bills/invoices; Triumph Tiger 90 copy technical literature; expired MoTs (most recent 2013); SORN paperwork; and V5/V5C documents.

£8,500 - 12,500

€9,900 - 15,000

674

1949 SCOTT 596CC FLYING SQUIRREL

Registration no. KKC 166 Frame no. 5180 Engine no. DPY5275
This handsome post war Scott Flying Squirrel was first registered 4.6.1949. The vendor believes the recorded mileage of only 31,919 to be genuine. Since 1960 the bike has had only four owners. The previous owner, a friend of the vendor, owned it from the mid 1970s until 2013. Since then, the bike has been subject to a thorough overhaul including fitting new rings and small ends. Last run in January this year, the vendor reports that the engine is running OK, transmission OK, electrics OK all working/rewired/dynamo charging. A noteworthy upgrade is the unquestionably superior Silk oil pump (Silk's November 1970 invoice supplied). Paperwork includes a V5C, correspondence, receipts, press cuttings, photocopies etc. Spares including fork legs, yokes, original Pilgrim pump, cylinder heads etc. are included. Prospective bidders must satisfy themselves as to the machine's completeness and mechanical condition prior to bidding.

£5,500 - 7,000

€6,400 - 8,100

No Reserve

675

1956/1958 AJS 498CC MODEL 20

Registration no. 415 UYV Frame no. A47002 Engine no. 58/20 51250
By 1948, all the big makers had, or were developing, twin-cylinder designs to compete with the Triumph Speed Twin. The AJS/Matchless concern was no different, announcing the Model 20 and G9 late in 1948. '415 UYV' was acquired by the owner some years ago, at which time it was in need of work. The vendor advises that the gearbox was given to an AJS specialist to be stripped and rebuilt. He further advises that the engine was stripped and rebuilt, and the electrics were converted to 12 volts. Although substantially completed and registered, the AJS has not been run since restoration, due to pressure of work and health issues. Said to require a modest amount of finishing and commissioning, the vendor believes it will provide a fine motorcycle for a new owner. Documentation comprises a current V5C, an owners club dating letter and sundry papers.

£1,500 - 2,000

€1,700 - 2,300

No Reserve



676



678



677

676

Property of a deceased's estate

C.1953 BSA 123CC BANTAM D1

Registration no. not registered

Frame no. BD2S 10814 Engine no. None visible

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 finally 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. This plunger-suspended D1 is offered from the collection of the lady vendor's late father, a motorcycle enthusiast who collected bikes for some 40-plus years. His motorcycles were kept at home and seldom ridden. Sadly, he passed away in early 2020, hence the reason for sale. There are no documents with this Lot, which is offered for restoration and sold strictly as viewed.

£400 - 600

€470 - 700

No Reserve

677

Property of a deceased's estate

1951 BSA 123CC BANTAM D1

Registration no. LOJ 361 (see text)

Frame no. YD1S 59083 Engine no. YDL 6504

Originally of 123cc, the engine grew first to 148cc and finally to 172cc. Plunger rear suspension became an option in 1950, as did battery electrics powered by a 6-volt Lucas alternator, direct lighting having been relied upon hitherto. This plunger-suspended D1 is offered from the collection of the lady vendor's late father, a motorcycle enthusiast who collected bikes for some 40-plus years. His motorcycles were kept at home and seldom ridden. Sadly, he passed away in early 2020, hence the reason for sale. It should be noted that while the machine is offered with a V5 registration document, the registration number 'LOJ 361' is not listed in the HPI/DVLA database. Accordingly, prospective purchasers must satisfy themselves with regard to the validity of the vehicle's registration number prior to bidding.

£400 - 600

€470 - 700

No Reserve



679

678

Property of a deceased's estate

1982 BMW 980CC R100RS

Registration no. PNT 705X

Frame no. 6077319 (To plaque) Engine no. 6077319

Just a few years after introducing the R90/6 and R90S, BMW upped the capacity of its range-topping flat-twins to 980cc for the 1977 season in the form of the R100/7 series, the flagship of this new line-up being the fully-faired R100RS superbike. This R100RS is offered from the collection of the lady vendor's late father. Currently displaying a total of 60,952 miles on the odometer, the machine is offered for restoration and sold strictly as viewed, its mechanical condition being unknown. Accompanying documentation consists of an old-style V5; some expired MoTs (most recent 1994); various bills/invoices; a rider's handbook; and a Haynes manual. The registration 'PNY 705X' is listed in the HPI database; nevertheless, prospective purchasers should satisfy themselves with regard to this motorcycle's registration status prior to bidding.

£1,500 - 2,000

€1,700 - 2,300

No Reserve

679

Property of a deceased's estate

C.1984 YAMAHA RD350LCII YPVS

Registration no. E300 BUD

Frame no. 31K-029953 Engine no. 31K-029953

Apparently highly original, this LCII is offered from the collection of the lady vendor's late father. It should be noted that although the machine was first registered in 1988, production of the LCII had ceased at the end of 1984 when it was replaced by the naked RD350N and fully-faired RD350F models. Displaying a total of only 1,542 miles on the odometer, the machine will require re-commissioning at the very least, or possibly more extensive restoration, before returning to the road, its mechanical condition being unknown. It appears complete apart from the mirrors, while the engine turns over with compression. The machine is offered with one key; a Haynes manual; and an old-style V5 listing no previous keepers. The registration 'E300 BUD' is listed in the HPI database; nevertheless, prospective purchasers should satisfy themselves with regard to this motorcycle's registration status prior to bidding.

£3,000 - 4,000

€3,500 - 4,700

No Reserve



680



682



681

680

Property of a deceased's estate

1981 YAMAHA RD350LC

Registration no. OFC 473W

Frame no. 4L0-004219 Engine no. 4L0-004219

First registered in the UK on 26th March 1981, this matching-numbers RD350LC is offered from the collection of the lady vendor's late father. His motorcycles were kept at home and seldom ridden. Sadly, he passed away in early 2020, hence the reason for sale. Last taxed in 1985, and with 9,613 miles showing on the odometer, the 'Elsie' is offered for restoration and sold strictly as viewed. The engine turns over with compression, but having stood for some 36 years will require a full rebuild, while the cycle parts likewise will require extensive refurbishment. Apart from the non-standard handlebars and missing nearside mirror, the machine seems remarkably original and thus is an excellent candidate for restoration.

Offered with an owner's manual and an old-style V5 recording no previous keepers. The registration 'OFC 473W' is listed in the HPI database; nevertheless, prospective purchasers should satisfy themselves with regard to this motorcycle's registration status prior to bidding.

£3,000 - 4,000

£3,500 - 4,700

No Reserve

681

Property of a deceased's estate

1981 YAMAHA SR500

Registration no. KR D 295W

Frame no. 2J4-240274 Engine no. 2J4-240274

This SR500 is offered from the collection of the lady vendor's late father, a motorcycle enthusiast who collected bikes for some 40-plus years. His motorcycles were kept at home and seldom ridden. Sadly, he passed away in early 2020, hence the reason for sale. The machine displays a total of 27,735 miles on the odometer and is offered for restoration, its mechanical condition being unknown (the engine turns with little compression). Offered with one key and an old-style V5. The registration 'KR D 295W' is listed in the HPI database; nevertheless, prospective purchasers should satisfy themselves with regard to this motorcycle's registration status prior to bidding.

£2,000 - 4,000

£2,300 - 4,700

No Reserve



683

682

Property of a deceased's estate

1991 YAMAHA RSX-100

Registration no. J47 NFC

Frame no. 31J-015102 Engine no. 31J-015102

Yamaha's popular learner-bike RX-S100 arrived in 1983, replacing the RS100 whose 98cc single-cylinder two-stroke engine it retained. The little RX-S was destined to be a fixture of Yamaha's range well into the 1990s; only killed off when changes to the driving test meant that it had to be taken on a 125 if the rider intended to ride anything larger. This RX-S100 is offered from the collection of the lady vendor's late father. His motorcycles were kept at home and seldom ridden. Sadly, he passed away in early 2020, hence the reason for sale. Offered for restoration, the machine displays a total of 30,568 miles on the odometer and was last taxed in July 2001 (the engine turns with little compression). Offered with an old-style V5. The registration 'J47 NFC' is listed in the HPI database; nevertheless, prospective purchasers should satisfy themselves with regard to this motorcycle's registration status prior to bidding.

£800 - 1,200

£930 - 1,400

No Reserve

683

Property of a deceased's estate

C.1971 YAMAHA 125CC YAS1

Registration no. not registered

Frame no. AS1 037493 Engine no. AS1 037493

Yamaha's first twin-cylinder model in the 125cc category arrived in 1969 in the form of the YAS1 sports roadster, a development of the 100cc YL1. With 15bhp on tap, the five-speed YAS1 was as fast as many British 250s and owners were soon exploiting its potential for racing.

This YAS1 is offered from the collection of the lady vendor's late father, a motorcycle enthusiast who collected bikes for some 40-plus years. His motorcycles were kept at home and seldom ridden. Sadly, he passed away in early 2020, hence the reason for sale. Offered for restoration, this YAS1 displays a total of 11,604 miles on the odometer and was last taxed in April 1981. The engine turns with little compression. Offered with a service manual and rider's manual.

£1,400 - 1,800

£1,600 - 2,100

No Reserve



684



686



685



687

684

Property of a deceased's estate

1976 HONDA CB750F SUPER SPORT

Registration no. BJO 473R

Frame no. CB750F-1023445 Engine no. CB750E-2545450

Fifty-plus years on, it is hard to imagine the impact Honda's CB750 had on the motorcycling world when it was unveiled to a stunned public at the 1968 Tokyo Show. This CB750F is offered from the collection of the lady vendor's late father, a motorcycle enthusiast who collected bikes for some 40-plus years. His motorcycles were kept at home and seldom ridden. Sadly, he passed away in early 2020, hence the reason for sale. Last taxed in 1988, and with 26,031 miles showing on the odometer, the Honda is offered for restoration and sold strictly as viewed. The machine comes with a Haynes workshop manual and an old-style V5 recording no previous keepers. The registration 'BJO 473R' is listed in the HPI database; nevertheless, prospective purchasers should satisfy themselves with regard to this motorcycle's registration status prior to bidding.

£2,000 - 3,000

€2,300 - 3,500

No Reserve

685

Property of a deceased's estate

C.1995 KAWASAKI ZZ-R600

Registration no. N863 XNH

Frame no. ZX600E-038480 Engine no. ZX600DE-071816

When introduced for 1990 there was nothing quite like the ZZ-R in the 'race rep'-dominated '600' class, arguably the nearest competition being Honda's VFR750. Longer and more generously proportioned than its contemporaries, the ZZ-R600 was intended as a sports tourer yet came with the most powerful engine in its class (97bhp). A further measure of the ZZ-R600's unique status and lasting popularity may be gained from the fact that it remained on sale in the UK until 2005. This ZZ-R600 is offered from the collection of the lady vendor's late father. Last taxed in June 2003, the machine requires re-commissioning at the very least or possibly more extensive restoration, its mechanical condition being unknown. Offered with a Haynes manual, owner's manual, and one key. The registration 'N863 XNH' is listed in the HPI database; nevertheless, prospective purchasers should satisfy themselves with regard to this motorcycle's registration status prior to bidding.

£800 - 1,200

€930 - 1,400

No Reserve

686

Property of a deceased's estate

1987 YAMAHA TZR 250

Registration no. E970 MFX

Frame no. 2MA-001664 Engine no. 2MA-001664

Introduced to the UK for 1987, the TZR250 was the first of a family of quarter-litre 'race reps'. This incomplete TZR250 is offered from the collection of the lady vendor's late father, a motorcycle enthusiast who collected bikes for some 40-plus years. His motorcycles were kept at home and seldom ridden. Sadly, he passed away in early 2020, hence the reason for sale. Currently displaying a total of 16,771 miles on the odometer, the machine is offered for restoration and sold strictly as viewed, its mechanical condition being unknown. Accompanying documentation consists of an old-style V5 (part of); an expired MoT (1998) and an owner's manual. The registration 'E970 MFX' is listed in the HPI database; nevertheless, prospective purchasers should satisfy themselves with regard to this motorcycle's registration status prior to bidding.

£600 - 800

€700 - 930

No Reserve

687

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.

£1,000 - 2,000

€1,200 - 2,300

No Reserve



688



690



689

688

1976 OSSA 244CC MAR TRIALS MOTORCYCLE

Registration no. UNM 335R Frame no. B333411 Engine no. M333411
 In a bid to emulate local rivals Bultaco and Montesa's off-road 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), which 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. The vendor advises us that this MAR had been run four times in the last year on open roads and twice off-road on local byways, the last occasion being in November 2020. The exhaust mid-section has been replaced and the vendor describes the machine as in generally good condition. Offered with a V5C and MoT (expiring 22nd March 2021).

£3,500 - 4,500

€4,100 - 5,200

No Reserve

689

C.1970 TRIUMPH 490CC '5TA' (SEE TEXT)

Registration no. FYK 84J Frame no. 3535 Engine no. 5TA H19287
 Introduced in September 1958, the 5TA Speed Twin was the second of Triumph's new family of unitary construction vertical twins, joining the 350cc Twenty One/3TA launched the previous year. The '500' closely followed the lines of its '350' predecessor, there being little to distinguish it mechanically apart from a larger bore, raised gearing and larger-section rear tyre. The controversial 'bathtub' rear enclosure introduced on the Twenty One was retained and the Speed Twin came finished in the model's traditional Amaranth Red. The Speed Twin was last produced in 1966 but its various derivatives continued into the early 1970s. This 5TA's accompanying V5C document states it is 'Rebuilt - assembled from parts, some or all of which were not new' (the engine dates from 1961). The engine has an electronic ignition distributor and comes with all parts and Triumph factory instructions for conversion to side points. Last taxed in 2013, the machine is offered for re-commissioning and sold strictly as viewed.

£2,500 - 3,500

€2,900 - 4,100

No Reserve



691

690

1965 BSA 250CC C15 SS80 BOBBER PROJECT (SEE TEXT)

Registration no. 720 XUJ
 Frame no. C15 28881 Engine no. C15SS 2352
 In September 1958 BSA introduced a new '250' that would provide the basis for an entire range of overhead-valve singles in capacities up to 500cc. One of the faster 250cc roadsters was the 'SS80' sports model. Introduced in 1961, the SS80 Sports Star came with a tuned engine and was outwardly distinguishable by its slightly larger fuel tank and flatter handlebar. This BSA's frame and engine numbers are correct for a 1961 SS80 but at time of cataloguing it had not been possible to confirm its identity. The vendor has customised the machine in the currently fashionable 'bobber' style. Described by the private vendor as in good condition throughout, the machine last ran two years ago and will require re-commissioning before returning to the road. Offered with a V5C document and a spare chrome type headlamp.

£1,500 - 2,500

€1,700 - 2,900

No Reserve

691

1968 BSA 441CC B44 SHOOTING STAR

Registration no. not registered
 Frame no. B44E SS 3571 Engine no. B44R 2807
 BSA revamped its single-cylinder range for 1967, the new B25 Starfire and C25 Barracuda models retaining the same basic engine layout as the outgoing C15, but with a sturdier Victor-type crankcase assembly and a new 'square-finned' alloy cylinder barrel, both developments pioneered on the works scramblers. Inside, there was a stronger one-piece forged crankshaft that necessitated the use of a shell-type split big-end bearing, an arrangement somewhat unusual for a single. An otherwise identical 441cc version was introduced simultaneously, at first under the Victor Roadster name and from 1968 onwards as the Shooting Star. Imported from the USA, this rare BSA single was purchased from GD Classic Bikes Ltd on 22nd October 2017 (receipt on file). The machine is incomplete (the left side-panel and chain guard are missing) and its mechanical condition is not known. Offered for restoration and sold strictly as viewed, it comes with a NOVA confirmation letter and a US registration document.

£1,200 - 1,600

€1,400 - 1,900

No Reserve

692

1937 VINCENT-HRD 498CC SERIES A COMET

Registration no. BUP 616
Frame no. D1272
Rear Frame no. D1272
Engine no. C420
Crankcase Mating no. 6 / 6

- *Rare Series A*
- *Matching engine, upper frame, rear frame and gearbox*
- *Superb restoration*
- *Awarded Best Post Vintage machine at Stafford show*



After an initial flirtation with Swiss-made MAG engines, Philip Vincent settled on JAP engines, as his predecessor had, and introduced his trademark rear-sprung frame. A Rudge 'Python' engine was offered as an alternative to the JAP, but, unimpressed by the standard of 'bought-in' engines, Vincent and fellow engineer Phil Irving designed their own engine for 1934, with their high-camshaft layout. Initial models with this engine were the Meteor and Comet, later variations being the Comet Special and the TT model. The Rapide twin was to follow in 1936, but production lasted only until war broke out in 1939.

The vendor purchased 'BUP 616' in 2007 (sales receipt on file), in complete running order, but in need of attention. He therefore set about a complete restoration of the machine to his usual high standard. The machine was completely stripped, and all the cycle parts were refurbished and repainted, as necessary. Parts were re-chromed or replaced, and the petrol tank refurbishment was entrusted to specialists Lewis and Templeton. The engine and gearbox were stripped as needed and rebuilt as necessary. The bottom end of the engine was found to be sound and, not requiring any attention, was left undisturbed. The owner advises that the cylinder head was totally refurbished.

The Miller Dynomag and Amal carburettor were both reconditioned by specialists, as were the Smiths clock and speedometer. Completing the restoration in 2009, the vendor exhibited the Comet at the Stafford show in April 2009, where it was awarded Best Post-Vintage machine. The owner covered approximately 100 shakedown miles on BUP before placing the machine on display at the Lakeland Motor Museum, where it has remained since. The engine has been turned over at regular intervals and will require modest recommissioning if a new owner is to use it on the road.

The history file includes photocopies of the Engine Specification Sheet and Works Order Form, which detail that this Comet was despatched on 14th February 1937 to Mr. W. Parvis, equipped with Amal carburettor, Miller Dynomag, TT handlebars, 120mph speedometer, Dunlop saddle and pillion seat. It still has the original engine, upper frame, rear frame, and gearbox, and was registered in Durham in February 1937. Other documentation accompanying 'BUP 616' includes a current V5C, an old-type V5C, an old V5, a duplicate VE60 green logbook dating from June 1970, an original instruction book, reproduction sales brochure, photocopy parts list, and various invoices and receipts, together with sundry papers.

£35,000 - 45,000
€41,000 - 52,000

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.

693

1947 VINCENT-HRD 998CC SERIES B RAPIDE

Registration no. JAT 880
Frame no. R2218
Rear Frame no. R2218
Engine no. F10AB/1/219
Crankcase Mating no. C9 / C9

- *Best in Show Stafford & Motorcycle of the Year at NEC*
- *Matching numbers example*
- *Comprehensive history file*
- *Rare early B Rapide*



Post war, Phil Vincent and designer Irving laid down the details of the new post-war V-twin to replace the pre-war version; their ambition for the model was that it would live up to their proposed advertising strapline for the machine of 'The World's fastest standard Motorcycle!'. Introduced in 1946, the Series B Rapide was certainly fast, setting new standards for high-speed touring, and was not far behind the Black Shadow which was the first genuine two-miles-per-minute production bike, with a reputed top speed of around 125 mph. The Series B Rapide was supplanted, in 1949, by the Series C version with Girdraulic forks, in place of the Bramptons, and different rear frame.

A matching numbers example, 'JAT 880' was despatched from the Vincent factory on 3rd September 1947, sent to dealers Jordans of Hull, and was registered for the road on 8th September 1947. It was purchased by the vendor in March 2002 (undated purchase receipt on file) as a running machine. He used it for the early months of that summer, and then decided on a complete strip and restoration. The machine was dismantled, and the engine rebuild entrusted to well-known Vincent exponent Mick Ruocco, while the owner commenced renovation of the rest of the machine. Any work required on the engine and rolling chassis was carried out, and a thorough and comprehensive restoration was completed.

After completion in 2003, the owner exhibited 'JAT 880' at the April 2003 Stafford Classic Motorcycle Show where it was adjudged to be 'Best in Show'. It was consequently included in the Carole Nash 'Classic Motorcycle Machine of the Year' at the NEC International Motorcycle Show, where it again won the top award and a £1000 prize. Regularly used every year, the Rapide was ridden in France, on continental rallies, and the Isle of Man, until 2012. Thereafter, 'JAT 880' was ridden occasionally until 2014 when it was put on SORN and placed on display at Lakeland Motor Museum where the engine has been regularly turned over. It will, therefore, require light recommissioning prior to use by a new owner.

An extensive history file accompanies the bike, and includes the aforementioned purchase receipt, current V5C, old-type V5C, old V5, a continuation RF60 buff logbook dating from April 1962, photocopies of the Works Order Form and Engine Specification sheet, old MoT certificates, photographs of the restoration, a spare parts book, instruction sheets, and a myriad of receipts, invoices, correspondence and associated papers.

£35,000 - 45,000

€41,000 - 52,000

694

1951 VINCENT 998CC SERIES-C BLACK SHADOW

Registration no. LOV 579
Frame no. RC9670B/C
Rear Frame no. RC9670B/C
Engine no. F10AB/1B/7770
Crankcase Mating no. WV12 / WV12

- *Best in Show winner at Stafford April 2010*
- *Matching numbers example*
- *Superbly restored*



Post war, Phil Vincent and designer Phil Irving laid down the details of the new V-twin to replace the pre-war version; their ambition for the model was that it would live up to their proposed advertising strapline for the machine of 'The World's fastest standard Motorcycle!'. Introduced in 1946, the Series B Rapide was certainly fast, but it soon became clear to Vincent that a tuned version would be required to further enhance the marque, and the Black Shadow was announced in the early part of 1948. It was the first genuine two-miles-per-minute production bike, with a reputed top speed of around 125 mph. The Series B Black Shadow was supplanted, after only around one year, by the Series C version with Girdraulic forks and different rear frame.

A matching numbers example, 'LOV 579' was despatched from the Vincent factory on 18th October 1951, sent to dealers Kings in Birmingham, and was registered for the road on 23rd January 1952. The bike was purchased by the immediately preceding owner in 1967, and carefully stored in dismantled condition until it was acquired by the present custodian in 2006. The vendor entrusted the engine to well-known Vincent exponent Mick Ruocco whilst he restored the rolling chassis.

Any work required on the engine and rolling chassis was carried out, and a thorough and comprehensive restoration was completed. Carburettors were reconditioned, a modern BTH magneto was fitted, wheels were completely refurbished, as was the whole machine, and to a high standard. Work was completed in 2010 and, as the bike had resided in the Isle of Man from 1967, the owner recovered the original mainland registration. When displayed at the April 2010 Stafford Classic Motorcycle Show, 'LOV 579' was adjudged 'Best in Show'. Since completion of the restoration, the Shadow has not been started or used due to the owner's other projects, and will therefore require commissioning, and careful running-in, if it is to be used by the new owner. Since completion 'LOV 579' has had the engine turned over at regular intervals and has been on display at the Lakeland Motor Museum.

Documentation comprises an undated purchase receipt, a continuation RF60 buff logbook dating from April 1963, a current V5C, an old-type V5C a VOC dating letter, copies of the Works Order Form and Despatch Check Sheet, together with photographs of the restoration, a quantity of receipts / invoices for parts, and sundry papers.

£60,000 - 75,000
€70,000 - 87,000

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.

695

1953 VINCENT 499CC COMET

Registration no. BEC 692
Frame no. RC/1/11172
Rear Frame no. RC/1/11172
Engine no. F5AB/2A/9272
Crankcase Mating no. 74JJ / 74JJ

- *Owned intermittently since 1977*
- *Matching numbers example*
- *Superb restoration*



There is an apocryphal tale of the Series A twins being conceived as a result of two single-cylinder drawings being overlapped; in the same way, it could be said that the post-war single cylinder engine was brought about by the use of a rubber – removing the rear cylinder of the existing twin-pot design. In other respects, the layout was almost identical, with the same 'frameless' cycle parts being employed for the single and the twin. On the singles the rear cylinder was replaced with a cast alloy beam, and the gearbox employed was the familiar Burman item. Announced in late 1948, a few single cylinder Meteors were produced before being joined soon after by the Comet in Series C form with Girdraulic forks, as opposed to the Brampton girders on the Meteor. The Comet was a little more expensive than the Meteor, and equipped with a higher compression ratio, front propstands, and Girdraulic forks.

'BEC 692' was sold new and registered on 28th July 1953 by dealers James Walker of Kendal. There were three owners before it was purchased by the present owner in 1977.

Whilst he parted with the machine in 1979, selling it back to the previous owner, he then repurchased it 1999. In need of work by then, he undertook a full restoration of the machine with the assistance of talented local engineer Douglas Tyson of Keswick. Anything required in the restoration was done, and some improvements were incorporated, such as the electronic voltage regulator. Refurbishment was completed in 2000, and the owner used the machine every year thereafter, on various VOC rallies, in the Isle of Man, and on continental rallies, until it was put on SORN in 2013. Since then, 'BEC 692' has been turned over at regular intervals whilst on display at the Lakeland Motor Museum. It should only require light recommissioning before returning to road duties with a new owner.

Documentation comprises a current V5C, an old V5C, an old V5, the original VE60 buff logbook, a quantity of old MoT certificates, a large quantity of receipts/invoices for parts/work, and sundry papers.

£18,000 - 22,000
€21,000 - 26,000

696

VINCENT HRD 998CC BLACK-LIGHTNING EVOCATION SPECIAL

Frame no. None

Engine no. F10AB/1C/1470 (see text)

- *The looks of a Black Lightning*
- *Fully restored*
- *Black Shadow-plus specification engine*
- *Best Classic Racer at Stafford Show & Isle of Man TT*



The Vincent Black Lightning first appeared in 1949 and was endowed with hotter cams, higher compression, TT carbs, a number of other special parts, and a variety of lightened components. Most were equipped with Girdraulic forks. Only approximately 30 Lightnings were produced, and genuine machines can bring very high prices indeed.

The vendor wanted to have a machine with the looks of a Lightning for parades and track days, so purchased a quantity of Vincent engine parts, including the crankcases numbered F10AB/1C/1470, at an auction in May 2003 (invoice on file) and the cycle parts were acquired in September 2003, all in need of restoration. The vendor believes the main frame components are original ones, although without any stamped numbers. He had a vision of what he wanted to achieve with the rebuild and entrusted the engine to well-known Vincent exponent Mick Ruocco. The engine rebuild was carried out to Black Shadow specification, albeit incorporating two front cylinder heads, with approximately 9:1 compression, a Lucas competition magneto and reconditioned 1 and 3/8" Amal Grand Prix racing carburettors. Rapide gear cluster was used, a multiplate clutch was utilised, anything needing attention was done, and no expense was spared, as attested to by the large number of invoices in the history file. Whilst the engine was in progress, the owner restored the rolling chassis with the same attention to detail, and invoices relating are also in the history file.

Completed in 2006, it was commissioned by John Renwick, who made adjustments to the carburetion and started and ran the bike on his dynamometer. The Lightning was voted Best Classic Racer at the TT 2006 Lap of Honour and judged Best Classic Racer at the 2006 Stafford Classic Mechanics Show. It has completed many closed-road parades at the TT and Classic TT. The vendor used the machine regularly until 2014, when it was put on display at the Lakeland Motor Museum. During the time in the museum, it was turned over on a regular basis, and should require only light recommissioning before use by a new owner.

We are advised that the engine number of this machine is believed not to be a factory stamping. Prospective purchasers are advised to satisfy themselves as to the age, originality, and compatibility of the component parts of the machine. Documentation comprises the aforementioned quantity of invoices, photographs of restoration work, notes/correspondence, and sundry papers.

£30,000 - 40,000
€35,000 - 47,000

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.

697

1954 VINCENT 998CC SERIES-C RAPIDE

Registration no. LMR 252
Frame no. RC12109/B
Rear Frame no. RC12109/B
Engine no. F10AB/1/10209
Crankcase Mating no. D7V / D7V

- *Rider's machine with sensible upgrades*
- *History since 1965*
- *Matching numbers example*



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

Phil Vincent, and designer Phil Irving who had returned to the company during the war years, laid down the details of the new post war V-twin to replace the pre-war version; their ambition for the model was that it would live up to their proposed advertising strapline for the machine of 'The World's fastest standard Motorcycle!'. Introduced in 1946, the Rapide was certainly fast, but it soon became clear to Vincent that a tuned version would be required to further enhance the marque, and the Black Shadow was announced in the early part of 1948. After only approximately one year, the Series B machines were supplanted by the Series C bikes with Girdraulic forks replacing the Brampton girders, and a modified rear frame member.

Part of a deceased estate, 'LMR 252' was purchased in July 2018. The deceased owner enjoyed using his machines and was a keen motorcyclist. Not hidebound by originality at all costs, he was more interested in the ability to use a bike when required, and found this machine of interest, with its various upgrades to make it more practical for present-day traffic conditions.

'LMR 252' is equipped with an Alton generator, 12-volt electrics, a Norton clutch, Amal Concentric carburettors, and a centre stand. A new clutch, believed to be a type supplied by the VOC Spares Co, also accompanies the bike. The owner had the petrol tank refinished in October 2018.

The Rapide was registered in Wiltshire on 5th October 1954 and is one of the last few hundred Series C Rapides to be produced. An original continuation RF60 green log book lists previous owners from 1965 to 1975, after which it passed into the ownership of Ernie Page who sold it to Gordon Mowat, from whom the deceased owner acquired it in 2018. In a letter on file, the deceased wrote to Ernie Page, noting that the Vincent was 'running well and a delight to ride'.

The Vincent was last running in October 2019 before being laid up, and has been dry garage-stored since that time. It will, therefore, need light re-commissioning and safety checks prior to use on the road with a new owner. Documentation comprises a current V5C, an old V5C, a copy old V5, the aforementioned original RF60 continuation green log book dated 1965, a VOC certificate of authenticity, invoices, and sundry papers. There is also a quantity of books and publications with the bike. The machine is presently on SORN.

£30,000 - 36,000
€35,000 - 42,000

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.

1940 BROUGH SUPERIOR 1,096CC 11-50HP

Registration no. CET 475
 Frame no. M8/2215
 Engine no. LTZ/P 67329/S

- *The last Brough to leave the factory in 1940 (see text)*
- *Matching frame and engine*
- *Single family ownership since the 1940s*
- *Restored by marque specialist Dave Clark*

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.

The speed with which the name 'Brough Superior' established itself as synonymous with excellence may be gauged from the fact that the famous 'Rolls-Royce of Motorcycles' sobriquet was first coined in 1921 when the marque was barely two years old. The story goes that Rolls-Royce objected to their name being associated with a mere motorcycle - until they examined one of George's creations.

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 Brough Superior 11-50's despatch date of 2nd July 1940 is the latest recorded for 1940, making it almost certainly the last machine to leave the Nottingham factory before it turned to matters more important than the manufacture of motorcycles. The copy Works Record Card shows that 'CET 475' was supplied as a motorcycle combination to Enright Bros of Rotherham and was intended for police use. Frame number '2215' is the penultimate manufactured.



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.



Dick on his Brough Superior



Damaging Gales

RIDING INTO a strong headwind on an old or low powered motorcycle is not much fun. As your speed drops, the engine feels harsher. Mechanical sounds increase — sometimes it's as if you can almost hear the gear teeth meshing.

As spring approaches, and with it the UK season of March winds, two readers have asked whether they will cause real harm to their motorcycles when riding in these difficult conditions.

On a really windy day, apply a few simple rules to your riding style. Always change down a gear as the speed falls, rather than slam the throttle wide open and let the engine to labour. Never slip the clutch instead of changing gear. Old motorcycles benefit from a little extra oil when under hard use, but do not over oil. So long as your motorcycle is fully run in, no lasting damage will occur.

Take care where you park your trusty steed in a storm. In 1959 the owner of this Brough Superior SS80 left his outfit for a few minutes in a raging storm. Look what he found on his return! Was this unlucky Brough V-twin ever rebuilt?



© Mortons Archive

Continuing the story, an old-style buff logbook on file (issued 12th May 1949) shows that the owner at that time was Mr Richard Whitehead of Wath-on-Dearne, Rotherham. The Brough was licensed as a 'bicycle' (solo) the entry being annotated later with '& sidecar'. However, it is believed that 'CET 475' never entered police service, possibly due to changed priorities during wartime.

As was not uncommon then, Richard carried out maintenance himself; he also kept the Brough garaged, preserving it in good condition. On one fateful journey in the 1950s, he and his wife Violet were travelling on the A1 in Aberford, Yorkshire when a violent thunderstorm forced them to stop. Unfortunately, the tree under which they were sheltering was struck by lightning and it fell on the Brough, bending the frame, which was replaced. The original frame was retained.

Richard passed away in 1977 and 'CET 475' transferred to his son-in-law Noel Kenning, during whose ownership the machine was kept garaged but hardly used. In 2000, the Brough Superior Club Technical Advisor, Dave Clark, straightened the original frame and reincorporated it into 'CET 475' while in the process of carrying out a thorough and fully documented renovation.

During the rebuild, the Garrard sidecar (Lot 699 in this sale) was detached and the machine restored as a solo. In the 2000s, the motorcycle and sidecar were transported to Noel Kenning's daughter's house where they were well cared for in the warm dry garage. 'CET 475' was displayed and ridden at the Brough Superior Annual Rally at Middle Aston in 2013, but since then it has only been used a few times.

When Noel Kenning passed away in July 2015, the Brough passed to his daughter, the current owner. Last run circa 2017, 'CET 475' is described by the vendor as in excellent condition throughout. The accompanying history folder contains DVLA correspondence; old/current V5/V5C registration documents; Dave Clark's restoration notes; an original Brough Superior instruction book; and a selection of copy period photographs. A horn; battery case; pair of leg shields; and some minor spares and tools are included in the sale.

£60,000 - 75,000

£70,000 - 87,000

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.



699
GARRARD SPORTS SIDECAR
Chassis no. B2208

One of the best known and most highly respected of British sidecar manufacturers, Garrard was established at Shepherds Bush, West London in 1926. The firm was noted for its stylish sporting models, one of the foremost being the Grand Prix, introduced in 1956. This was of the 'Continental' style favoured by a number of manufacturers but most often associated with Steib of Germany. The single-seater sports chair offered here, though, is of the equally popular launch style. This sidecar and chassis was formerly attached to the 1940 Brough Superior 11-50 in this sale (Lot 698). Offered for restoration and sold strictly as viewed, it comes complete with luggage rack; a set of mounts; and full weather equipment.

£1,500 - 2,500

€1,700 - 2,900

No Reserve



700
1951 PEUGEOT 125CC TN55 TRIPORTEUR COMMERCIAL DELIVERY TRICYCLE

Registration no. not UK registered

Frame no. 640576

Engine no. to be advised

Produced from 1939 to 1958, Peugeot's Triporteur commercial delivery tricycle was a familiar sight in and around Paris and other French towns and cities. These utilitarian machines represented affordable transport for farmers and tradesmen, and helped the French economy get back on its feet after the war. The concept was simple: the front wheel and forks of one of Peugeot's motorcycles being replaced with a single-axle chassis frame supporting a large box. The first such Triporteur was the 100cc TN53, based on the Type 53 lightweight motorcycle. The successor TN54 was introduced shortly after the end of WW2, while the 125cc TN55 appeared in 1949 boasting greater power and an increased payload of 150kg (330lb). Peugeot's advertising claimed a top speed of 28mph and a fuel consumption of around 90 miles per gallon for the TN55. The revised TN57 of 1954 was the last of the series.

The vendor's neighbour bought this Triporteur in France ten years ago and took it to the USA before bringing it to the UK around six years ago. The vendor bought it from his neighbour earlier this year. One of only a handful in the UK, this charming Gallic curiosity is offered with cancelled French registration papers and Vehicle Transfer Declaration, and will have been through the NOVA process by time of sale.

£5,000 - 7,000

€5,800 - 8,100



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.

701 *N

1939 ZÜNDAPP KS600 MOTORCYCLE COMBINATION

Registration no. not UK registered

Frame no. 0027253

Engine no. 519536

- Rare Zündapp OHV sports model
- Zündapp sports sidecar
- Last ridden circa 10 years ago
- Requires re-commissioning



Founded at the height of WWI to manufacture armaments, Zündapp found a new role post-war as a producer of motorcycles under the direction of new owner, Dr Fritz Neumeyer, building its first machine, a Levis-powered two-stroke, in 1921. The firm began making its own engines in 1924, selling more than 10,000 machines that year, and at the Berlin Motor Show in 1933 introduced the first of the horizontally opposed, four-stroke twins that it is best remembered for. These formed part of an extensive and diverse range of models, all but the smallest two-stroke being designated by the letter 'K' (for kardan, meaning 'shaft').

Among the models premiered were the K400 (398cc) and K500 (496cc) sidevalve twins, both of which employed designer Richard Küchen's unconventional all-chain four-speed 'gearbox' and, as the designation suggests, shaft final drive. Introduced at the same time was another Küchen design: a horizontally opposed four made in 598cc (K600) and 798cc (K800) capacities. Common to all the larger models and eminently suited to withstanding the stresses and strains imposed by travel on unmade roads, the robust frame and girder forks were made of pressed steel, an advanced feature at the time.

The new Zündapp range was an enormous success, and in September 1933 the firm produced its 100,000th machine, quite an achievement after little more than a decade as a motorcycle manufacturer.

Immediately prior to the outbreak of war in September 1939, Zündapp introduced an overhead-valve twin, the KS600. The latter's 597cc engine produced 28bhp, and like the rest of the larger Zündapps the KS600 featured the chain-drive 'gearbox', shaft drive, and the pressed steel frame and forks. The larger Zündapps saw service in substantial numbers with the German Army during WW2, military versions being identified by a 'W' (Wehrmacht) model suffix.

Dated as of 1939 manufacture by its VIN plate, this beautiful KS600 is attached to a handsome Zündapp sports sidecar and is described by the private vendor as in 'original and un-restored' condition. Last ridden some 10 years ago, this rare German combination will require re-commissioning before returning to the road. There is no paperwork of any kind with this Lot.

£14,000 - 18,000

€16,000 - 21,000

This Lot is subject to VAT on imported items at 5% on Hammer Price and Buyer's Premium, payable by the Buyer. This lot is subject to a fee of £125 + VAT payable by the Buyer, to undertake the relevant NOVA and C88 (Customs) clearance applications. Please see the Conditions of Sale for further information.

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.

BSA

EVIS

Lots 702 – 726 are offered from The National Motorcycle Museum Collection



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 Collection. 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.



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702
Offered from the National Motorcycle Museum Collection
1996 TRIUMPH 885CC DAYTONA SUPER III
Registration no. N468 JLX
Frame no. SMT372DD7TJ031375
Engine no. 372DDT031749

Unveiled at the Cologne Show in the autumn of 1990, the born-again Triumph range consisted of three- and four-cylinder models named after iconic models of the past: Daytona, Trophy, and Trident. The most sporting of these were the Daytonas. Introduced in 1994, the limited-edition Super III was Triumph's attempt to elevate the Daytona's performance to a point where it could challenge the Japanese opposition. Cosworth were recruited to provide the required power increase, raising maximum output of the 885cc three-cylinder engine to 118bhp (up from 98). A liberal application of carbon fibre knocked a couple of pounds of the weight, while the Super III's six-piston 'brick wall' brakes received copious praise. Now, some 25 years later, these early Hinckley Triumphs are becoming increasingly collectible, and none more so than the limited-edition Super III. This Daytona Super III was sold new in Ohio, USA and comes with copies of the original bill of sale and 1999 Ohio Certificate of Title. In April 2000 the original owner imported the Triumph into the UK where it was registered as 'N468 JLX'. Additional documentation consists of SORN paperwork; some MoTs (most recent expired 2007); V5C New Keeper Supplement; and the service booklet stamped on four occasions, most recently in June 2005 at 9,016 miles (current reading 10,468 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.

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



703
Offered from the National Motorcycle Museum Collection
1998 TRIUMPH 955CC T595 DAYTONA
Registration no. P761 BUB
Frame no. SMTTE502LGV048550
Engine no. obscured by bodywork

Triumph's first attempt at a cutting-edge superbike, the T595 Daytona arrived at the start of 1997 and was an immediate success, despite being pitched against Honda's FireBlade and Ducati's 916. In a nod to the old Triumph company's heritage and drawing on the Hinckley firm's more recent experience, the new Daytona was a triple. Displacing 955cc, the fuel-injected 12-valve engine produced around 105-110bhp at the rear wheel, matching the FireBlade while having a character all of its own - the aggressive growl of the Triumph's brilliant three-cylinder engine is like nothing else on the road. The Daytona's looks were something special too, combining voluptuous curves with a Spondon-like aluminium frame, single-sided swingarm, and three-spoke alloy wheels. Top speed was around 160mph. Anyone who thinks modern bikes lack character should ride one of these! Currently displaying a total of 16,637 miles on the odometer, this fine example has been registered to the current keeper since October 2015. Last taxed in 2010, the machine is offered with a V5C Registration Certificate stating three previous keepers. Re-commissioning will be required before further use. 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 - 3,000
€2,300 - 3,500
No Reserve



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704

Offered from the National Motorcycle Museum Collection

2004 TRIUMPH 955CC SPEED TRIPLE

Registration no. not registered
 Frame no. SMTTE566XR4200000
 Engine no. X200456

The re-emergence of Triumph has been one of British manufacturing industry's relatively few success stories of recent times, an achievement all the more remarkable when one considers that the company has grown from nothing to rank alongside the best from Japan and Europe in only 20 years. In many market sectors Triumph's offerings are recognised as the finest available and none more so than the iconic Speed Triple, which has regularly come out top in group tests of 'factory street-fighters' ever since its introduction in 1994. As one of Triumph's most successful models, it was only fitting that a 2011 Speed Triple was the landmark 500,000th motorcycle to roll off the production line since the Hinckley factory opened in 1991. Before then the Speed Triple 955i offered here had been the 200th 'Hinckley Triumph', exiting the factory gates in 2004. In April 2005, Triumph's UK Sales & Marketing Manager Bruno Tagliaferri wrote to Roy Richards offering this historic machine to the National Motorcycle Museum. Copies of the letter and sales invoice are on file. There is no V5C document with this motorcycle. 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
€5,800 - 9,300



705

Offered from the National Motorcycle Museum Collection

1957 BSA 646CC A10 SUPER ROCKET

Registration no. 999 UXP
 Frame no. BA7 11606
 Engine no. CA10R 8903 HHC

BSA's range for 1955 embodied several novel features. Alongside the existing plunger-framed machines were new models equipped with swinging-arm rear suspension, while the A7 Shooting Star and A10 Road Rocket sports twins came with new aluminium-alloy cylinder heads. The latter produced a highly respectable 40bhp and as tested by Motor Cycling magazine was found capable of reaching 109mph. For 1958 the sports 650 became the Super Rocket, gaining a revised cylinder head, Amal Monobloc carburettor and an extra 3bhp. The model lasted into the unitary construction era and was last produced in 1963. This nicely restored Super Rocket is offered with V5C registration document and an HPI check sheet. 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
€8,100 - 12,000



706

Offered from the National Motorcycle Museum Collection

1949 VINCENT-HRD 998CC BLACK-SHADOW SERIES-B

Registration no. VAS 492

Frame no. R3588B

Rear Frame no. R3588B

Engine no. F10AB/1B/1688

Crankcase Mating no. Q7/Q7

- *Matching upper frame, rear frame, and engine numbers*
- *Delivered new to Australia*
- *Returned to the UK circa 2002*



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 1,000cc 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.

The outbreak of WW2 in 1939 had 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, but this apparent shortcoming would soon be addressed by the introduction of the famous 'Girdraulic' fork.

When it was introduced in 1946, the Vincent-HRD Series-B Rapide was immediately the fastest production motorcycle on sale anywhere, with a top speed of 110mph. The basic design clearly had even greater potential though, as was demonstrated by the tuned Rapide known as 'Gunga Din', ridden by factory tester George Brown, that proved unbeatable in UK motorcycle racing in the late 1940s.

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.



Private owners too had expressed an interest in extracting more performance from their machines, all of which convinced Philip Vincent that a market existed for a sports version. Despite opposition from within the company's higher management, Vincent pressed ahead with his plans and together with Chief Engineer Phil Irving, clandestinely assembled a brace of tuned Rapides. The prototypes incorporated gas-flowed cylinder heads, Comet cams, polished con-rods and larger carburettors, these changes being good for a maximum output of 55bhp despite a compression ratio limited to only 7.3:1 by the 72-octane petrol that was the best available in the UK at the time. Ribbed brake drums were fitted to cope with the increased performance, while in a marketing masterstroke Vincent specified a 5"-diameter '150mph' speedometer and black-finished engine cases for his new baby – the Black Shadow. With a claimed top speed of 125mph, soon born out by road tests, the Vincent Black Shadow was quite simply the fastest road vehicle of its day.

Deliveries commenced in the spring of 1948 and only around 70-or-so Series-B Black Shadows had been made before the Series-C's introduction at that year's Earl's Court Motorcycle Show. Nevertheless, it would be 1950 before all Vincents left the factory in Series C specification, during which period references to 'HRD' were phased out.

The Black Shadow was indeed a legend in its own lifetime, and in the half-century 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 rare Series-B Black Shadow was despatched to Elder Smith in Sydney, Australia on 1st February 1949. The Vincent was later taken to New Zealand and remained there until December 2000 when it returned to Australia. Its new owner commissioned local marque specialist Terry Prince to make the machine roadworthy, which included incorporating numerous stainless steel fasteners and converting the electrics to 12-volt operation. In April 2002 the Vincent was sold to a prominent private collector in the UK and registered here as 'VAS 492' (see purchase agreement on file). It is not known when it was acquired by the NMM.

Accompanying paperwork consists of a copy of the Works Order Form; a VOC Dating Certificate; an expired tax disc; and an MoT (2003-2004). There is no V5C document with this motorcycle. 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.

£70,000 - 100,000
€81,000 - 120,000

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707

Offered from the National Motorcycle Museum Collection

1914 BROUGH 497CC MODEL H

Registration no. L 734

Frame no. 1116

Engine no. 336

- Believed the oldest survivor of its type
- Rediscovered in the mid-1970s and restored
- Acquired by the National Motorcycle Museum circa 1989



Father of the better-known George, engineer William E Brough had already built a light car and a tricycle at his Nottingham workshop before completing his first motorcycle in 1902. Single-cylinder, v-twin and horizontally opposed twin-cylinder engines were used prior to WWI, though only the latter type was used post-war. Brough's first 'flat twin', an overhead-valve 497cc (3½hp) two-speeder, was developed in 1912 and launched in September 1913 as a 1914 model. It occupied the middle of the Brough range, priced at £56 10s compared to the 6hp v-twin at £72 10s and the 3½hp single at £46. Immensely proud of his new creation, William Brough wrote: "The beautiful, sweet running of the new Twin Engine has placed it far ahead of any design at present on the market." Three versions of the Model H were on offer for 1915. Production recommenced post-war, but the Model H was swiftly superseded by the larger (692cc) sidevalve Model G. Faced with increasingly difficult trading conditions, William Brough's company ceased motorcycle production in 1925, leaving his son's Brough Superiors to carry on the family tradition.

Believed the oldest survivor of its type, this rare Brough Model H carries a supplier's plaque from J M Jones, Motor Engineer of Tryal Garage & Motor Works, Cribyn, Llanybyther. First registered in Cardiff, Glamorgan in December 1914, 'L 734' spent the first 60 years of its life in Wales.

This motorcycle is one of two W E Broughs found in 1974, the other being a 1915 model. They were discovered by John Greenland who recounts that they were found intact and 100% original, having not been used since the 1920s (letter on file). John Greenland went on to restore 'L 734' over the succeeding decade and sold the Brough to the National Motorcycle Museum circa 1989. The accompanying history file is substantial, and prospective purchasers are urged to take the opportunity to examine it. It contains assorted correspondence; period b/w photographs; and old-style V5C document; a quantity of photocopied in-period magazine articles; and a photocopied manufacturer's brochure.

Very nicely presented, this machine represents an exciting opportunity to acquire one of the rarest flat-tank models of the Vintage era with the added prestige of being one of the 'original' Broughs. 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.

It should be noted that in addition to the original factory frame number stamp on the headstock, number '1195' has also been stamped on the front downtube, and that the gearbox is not the original to this machine. w
£50,000 - 70,000
£58,000 - 81,000

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.

708

Offered from the National Motorcycle Museum Collection

1925 BROUGH SUPERIOR 750CC MARK II

Registration no. OM 6274

Frame no. H782

Engine no. 2C14 55050

- One of the last of its type ever made
- The youngest known survivor
- Original logbook



Quite what George Brough's father - Nottingham-based motorcycle manufacturer William Edward Brough - thought when his younger son cheekily added the word 'Superior' to the family name when founding his rival marque can only be imagined, but it's thanks to this act of youthful bravado that we have one of the greatest and most evocative names in motorcycling. W E Brough's machines had been innovative and well-engineered, and his sons continued the family tradition but with an added ingredient: style. The very first Brough Superior 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. Hand built in small numbers, the Brough Superior was - inevitably - expensive, but as its maker acknowledged, he "never intended to produce (the) design as cheaply as possible".

After the first handful of machines had been constructed in temporary premises towards the end of 1919, production shifted to what would be Brough's permanent home in Haydn Road, Nottingham where production proper commenced in 1920. J A Prestwich of London and Motosacoche of Geneva supplied v-twin engines for the Mark I and Mark II Brough Superiors respectively, though within a few years all models would be JAP-powered.

The early Mark I came with JAP's famous overhead-valve '90 bore' 986cc 50-degree v-twin engine as standard, though there was an alternative longer-stroke sidevalve version available for sidecar work, which would later become the standard offering. Gearboxes were sourced from Sturmey-Archer and (initially) forks from Montgomery, while frame and accessory manufacture was contracted out to specialists in the British motorcycle industry's Midlands heartland. With the arrival of the sporting SS80 in 1922, the Mark II took on more of a touring role and was last catalogued in 1924.

One of the last of its type ever made, and the youngest known survivor, this Brough Superior Mark II was registered in the Birmingham area on 26th May 1925. Representing a possibly once-in-a-lifetime opportunity for the dedicated Brough collector, this Mark II comes with a V5C document and its original logbook recording a change of engine (from '45889' to the current '55050') and listing only two owners, both in the Birmingham area, up to 1937. 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.

£80,000 - 120,000
€93,000 - 140,000

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709

Offered from the National Motorcycle Museum Collection

1930 BROUGH SUPERIOR OHV 680 'BLACK ALPINE' (SEE TEXT)

Registration no. JO 2055

Frame no. 5/1105 (see text)

Engine no. GTO/H 13694/S

- The ultimate middleweight Brough
- Restored in the late 1970s/early 1980s
- Owned by the NMM since 1995



With the SS80 and SS100 well established, it was decided to add a smaller and cheaper alternative to the Brough Superior range. JAP was already producing a 674cc sidevalve v-twin engine and this unit, redesigned with overhead valves, went into Brough's new 'Overhead 680'. Launched at the Olympia Motorcycle Show in 1926, the 'Miniature SS100', as George Brough called it, entered production for 1927. The new middleweight Brough was an instant success and for 1930 was joined by a version to higher specification. First seen at the 1929 Motorcycle Show, the newcomer was dubbed 'Black Alpine 680', a reference to the lavishly equipped SS100 Alpine Grand Sports and the fact that the newcomer boasted a distinctive all-black eggshell finish. Principal mechanical difference from the standard Overhead 680 was the adoption of the patented Bentley & Draper sprung frame.

Built as a standard Overhead 680, this machine was despatched from the factory on 16th March 1931 bound for Layton's of Oxford and first owned by one Alan William Massey of Watford, Hertfordshire. The Brough Club first heard of this machine in 1981 when it was listed as owned in Birmingham.

Colin Wall, the National Motorcycle Museum's restorer, discovered this Brough around 1976 in a council lockup garage. Colin was told by the seller that the machine had come from the Birmingham suburb of Handsworth where he had found it in a garden. It had a box sidecar attached and had been used by a window cleaner. Colin bought the Brough and a Sunbeam Model 2 for £900 in total, the Brough costing £700...

The Brough was in very poor condition and it took five years to acquire missing parts and complete the restoration. The engine, gearbox and clutch were fully rebuilt (one of the cylinder barrels, which had cracked, being replaced) and a new fuel tank made by a craftsman in Nottingham. Extensive repairs enabled the original tinware to be retained, while the crash bars currently fitted were in place when purchased.

Colin completed the rebuild in 1981 and sold the Brough to NMM founder Roy Richards around 1995. Roy wanted a machine to Black Alpine specification, so twin headlights were fitted. The Brough was started on a regular basis but not used on the road.

'JO 2055' is recorded with the DVLA as being registered in June 1982 as a 1931 model. The HPI check sheet is on file but there is no V5C present. It should be noted that in addition to the original factory frame number stamp on the headstock, number '1195' has also been stamped on the front downtube, and that the gearbox is not the original to this machine. 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

£120,000 - 160,000

€140,000 - 190,000

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710

Offered from the National Motorcycle Museum Collection

**C.1932 BROUGH SUPERIOR OVERHEAD 680
TO OVERHEAD 500 SPECIFICATION**

- *In its current configuration since the 1950s*
- *Rebuilt to running order by the early 1960s*
- *Acquired by the NMM in 2006*

Registration no. not registered

Frame no. 5/1195

Engine no. PTOC/H T3918/S (see text) Gearbox no. 7157 and 2632



George Brough premiered two new sports models at the Motor Cycle Show in November 1930: the Overhead 680 and Overhead 500, the latter powered by a JAP racing engine that had first appeared at that year's Isle of Man TT races. The 500cc JAP was effectively two of the firm's racing 250 singles on a beefed-up crankcase, the cylinder heads and barrels being held down by long through-bolts as on the contemporary SS100. Cotton, Excelsior and OK-Supreme had used these engines at the TT, but having showed promise in practice, all failed during the race, sidelined by incorrectly hardened cam followers. No doubt wishing to put this embarrassing incident behind them, JAP abandoned the project and sold the remaining engines to George Brough. The new Overhead models used identical cycle parts and were available with rigid frames only, the 680 being priced at £99 15s and the 500 at £105. Only nine Overhead 500s were built, making it one of the rarest of catalogued Brough Superior motorcycles.

Describing the Overhead 500, the Brough catalogue had this to say: "Specification exactly as 'Overhead 680' with the exception of the Engine which is a specially produced 500cc Racing JAP Twin modified for high road speed and long-distance touring requirements... Capable of 85mph, this machine is convertible to a 'pukka' racing machine quite easily by the Owner."

Frame number '5/1195' left the Brough works on 4th November 1932 as part of a standard Overhead 680 model supplied to Godfrey's in London. The original registration number is not known, and the original engine has been lost, but the original gearbox is still present. By the 1950s '5/1195' had been fitted with the current 500cc overhead-valve JAP engine 'PTOC/H T3918/S'.

Rebuilt to running order by the early 1960s, the Brough was sold to the NMM in 2006 by the late Brian Verrall. 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 a history file.

£70,000 - 100,000
£81,000 - 120,000

711

Offered from the National Motorcycle Museum Collection

1937 BROUGH SUPERIOR 1,096CC 11-50 & PETROL-TUBE SIDECAR

Registration no. not registered

Frame no. M8/1862

Engine no. LTZ/F 55040/SN (see text)

Sidecar chassis no. 152

- The largest Brough Superior production model
- Originally ordered by Sheffield City Police
- Engine changed during the 1960s/1970s



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.

The speed with which the name 'Brough Superior' established itself as synonymous with excellence may be gauged from the fact that the famous 'Rolls-Royce of Motorcycles' sobriquet was first coined in 1921 when the marque was barely two years old. The story goes that Rolls-Royce objected to their name being associated with a mere motorcycle - until they examined one of George's creations.

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 Brough Superior's frame ('M8/1862') left the factory in September 1937 in an 11-50 attached to an AGS sidecar (number '125') having been ordered by Sheffield City Police. The original engine was 'LTZ/F 57528/SN' and machine was registered as 'DWJ 808'. The engine currently fitted, 'LTZ/F 55040/SN', started life in another 11-50 combination dating from 1937, 'M8/1799', which was despatched to Bucklow Garage and registered 'DTU 70' (Cheshire). The engine substitution is believed to have been made at some time in the 1960s/1970s when both of these Brough outfits were owned by the late Felix Burke of Cheltenham (see correspondence 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.

£55,000 - 75,000

€64,000 - 87,000

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.

712

Offered from the National Motorcycle Museum Collection

C.1933 RUDGE 499CC TT REPLICA RACING MOTORCYCLE

Registration no. not registered

Frame no. 48011

Engine no. 35

- One of the most desirable sports roadsters of the 1930s
- An older restoration
- Bronze cylinder head



The full potential of Rudge's four-valves-per-cylinder engine 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 that 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 1st, 2nd and 3rd 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's frame was built in May 1932 while the engine consists of a 1933 TTR bottom end and a 1934/1935 bronze cylinder head. The gearbox is made up from parts dating from 1930-1937 (linkage not connected) and the rear mudguard has the wrong profile. 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.

£10,000 - 15,000
€12,000 - 17,000

713

Offered from the National Motorcycle Museum Collection

**1975 NORTON-COSWORTH CHALLENGE P86 750CC
RACING MOTORCYCLE**

Frame no. JN 1

Engine no. none visible

- Ultra-rare Norton works racer
- No engine/gearbox internals
- For display purposes only



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.



The urgent need to replace its ageing Commando twin with something more modern for both road and track prompted NVT to commission a new engine design from Cosworth Engineering. First shown in 1975, the Challenge water-cooled twin borrowed heavily from Cosworth's 3.0-litre DFV V8 Formula 1 engine, yet despite a claimed maximum power output of 115-120bhp the racer's handful of outings were disappointing, rider Dave Croxford being unable to match his old Commando-powered machine's lap times. With NVT on the point of collapse, the project was shelved in 1976.

Writing in *Classic Bike* magazine (December 1981 issue) Alan Cathcart states that of the four bikes constructed, two were sent to the USA while two remained in the UK until sold to a German entrepreneur. The latter then sold "two engines and enough chassis bits to make a compete bike" to Norton collector Ian Sutherland, and the resulting machine was ridden by Cathcart at Donington Park's 50th Anniversary meeting in August 1981. Cathcart's Challenge looked the same as the one last ridden by Croxford, complete with Norton's own leading-axle front fork and cast-aluminium, twin-shock swinging arm.

Sutherland continued with development and ridden by Rob Sewell, a revised version up-dated with Harris cycle parts came close to a 100mph lap at the Isle of Man TT. The design's full potential would not be realised until 1988 however, when Roger Marshall won Daytona's Pro Twins race on Bob Graves' Challenge-based Quantel.

The Challenge offered here lacks engine/gearbox internals and thus is offered for display purposes only. Nevertheless, given that in recent years Messrs Crosthwaite & Gardiner have built pre-war Auto Union Grand Prix cars from scratch, and various individuals have recreated the legendary Moto Guzzi V8, re-manufacturing engine components for the twin-cylinder Challenge should prove comparatively straightforward should the next owner so desire. 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
€23,000 - 35,000

714

Offered from the National Motorcycle Museum Collection

1933 EXCELSIOR 250CC MECHANICAL MARVEL RACING MOTORCYCLE

Registration no. not registered

Frame no. TT22

Engine no. BTD 104

- *Arguably the most famous of British Lightweight-class racing motorcycles*
- *Built by Norman Webb using only genuine factory parts*
- *Ready for immediate display in any motorcycle 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.



Excelsior's new-for-1933 works racing machines entered in that year's Lightweight Isle of Man TT were soon dubbed 'Mechanical Marvel' by the motorcycling press on account of the complexity of their four-valves-per-cylinder radial valve gear. Top riders contracted to race the new machines on their Mountain Circuit debut included Walter Handley, Sid Gleave and Sid Crabtree, and as a private entry C S Barrow. The riders setting the pace by the end of lap five were Gleave and Handley - 1st and 2nd - with Crabtree 5th. Reports say that Dodson had passed Handley by the end of lap six and sadly Handley retired at Sulby with engine trouble on lap seven, leaving Gleave to win from Dodson with Crabtree 5th. That the Marvel won the seven-lap race at its first attempt was a massive achievement for both Excelsior and Burney & Blackburne, who designed and built the engine.

All the Excelsior Mechanical Marvels were stripped at the end of the 1933 season and rebuilt with new improved frames; indeed, the changes were quite extensive because it was believed the handling would benefit from the modifications. The 1933 TT Marvels effectively ceased to exist after this winter rebuild and so for the 1934 season Excelsior ran new machines with rebuilt 1933 engines.

Following the 1934 season all the Marvels were quickly sold by the factory; indeed, Sorenson's Swedish GP winner became a feature of a motorcycle dealer's window display, while another resided for many years in French junk yard. The other machines continued to be raced and circulated through the hands of notable riders such as Dennis Parkinson, Francis Beart, Eric Fernihough, Robin Edwards and Ivan Wicksteed, and as late as 1949 Ronnie Mead entered his modified example in the Isle of Man TT.

Once again arch Excelsior enthusiast Norman Webb hatched a plan to locate, acquire and restore all the Mechanical Marvels, but he also thought it would be very nice if he could display a machine to the correct 1933 specification in his collection. The machine offered for sale is that motorcycle. It is not a re-creation but the restoration and re-assembly of parts from the dismantled 1933 factory bikes. It would be very hard for anybody alive today to question this motorcycle's authenticity, as it comprises original parts and not ones that have been remanufactured to create a replica. Indeed, this is a stunning machine that will require re-commissioning before use but is ready for immediate display in any motorcycle collection.

£25,000 - 35,000
€29,000 - 41,000

715

Offered from the National Motorcycle Museum Collection

1938 EXCELSIOR 250CC FOUR-VALVE RADIAL MANXMAN RACING MOTORCYCLE

Registration no. not registered
Frame no. MHR 839

- *Rare four-valve engine top-end*
- *Engine built by Norman Webb in the 1950s using genuine Excelsior factory parts*
- *Standard Manxman HR11 cycle parts*



Excelsior's Managing Director Mr Eric Walker came to an arrangement with the Rudge Whitworth factory to use that company's patents under license, thus enabling him to build an overhead-camshaft radial four-valve engine. Indeed, every engine had an attached plate identifying the use of the Rudge patents in its valve gear design. The agreement also stated that the engine was to be used solely for racing, thus preventing Excelsior from encroaching on Rudge's core motorcycle market.

The Excelsior Manxman radial four-valve 250cc machines showed great potential when first raced at the 1936 Isle of Man TT where, after a bare minimum of practice, Tyrell Smith finished in 2nd place behind Bob Foster on a unitary construction New Imperial. One of Excelsior's greatest results was Tyrell Smith's win at the Grand Prix of Europe, a one-off result which, in motorcycling terms, potentially was as great as winning the world championship.

The complex totally enclosed four-valve rocker gear meant that cam boxes were reputed to take a day to assemble under ideal workshop conditions. Broken coil valve springs were the Achilles heel of the design and many retirements resulted from valve spring problems, so it was with some reluctance that Mr Walker decided to revert to more reliable two-valve engines at the end of the 1937 season.

Thus, from early 1938 the 250cc and 350cc four-valve engines and their cycle parts ceased to exist publicly and were all but forgotten. The four-valve engine parts languished in the old race shop at Tyesley until the mid-1950s when Norman Webb persuaded someone at the factory that it would be a 'good idea' to sell him the obsolete parts to facilitate the recreation of some running four-valve machines.

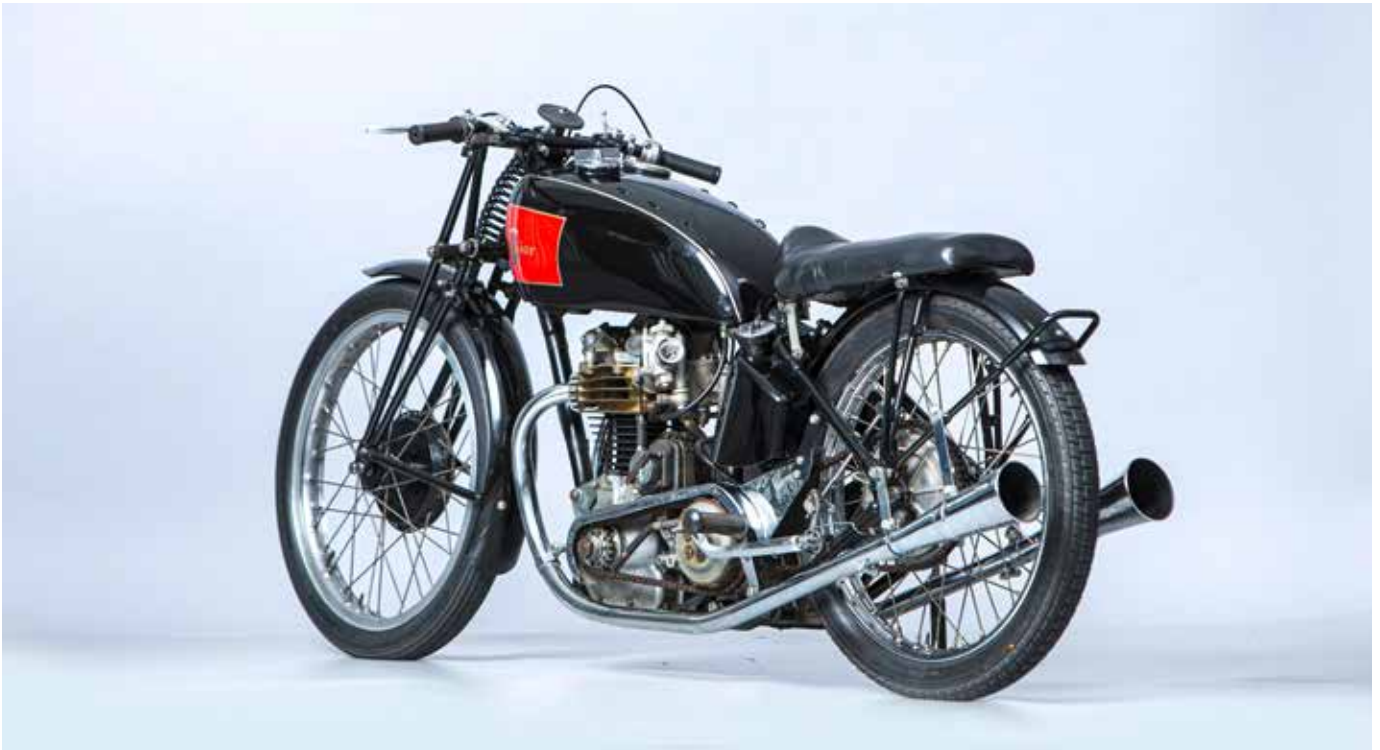
Built by Norman Webb, the machine offered for sale is therefore an absolutely faithful recreation of a four-valve Manxman to 1937 specification using original Excelsior four-valve engine parts that were raced in period, but now fitted onto a 1938-style aluminium crankcase (originally, they were magnesium). This engine is believed to be a 250cc unit. The frame of this particular motorcycle was despatched from the factory as part of a complete HR11 Manxman racing machine sometime after its 29th August 1938 build date.

From the purist collector's standpoint, however sad it may seem, a perfectly good racing Manxman was broken up and modified by Norman Webb to create this wonderful four-valve racer.

£18,000 - 26,000

€21,000 - 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.



716

Offered from the National Motorcycle Museum Collection

1939 EXCELSIOR 250CC MANXMAN RACING MOTORCYCLE

Registration no. not registered

Frame no. JRS 106

Engine no. CXCR99

- Originally built for and raced by Alan Bruce's factory-supported syndicate
- Ridden by Charlie Manders at the 1939 IoM TT (with different engine)
- One of only five special short-wheelbase spring-frame works machines



It is well documented in a letter released to the press early in 1938 that Mr Eric Walker, then Managing Director of the Excelsior Motor Company, considered it no longer viable to continue building and racing machines to compete on equal terms with the complex factory racing specials run by overseas manufacturers. Mr Walker's announcement to the racing department in April 1939 that Excelsior would cease all racing activities with immediate effect was probably anticipated, but for the race shop personnel and contracted works riders it was seen as a potential disaster.

With little time before the commencement of practice for the 1939 Isle of Man TT, Excelsior's technical director Alan Bruce, supported by works rider and fellow Excelsior employee Tyrell Smith, approached Mr Walker with a proposal to purchase all the existing 1938 works racing machines and spares with the objective of forming a racing syndicate similar to Graham Walker's successful Rudge team. Of course, Tyrell Smith had operational experience of Graham Walker's team having ridden for it, and therefore understood what needed to be done to make it successful.

For the new syndicate to be financially viable, Tyrell Smith and team-mate Charlie Manders would need to ride in as many races as possible at the TT, and by doing so earn as much start money and equipment manufacturers' bonuses as possible to defray the syndicate's not inconsiderable operational expenses.

In May 1939 Mr Walker generously allowed Alan Bruce and Tyrell Smith to use the factory frame shop and engine test facility to build a new machine for Charlie Manders. This syndicate machine was allocated frame number 'JRS 106' and fitted with a new 350 engine which was allocated the number 'CXCR100'. To maximise potential earnings, this new machine was entered for both the Junior and Senior TT races. For the record: Manders failed to finish both the Junior and Senior races but did have the consolation of 6th place in the Lightweight event. Immediately after the 1939 TT the syndicate was disbanded, and the machines were sold to selected privateers just before the outbreak of WW2.

Racing returned in 1946, and with a shortage of any competitive lightweight racing machinery the works Excelsiors continued to be campaigned until obsolescence overtook them. The name Norman Webb is forever linked with Excelsior, and over a period of many years he eventually traced and purchased all five-special short-wheelbase spring-frame machines. He personally raced some of them and in later years restored all the bikes for future generations of enthusiasts to enjoy.

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.



Finally, to emphasise the rarity of the machine offered for sale, although a JR12/S racing Manxman was listed in the 1939 catalogue, none were actually manufactured and despatched by Excelsior to their dealer network. Excelsior factory records show that only four short-wheelbase machines featuring plunger rear suspension and semi-unit construction engines were built and raced as works entries during the 1938 season. The machine offered now is the fifth and last machine of this type built and as mentioned earlier it was manufactured in May 1939. However, it should be noted that the engine fitted to the machine now is a 1938 unit with serial number 'CXCR99'. Therefore, this is not the engine that Charlie Manders used at the 1939 TT.

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
€21,000 - 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.

717

Offered from the National Motorcycle Museum Collection

1913 ROVER 3½HP STANDARD 3 SPEED MOTORCYCLE COMBINATION

Registration no. AR 4189

Frame no. S 40108

Engine no. 3994 B

- An older restoration
- On museum display since the 1980s
- Offered with Pioneer Certificate



Designed by James Starley, the Rover safety bicycle represented a breakthrough in bicycle design at the end of the 19th Century. In November 1903 the Rover Cycle Company presented its first motorcycle, an advanced design that featured a well-designed sidevalve engine, spray carburettor, robust diamond-type frame with twin front down-tubes, and excellent quality of finish. It created a lot of interest and more than 1,200 were sold in 1904. Not all of Rover's rivals could match its reliability though, and public confidence in motorcycles waned as a result, causing a downturn in sales. Rather than jeopardise its reputation, Rover stopped motorcycle production entirely, concentrating on its bicycle business and the development of a Rover car.

In 1910 the motorcycle's future seemed more assured, and designer John Greenwood (later of Sunbeam fame) was commissioned to draw up a new engine. A 499cc sidevalve rated at 3½hp, the new motor incorporated spring-loaded tappets and positioned its Bosch magneto, driven by a 'silent' inverted-tooth chain, high and dry behind the cylinder. The carburettor was by Brown & Barlow and the forks by Druid. At the end of 1914 a three-speed countershaft gearbox was added, and from then until its production ceased in 1924, few changes were made to the sidevalve single. Before the finish, unitary construction overhead-valve 250cc and 350cc models were introduced, but by this time the company had decided there was more future in car production and the final Rover motorcycles were sold in 1926.

This apparently well-restored Veteran Rover is equipped with the Sturmey-Archer three-speed hub gear and is attached to one of the most attractive wickerwork sidecars we have ever seen. Correspondence on file shows that the machine had been offered as a loan to the Museum in 1983 by its then owner, Jefferson Davies, to whom it had been registered in August 1957. Last taxed in July 1970 and on display since the mid/late 1980s, the Rover was licensed to the Museum on 24th September 2008. Noteworthy features include a Miller acetylene headlight; Bosch magneto; Smiths 60mph speedometer; bulb horn; Brooks saddle; AA and RAC member's badges; and Lucas rear lighting.

This eye-catching machine is offered with a history file containing an old-style continuation logbook (1947); Pioneer Certificate; V5C registration document; technical/historical literature, etc. 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.

£14,000 - 18,000

€16,000 - 21,000

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.

718

Offered from the National Motorcycle Museum Collection

1915 NEW HUDSON 6HP BIG SIX MOTORCYCLE COMBINATION

- Rare WWI-era New Hudson
- An older restoration
- Three-speed countershaft gearbox

Registration no. AE 6346 (see text)

Frame no. 912

Engine no. 1268



Birmingham-based New Hudson started out as a bicycle manufacturer in the Victorian era. The company's first powered machine of 1903 used a clip-on Minerva engine, and this was followed by the first proper motorcycle in 1910. The first model powered by an engine of its own make arrived in 1911 and New Hudson made its Isle of Man TT debut that same year. However, major competition success eluded the Birmingham firm until Bert Le Vack took over racing development, becoming the first man to lap Brooklands at over 100mph on a 500cc machine in 1927.

Le Vack's mount was powered by a development of New Hudson's own overhead-valve engine that had first appeared at the Isle of Man TT in 1924, and this handsome power unit was also used by the factory team in the 'Island' in 1927, works rider Jimmy Guthrie finishing the Senior race in second place. New Hudson announced a new range for 1931, but the onset of economic depression did little to encourage sales and in 1933 the company, by then manufacturers of Girling automotive components, ceased to build motorcycles. There was a brief return in 1940 with the New Hudson Autocycle, later built by BSA.

The magnificent motorcycle combination offered here is a rare example of New Hudson's 770cc Big Six, which was a new introduction for 1913. This example has the three-speed countershaft gearbox, making it one of the more practical 'sidecar tugs' of the day. Other noteworthy features include a Bosch magneto; electric lighting with Lucas control unit; electric horn; AA member's badge; leather-faced panniers; and luggage racks (sidecar's foldable). There is no paperwork with this Lot apart from an HPI check sheet (recording the make as New Holland!).

The registration 'AE 6346' is recorded in the HPI database; nevertheless, prospective purchasers should satisfy themselves with regard to this motorcycle's registration status prior to bidding. 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

€19,000 - 23,000

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

719

Offered from the National Motorcycle Museum Collection

1923 MARTINSYDE 495CC MOTORCYCLE COMBINATION

Registration no. FE 5211 (see text)

Frame no. 221285

Engine no. H/221283

- Late example of the marque
- Extremely rare model
- An older restoration



The British firm of Martinsyde was founded in 1908 when Helmuth Paul Martin and George Harris Handasyde went into partnership to build aircraft. By the end of WWI Martinsyde was Britain's third largest aircraft manufacturer, occupying sites at Brooklands and Woking. Faced with a sharp downturn in demand for its products, the firm turned to motorcycle production at the war's end having acquired the rights to an unusual exhaust-over-inlet v-twin engine, designed by Howard Newman, and an AJS three-speed gearbox. Martinsyde made its first public appearance at the 1919 Motorcycle Show at Olympia, displaying a 6hp combination powered by the 678cc version of Newman's engine. Problems caused by unsatisfactory frame components having been overcome, motorcycle production got properly underway early in 1920.

The company's first machines were marketed as Martinsyde-Newmans, abbreviated to simply Martinsyde after Newman's departure. 495cc v-twin and 350cc single-cylinder models were added to the range and Martinsydes began to feature in competitions, achieving some notable successes at Brooklands and the Scottish Six Days Trial. In November 1921 Martinsyde rider H H Bowen captured the One-Hour record at Brooklands, covering 77.58 miles on the 24th and 78.13 miles on the 29th of that month. Although of unusual layout, the Martinsyde motor was nothing if not durable, its maker's advertising confidently declaring that 'You cannot tire the Martinsyde engine'.

Many years after the factory's closure, Martinsydes were still setting records, their most astonishing achievement of modern times being Neil Bromilow's circumnavigation of Australia, a 9,933-mile marathon that took him 34 days to complete in 1984. Sadly, in 1922 a disastrous fire destroyed the works and Martinsyde went into liquidation, its name and remaining stock being acquired by BAT. The last complete machine was sold in 1923 and few examples - a little over 30 according to the Martinsyde Register - of the 2,000-or-so made survive today.

Even rarer than the 680cc twins, this 495cc Martinsyde comes with an old-style buff logbook (issued in 1963) showing that at that time it was licensed as a solo, the change to sidecar being made shortly thereafter. The logbook confirms matching frame and engine numbers. It should be noted that the registration 'FE 5211' has lapsed and is not recorded in the HPI database; accordingly, prospective purchasers should satisfy themselves with regard to this vehicle's registration status prior to bidding. Apparently, an older restoration, the machine is offered with Martinsyde Register correspondence and a photocopied manufacturer's brochure. 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. It should be noted that this machine is recorded as a 680cc model in the Martinsyde Register.

£22,000 - 28,000

£26,000 - 33,000

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.

720

Offered from the National Motorcycle Museum Collection

1921 MARTINSYDE-NEWMAN 680CC MOTORCYCLE COMBINATION

- Early example of the marque
- Matching frame, engine and gearbox
- An older restoration

Registration no. KS 1316

Frame no. NO 395

Engine no. NO 395



The British firm of Martinsyde was founded in 1908 when Helmuth Paul Martin and George Harris Handasyde went into partnership to build aircraft. By the end of WWI Martinsyde was Britain's third largest aircraft manufacturer, occupying sites at Brooklands and Woking. Faced with a sharp downturn in demand for its products, the firm turned to motorcycle production at the war's end, having acquired the rights to an exhaust-over-inlet engine, designed by Howard Newman (also associated with Ivy motorcycles) and an AJS three-speed gearbox. Problems caused by unsatisfactory frame components having been overcome, motorcycle production got properly underway in 1919. The company's first machines, powered by Newman's unusual 680cc exhaust-over-inlet v-twin engine, were marketed as Martinsyde-Newmans, abbreviated to simply Martinsyde after Newman's departure.

Smaller, single-cylinder models and a 495cc v-twin were added to the range and Martinsydes began to feature in competitions, achieving some successes at Brooklands and the Scottish Six Days Trial. Sadly, a disastrous fire in 1922 destroyed the works and Martinsyde went into liquidation, its name and remaining stock being acquired by BAT. The last complete Martinsyde was sold in 1923 and few examples of the estimated 2,000-or-so machines built survive today.

This rare Martinsyde-Newman was acquired by the National Motorcycle Museum in July 2004 via the late Brian Verrall, having previously belonged to one Edward McKnight of Melrose. Noteworthy features include a Cowie speedometer; acetylene lighting; Lucas 'King of the Road' horn; and a tax disc that expired in 1928.

Apparently, an older restoration, the machine is offered with an old-style V5C Registration Certificate and an HPI check sheet. It should be noted that the latter records the machine as an insurance write-off; accordingly, prospective purchasers should satisfy themselves with regard to this motorcycle's registration status prior to bidding. 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

£21,000 - 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.

721

Offered from the National Motorcycle Museum Collection

1916 ALLDAYS ALLON 548CC MOTORCYCLE COMBINATION

Registration no. not registered

Frame no. unable to locate

Engine no. unable to locate

- Rare Birmingham-built motorcycle combination
- Twin-cylinder two-stroke engine
- An older restoration



"A new twin two-stroke of extremely interesting design is being constructed by Messrs Alldays & Onions, the makers of the well-known Allon two-stroke." – Motor Cycling, 5th October 1915.

A firm that could trace its origins as far back as the 17th Century, the Birmingham-based Alldays & Onions Pneumatic Engineering Company built its first automobile in 1898 and its first motorcycle in 1903. Car production ended around 1918 but that of motorcycles continued at the firm's Matchless works in Birmingham until the late 1920s. Early and late types were marketed as Alldays, but from 1915 to 1924 the firm's products were also known as Allons. The bulk of production consisted of the 293cc (2¾hp) Allon two-stroke. Introduced shortly before the outbreak of WWI, the Allon was one of the first British machines to feature a sloping top tube, while post-WWI versions were among the earliest to adopt saddle tanks. Prior to the Allon's introduction, the firm also offered the 'Matchless', a lightweight powered by a 269cc Villiers two-stroke engine; single-gear, direct-drive and two-speed versions were available.

This magnificent Alldays Allon motorcycle combination is powered by the company's own 548cc air-cooled twin-cylinder two-stroke engine, which drives via a Sturmey Archer countershaft gearbox with chain primary and belt final drive. "The new power unit is set across the frame and, although at first sight it might appear that this would add uncomfortably to the width of the machine, in practice it is found that the engine is very little wider than most of those designed for sidecar work," observed Motor Cycling.

Typical of the time, the brakes consist of a dummy belt-rim type at the front and an externally contracting band at the rear. Other noteworthy features of this particular machine include Binks carburettors; P&H acetylene lighting; Cowie speedometer; Lucas 'King of the Road' horn; and a single-seater sidecar of Alldays' own make. An older restoration, the machine is offered with some photocopied in-period literature. There is no registration document 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.

£10,000 - 15,000
€12,000 - 17,000

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

722

Offered from the National Motorcycle Museum Collection

1925 SEAL 980CC FAMILY MOTORCYCLE COMBINATION

- Unusual motorcycle/car hybrid
- JAP v-twin engine
- One of only two known survivors

Registration no. MB 9768 (see text)

Frame no. 780

Engine no. KTC/E 2859 (see text)



"The first of its kind and still miles ahead. The comforts of a car at the cost of a motorcycle combination." – Seal Motors Limited.

The SEAL (the initials stand for 'Sociable Economical And Light') was produced by Seal Motors Ltd in Hulme, Manchester. Seal's clever idea was to place the combination's controls, including the car-type steering wheel, in the sidecar, the unoccupied motorcycle being used solely to provide motor power and two of the three wheels. The chassis was an integral design rather than the separate bolted-together arrangement of the traditional motorcycle and sidecar combination, and thus a good deal more efficient, while a detachable sheet-steel fairing kept the engine and gearbox free of dirt. Early models had tiller steering and were powered by a 770cc JAP v-twin engine with belt final drive and a Sturmey Archer hub gear, while later models, such as that offered here, featured a 980cc JAP, a three-speed countershaft gearbox and chain final drive. Two-, three- and four-seater versions were made.

Capable of accommodating two adults and a couple of small children, the cosy SEAL Family model was certainly sociable and at around 5cwt was light for a four-seater vehicle. Contemporary advertising claimed that the SEAL was the cheapest family model on the road, offering fuel consumption of 50-60 miles per gallon and road tax of £4 per year.

"Who would ride on a saddle exposed to all weather and road mud? No one, only those who do not know the Seal," declared its proud maker. Unfortunately, the SEAL was not a cheap buy when compared to the opposition, which included 'proper' light cars like the immensely popular Austin Seven Chummy. How many were made is not known.

The SEAL offered here is one of only two known to survive and is pictured in *The Beaulieu Encyclopedia of the Automobile* (Volume 3, page 1429). The machine is offered with an old-style continuation logbook (issued 1946); assorted correspondence; and some photocopied in-period literature. The logbook shows that the vehicle was previously fitted with a different JAP engine (the current engine dates from 1922). It should be noted that the registration 'MB 9768' has lapsed and is not recorded in the HPI database; accordingly, prospective purchasers should satisfy themselves with regard to this vehicle's registration status prior to bidding. 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
€19,000 - 23,000

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

723

1936 AJ'S 982CC MODEL 2 MOTORCYCLE COMBINATION

Registration no. CYN 145

Frame no. 593

Engine no. 36/2A 2097

- One owner from 1953 to 2008
- An older restoration
- 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. AJ'S 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.

AJ'S'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.

Apparently, an older restoration, this AJ'S Model 2 combination had been owned since 1953 by Mr Reginald Hall of Welling, Kent when it was acquired by the NMM in May 2008. Mr Hall had purchased the AJ'S from M F Sharland Ltd (Woolwich Motor Cycle Mart) for the princely sum of £22 10s (receipt on file). The accompanying old-style logbook in his name, issued in 1959, shows that 'CYN 145' was licensed as a 'Sidecar Bicycle' at that time. Additional paperwork consists of old insurance documents; some MoTs (most recent expired 2006); and an old-style 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.

£18,000 - 24,000
€21,000 - 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.

724

Offered from the National Motorcycle Museum Collection

C.1904/1905 NATIONAL 4HP TRICAR

Registration no. not registered

Frame no. 7441

Engine no. 723

- Built by one of Britain's most obscure motor manufacturers
- MMC engine; two-speed transmission
- An older restoration
- Ultra-rare survivor



In existence for barely two years - 1904 to circa 1905 – the National Motor Company of Manchester has to be one of Britain's most obscure motor manufacturers; indeed, its entry in The Beaulieu Encyclopedia of the Automobile runs to only 70 words! According to the Encyclopedia, National's sole product, a wheel-steered tricar, was designed by two members of the Manchester Motor Club. It was powered by a 4hp single-cylinder water-cooled engine supplied by MMC, which drove via a two-speed transmission with direct-drive top gear. Seating was tandem in arrangement, with the driver at the rear and positioned higher than his passenger. The front seat could be removed, and a tradesman's van body fitted in its place, and the machine could also be used as a solo. How many of these National tricars were built and how many survive is not known, though it must be very few in either case.

A truly wonderful example of Edwardian-era automotive engineering, this magnificent machine is a nicely patinated older restoration, boasting beautiful brass and copper details wherever one looks. Noteworthy features include a 'serpent' bulb horn; Zenith carburettor; 'Rotherham Coventry' fuel tank cap; and Imperial Carriage lighting. There are no documents with this Lot. We would advise the new owner to submit a full dating application to the SMCC and VCC Dating Committees so that the vehicle can be fully researched.

£18,000 - 24,000

€21,000 - 28,000

725

Offered from the National Motorcycle Museum Collection

1906 QUADRANT 5HP FORECAR

Registration no. JSL 479

Frame no. 66900

Engine no. 1955 and 1966

- Rare twin-engined forecar
- Acquired for the NMM in January 2000
- An older restoration



In the early 1880s, Walter and William Lloyd patented a pedal tricycle steering mechanism, calling their invention 'Quadrant', a name that would later be applied to complete bicycles, tricycles, forecars and motorcycles. Built at Sheepcote Street, Birmingham, the first of the latter appeared in 1901, making Quadrant one of this country's earliest motorcycle manufacturers. Called the 'Autocyclette', the first Quadrant was little more than one of the firm's bicycles with a proprietary Minerva engine attached to the front down-tube. For 1903 the design was revised, the engine, now Quadrant's own, moving to the conventional 'Werner' position within a new loop frame.

Early in 1907 the Lloyds split with fellow board member Tom Silver, Walter going his own way to manufacture the LMC while Silver retained the rights to the Quadrant name and designs. After a relatively brief sojourn in Coventry, the firm returned to Birmingham in 1911. A 1,129cc v-twin was added to the range for 1913 but did not last long, the mainstay of Quadrant's production at this time being a 600cc single. Post-WWI, large-capacity singles of 654cc and 780cc continued to be a fixture of the range, to which was added a 490cc model in 1924. An overhead-valve, twin-port version of the latter was new for 1927, but by now Quadrant was in terminal decline and production ceased in 1928.

An older restoration, this handsome Quadrant forecar is powered by two single-cylinder air-cooled four-stroke engines with automatic inlet valves and side exhaust valves. The total engine capacity is recorded on the V5 as 902cc, yet one reputable source states that both of this model's engines were of 250cc, with one alone used for solo work and the two together when a passenger was carried.

The Quadrant was purchased by the National Motorcycle Museum from the late Brian Verrall in January 2000 and was previously registered as 'AD 824' (a Gloucestershire mark). Verrall's bill of sale is on file and the machine also comes with an old-style V5 registration document and an HPI check sheet. Gloucestershire County Council records show that 'AD 824' was first registered on 4th January 1907 to one Cuthbert Rayner Booth (brass manufacturer) of The Tudor House, Mickleton. Three further owners are listed: Tom Edward Parry of Powick, Worcester (April 1907); Francis Hugh Douglas of Malvern, Worcestershire (April 1908); and R W Dimery of Kingsthorpe, Hereford (June 1909).

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

€21,000 - 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.

726

Offered from the National Motorcycle Museum Collection

1905 REX 8HP TRICAR

Registration no. EL 3480

Frame no. 10221

Engine no. A52

- Early tricar from one of Britain's premier makes
- Acquired by the NMM in 2001
- An older restoration



"In 1903 a motorcycle-based tricar was made, becoming more car-like in 1904 when it was called the Rexette. This had a seat for the driver instead of a saddle, a water-cooled single-cylinder engine and a 2-speed gearbox. In 1905 it became even more car-like, with a steering wheel and brakes on all three wheels." – The Beaulieu Encyclopedia of the Automobile, Volume 3.

An innovative marque from the time of its inception in 1899 as a motor manufacturer, Rex demonstrated its first motorcycle in 1900 while continuing to make automobiles and tricars. The Coventry-based firm was soon active in all types of motorcycle competition, including the inaugural 1907 Isle of Man TT where Billy Heaton's sprung-fork Rex finished 2nd in the twin-cylinder class. Prior to that Rex had exploited the valuable publicity that accrued from the popular long-distance events of the day, in particular the famous Lands End to John O'Groats journey between the most southerly and northerly parts of mainland Britain. Brothers Billy and Harold Williamson were in charge of Rex at this time, as managing and sales directors respectively, and it was the latter who in 1904 established a new record for this 880-mile marathon, which in those days involved travel over rough, un-surfaced and often treacherous roads. Riding a 3¼hp (approximately 380cc) Rex, Williamson took 48 hours 36 minutes, which included lengthy stops to repair punctures, beating the existing mark by 2½ hours.

Rex continued manufacturing its own power units until the early 1920s, after which proprietary engines became the norm. By this time neighbours Coventry Acme had been taken over and in the next few years the ranges were rationalised, the 'Rex-Acme' name being adopted in 1921. In 1923 the firm signed rising star Walter Handley, a move that would set Rex-Acme on the road to racing success in Grands Prix and at the Isle of Man TT. With some justification the firm incorporated the 'Three Legs of Man' into its tank badge. Handley's 1927 Senior win was to prove Rex-Acme's swansong TT victory, for despite all its racetrack successes the firm became a casualty of the Depression, and although there was a brief revival was gone for good by 1933.

Dating from the firm's Edwardian heyday, this 1905 Rexette Tricar is powered by a water-cooled v-twin engine and features Lucas 'King of the Road' lighting. An older restoration, the vehicle was acquired by the NMM in January 2001 and is offered with 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.

£15,000 - 20,000

€17,000 - 23,000

FURTHER PROPERTIES

727

1900 MIGNONETTE-LUAP 2¼HP VOITURETTE

Registration no. BS 8713

Frame no. to be advised

Engine no. to be advised

- *Ultra-rare French make*
- *De Dion-Bouton engine*
- *Present ownership since circa 2011*
- *Restored condition*
- *Successful London-Brighton VCR finisher*



A short-lived make from a time when motor manufacturers came and went with bewildering rapidity, the Mignonette-Luap was produced in Bordeaux, France by Jiel-Laval et Cie from 1897-1900. Understandably, given the fact that it lasted for barely four years, the company's entry in The Beaulieu Encyclopedia of the Automobile is necessarily short: "This car has no known connection with the Mignonette from Neuilly, though it was also a light voiturette powered by a rear-mounted De Dion-Bouton engine, in this case of 2¼hp. In the event of engine failure, the car was provided with pedals, and it was said to be sufficiently light to be pedalled to the nearest garage. It had tiller steering."

The choice of engine was an obvious one: engineer Georges Bouton's power units developed significantly greater output than their contemporaries from Daimler and Benz yet matched them for reliability. Small wonder then that De Dion-Bouton engines were adopted by many other manufacturers of tricycles, quadricycles, and light cars, both in Europe and the United States, influenced no doubt by the success of the firm's flying tricycles in such events as the Paris-Bordeaux and other endurance races.

This ultra-rare Veteran was found in France by enthusiast Stephen Langton in the early 1980s and then partially restored by John Wandless before being completed by the present owner after he acquired it circa 2011. Photographs on file show the Mignonette-Luap prior to restoration. Since then, the car has been entered in the London-Brighton Veteran Car Run on three occasions and has completed them all, although it is not entered this year.

Dated by the Veteran Car Club as manufactured in 1900, the Mignonette-Luap features a Boxier two-speed gearbox; water-cooled Brassard cylinder head; trembler coil ignition; and an Amal motorcycle carburettor, the latter being a later modification. As well as the London-Brighton VCR, this delightful French rarity is eligible for De Dion Club events and would surely be a welcome entry in the VCC's Creepy Crawly Run and Festival of Slowth. Freshly MoT'd for the sale, the car comes with a VCC dating certificate, a V5C Registration Certificate, and a purpose-built trailer.

£45,000 - 55,000

€52,000 - 64,000

728

C.1923 WARRICK MOTOR CARRIER

Registration no. LW 8899 (see text)

Frame no. 1299

Engine no. 4 57

- Rare commercial motorised tricycle
- On museum display for many years
- Offered for re-commissioning/restoration



The Warrick Motor Carrier was built by the John Warrick Cycle Company of Reading, Berkshire. Apprenticed to a gunsmith, John Warrick became a successful gun-maker himself before acquiring an agency for T W Pitt's Monarch Carrier, a tradesman's box tricycle. By 1910 Warrick's business was devoted exclusively to the manufacture of trade bicycles and tricycles. When the motorised Auto-Carrier came on the market in 1907, Warrick had no option but to respond to the obvious threat. His first move was to purchase an Auto-Carrier and have it disassembled...

The three-wheeled Warrick Motor Carrier delivery van closely followed the design adopted by Auto-Carriers Ltd (later AC Cars) but with detail differences to avoid patent infringement. Like the AC, the Warrick employed a rear-mounted engine (located beneath the driver's seat), a two-speed epicyclic gearbox, chain final drive, and tiller steering. Numerous improvements were made to the design over the next two decades, including better location for the rear wheel; a switch from wood to pressed steel for the chassis frame; and the options of front wheel brakes and a reverse gear. Production ceased in the mid-1920s, though a few were assembled from stocks of existing parts, the last in 1931.

This particular Motor Carrier is painted in the green and black livery of the London-based department store Debenhams, who used these Warrick vans in the 1920s. In September 1998, 'LW 8899' was sold at Brooks' auction at the National Motor Museum, Beaulieu (Lot 672). The catalogue description stated that "We are informed that this Warrick has an air-cooled 723cc single-cylinder engine and the desirable convenience of a reverse gear," continuing: "the lengthy period spent in museum storage means that the car will require careful re-commissioning prior to serious use". Unfortunately, the museum in question was not identified, but more recently it has been suggested that it was in the Isle of Man.

It is understood that the purchaser at the Brooks sale was Debenhams, whose recent closure has resulted in the Motor Carrier being offered for sale today. We are further advised that 'LW 8899' was displayed in the Debenhams store in Guildford for many years. As in 1998, the vehicle will require careful re-commissioning, or possibly more extensive restoration, before further use. It is known that the two cooling fans are missing; accordingly, prospective purchasers must satisfy themselves with regard to this vehicle's originality, completeness and correctness prior to bidding. There are no documents with this Lot. The vehicle registration number has since lapsed from the HPI/DVLA database. Accordingly prospective bidders must satisfy themselves as to the VRN validity prior to bidding.

£14,000 - 18,000
£16,000 - 21,000

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729
1913 ARIEL 3½HP SPORTS
Registration no. ES 1211
Frame no. 1847
Engine no. 6884

A firm with its roots in the cycle industry, Ariel exhibited its first powered two-wheeler in 1901, employing a 211cc, 1½hp Minerva engine. Ariel's own 2¼hp power unit followed in 1903, but the Birmingham firm continued to rely mainly on proprietary engines. Ariel's first v-twin (powered by a 6hp JAP) was built in 1905 to contest the International Auto Cycle Cup Race on the Isle of Man, and a production version was made available for the following season. In 1909 a radical shake-up saw the existing range replaced for the following season by new models powered by White & Poppe's 3½hp (500cc), single cylinder, sidevalve engine. The latter was remarkable for the distance between the valves - 4½" - but despite this peculiarity proved immensely successful, remaining a fixture of the range well into the 1920s, by which time Ariel had taken over its production themselves. This early W&P-powered Ariel was purchased at the Beaulieu Autojumble in 2014 as a part-restored project and subsequently completed, which included having the Sturmeier Archer three-speed hub gear overhauled by K Heliwell. The Ariel has taken part in the Pioneer Run every year since completion and is offered with a Pioneer Certificate and a V5C registration document.

£15,500 - 17,500
€18,000 - 20,000



730
1914 J.H. 2½HP
Registration no. SV 6901
Frame no. 1002
Engine no. A4078

One of the shortest-lived and most obscure of British motorcycle manufacturers, J.H. was named after its founder, James Howarth, who set up shop in the Mumps district of Oldham in October 1914, shortly after the outbreak of the First World War. Like many similar small-scale manufacturers, Howarth used the readily available Villiers engines, offering an entry-level 269cc two-stroke with direct belt drive, and a 349cc four stroke equipped with a two-speed gear and chain-cum-belt transmission. Larger models powered by JAP and MAG engines were added to the range before J.H. bowed out in 1916 after only two years in existence. The date of first registration recorded in this machine's accompanying old-style V5 logbook is 19th February 1921, this being shortly after the introduction of the Roads Act of 1920, which required local councils to register all vehicles at the time of licensing and to allocate a separate number to each. (Many vehicles, although in existence for several years in some cases, were only registered for the first time after the Act's passing). Roy Bacon's dating letter on file confirms the J.H.'s manufacturing date of 1914. Described by the private vendor as in very good condition throughout, the machine last ran two years ago and will require re-commissioning before returning to the road. A quantity of tax discs (2004-2014), a V5C document, and a history file come with it.

£6,000 - 8,000
€7,000 - 9,300



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.

731

1916 LEVIS 2½HP MODEL E

Registration no. T 5343

Frame no. 4354

Engine no. 1716B

- Believed West Country ownership from new
- Present ownership since 1966
- Stored since acquisition
- Apparently original and un-restored



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, known as the 'Baby', around 1912. Soon renamed 'Popular', the model was a huge success for the Birmingham marque, remaining in production until 1926. From five models in 1915, the range had shrunk to just two in 1916: the Popular and the 'E', the latter powered by a 293cc two-stroke single rated at 2½hp. The 'E' was last catalogued in 1918.

The date of first registration recorded in this machine's accompanying old-style green logbook is 24th January 1921, this being shortly after the introduction of the Roads Act of 1920, which required local councils to register all vehicles at the time of licensing and to allocate a separate number to each. (Many vehicles, although in existence for several years in some cases, were only registered for the first time after the Act's passing). In actual fact, 'T 5343' had been first registered on 18th July 1916 to Jack Eddy, The Garage, St Thomas, Exeter (see correspondence from Devon County Council of file).

The aforementioned document lists three more owners up to 1919, all in the West Country. There is then a gap in the documented history, which is taken up by the aforementioned logbook issued to the lady vendor's late husband in 1966 (for a time the Levis was registered to his company, Tower Cycles of Newton Abbot). The machine has been stored since its acquisition some 55 years ago.

Carrying a tax disc that expired on 31st December 1923, this remarkable Levis lightweight is covered in a thin layer of preservative grease and is believed original and un-restored. Noteworthy features include a Senspray carburettor; EIC magneto; Leckie saddle; Lucas rear lamp; and Lucas 'King of the Road' headlamp and horn. Accompanying paperwork includes an old-style V5C; an expired MoT (1979); and the aforementioned documentation. A wonderful opportunity to acquire one of the earliest Levis motorcycles ever offered for sale on the open market.
£4,000 - 6,000
€4,700 - 7,000

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.



732

Property of a deceased's estate

1914 OK JUNIOR 292CC LIGHTWEIGHT PROJECT

Registration no. B 8163

Frame no. 2275

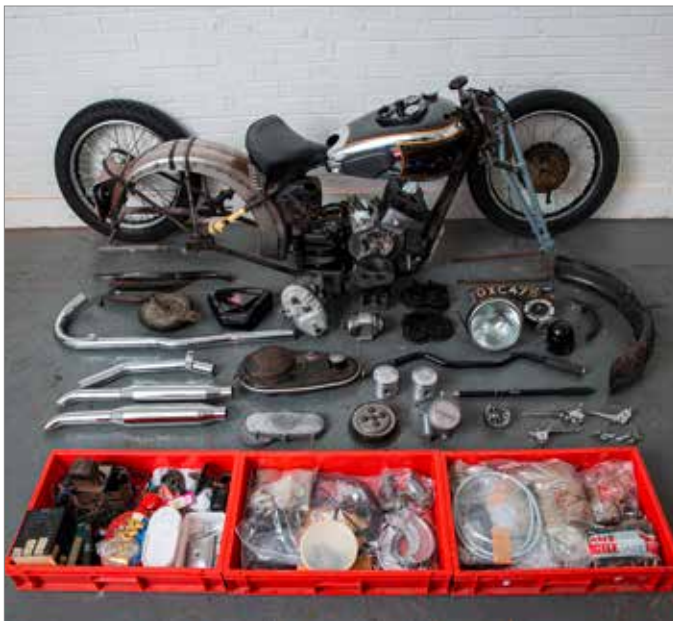
Engine no. 10455

This OK Junior belonged to the lady vendor's late father for almost 50 years. The accompanying old-style logbook (issued 1950) records the date of original registration as 22nd January 1921, this being shortly after the introduction of the Roads Act of 1920, which required local councils to register all vehicles at the time of licensing and to allocate a separate number to each. (Many vehicles, although in existence for several years in some cases, were only registered for the first time after the Act's passing). The accompanying Pioneer Certificate records the engine number as 'A1116', while the aforementioned logbook shows that it was replaced with the current unit ('10455') in 1953 while the OK was owned by one Ernest Collin. Additional paperwork consists of old/current V5/V5C documents. The machine is offered as a dismantled restoration project and sold strictly as viewed, its completeness or otherwise being unknown (close inspection advised).

£1,500 - 2,400

€1,700 - 2,800

No Reserve



733

Property of a deceased's estate

1937 MATCHLESS 982CC MODEL X PROJECT

Registration no. DXC 475

Frame no. 615

Engine no. 37/X 5103

Founded by the Collier family in Plumstead, South London, Matchless built its first motorcycle in 1902. Matchless offered v-twin sidecar tugs from its earliest days and from 1914 concentrating exclusively on this type of machine. Production of these MAG-engined models resumed after WWI and continued into the 1920s despite the presence of a more modern Matchless-engined rival in the range. Designated 'X/2' on its launch in 1925, this 982cc sidevalve v-twin would remain in production until the outbreak of WW2, its engine being supplied to Brough Superior for use in the SS80 from 1935 onwards. While lesser models came and went, the stately Model X remained a fixture of the range, progressively updated, until 1940. The most significant upgrades along the way were introduced for 1937 when the Model X adopted a shorter frame, restyled fuel tank, and front-mounted magneto. Offered as a dismantled, part-restored project, this Model X belonged to the lady vendor's late father for almost 50 years; sadly, he passed away before he could complete its restoration, which has been professionally undertaken to a high standard. We are advised the engine and gearbox have been rebuilt; and the fuel tank, toolbox, wheels, speedometer, exhaust silences/pipes and handlebars are restored. Accompanying paperwork consists of old/current V5/V5C documents. Prospective purchasers should satisfy themselves with regard to this Lot's completeness or otherwise prior to bidding.

£18,000 - 24,000

€21,000 - 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.

734

**1922 LABINAL MICROMOTEUR
AND GRIFFON GENTLEMAN'S BICYCLE**

Registration no. not registered

Frame no. to be advised

Engine no. 4375A

An auxiliary 'clip-on' engine designed for attachment to a bicycle, the Labinal Micromoteur was manufactured in France during the 1920s and may be thought of as the ancestor of the post-war VéloSoleX. Produced with capacities up to 50cc, the Labinal engine was mounted in front of the bicycle's steering head and drove the front wheel via a roller. The example offered here is attached to a Griffon gentleman's bicycle believed to date from circa 1919. The machine was purchased from France by the present owner approximately 10 years ago and has been restored throughout. It was test-ridden post-restoration around 8-9 years ago but has not been used since. Noteworthy features include a Salmson magneto; Cozette carburettor; and an out-of-period Sturmey Archer three-speed coaster hub. There are no documents with this Lot.

£2,800 - 4,000

€3,300 - 4,700



735

1925 BSA 349CC MODEL L SIDEVALVE PROJECT

Registration no. EL 1379

Frame no. 2515

Engine no. F2390

Introduced for 1923, the Model L, as it would come to be known, is noteworthy as BSA's first production motorcycle to have overhead valves. Inspired by the 1.1-litre Hotchkiss v-twin that powered the BSA-Daimler light car, the new engine displaced 349cc. Complementing this new OHV sports model was an otherwise similar sidevalve Model L sharing essentially the same cycle parts. "To the sporting solo rider who asks for a 'go anywhere' mount, its records in the Scottish Six Days' Trial and the International Trials in Sweden in 1923 stand as recommendation," stated Pitman's Book of the BSA, reviewing the Model L in its sidevalve incarnation. This incomplete Model L 'barn find' was first registered on 25th March 1925 and comes with an old-style logbook issued in 1963 recording the owner at that time as a Mr A F Evans of Littlehempston, Devon. The lady vendor's late husband acquired the BSA in 2009 from a Mr Leach of Exeter. The machine appears to have resided in the West Country for its entire life and is believed to have been stored for some considerable time. It was acquired as a restoration project, but other commitments and the owner's failing health meant that the rebuild was never started. Accompanying documentation includes two old-style V5Cs and the aforementioned logbook.

£2,500 - 3,500

€2,900 - 4,100



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

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736

1926 AJS 498CC MODEL G8 'BIG PORT' PROJECT

Registration no. YB 4641

Frame no. 86150

Engine no. 86150

After victory in the 1920 Junior TT, and in the Junior and Senior events the following year, the new overhead-valve AJS made its production debut in November 1922. Originally built only as a '350' - latterly known as the 'Big Port' - the ohv AJS became available as a '500' for the first time in 1926. Coded 'G8', the new 3½hp model followed the lines of its successful smaller sibling. The engine combined the latter's 90mm stroke with an 84mm bore, distinguishing itself in the 1926 Isle of Man Senior TT when AJS works rider Jimmy Simpson became the first man to lap at over 70mph. First registered on 4th January 1926, this early example of the rarer, '500' Big Port comes with a continuation buff logbook stamped by Somerset County Council from 1946 onwards. The vendor's father purchased 'YB 4641' at a York auction in August 1947, it is believed for £40. Brought back from the auction and stored in a coach house, the machine has not been touched since then (the engine turns over). It appears to be very original and almost complete, the most obvious omission being the oil pump, while the magneto was found on a nearby shelf and is included in the sale. An exciting project for the 'Vintagent', the machine comes with a current V5C document and is sold strictly as viewed.

£4,000 - 5,000

€4,700 - 5,800



737

1925 HUMBER 348CC SIDEVALVE

Registration no. DN 5664

Frame no. 6500

Engine no. 6534

A new addition to the Humber range for 1923 was a 2¾hp lightweight sports model powered by a single-cylinder sidevalve engine of 75x79mm bore/stroke displacing 348cc. Refined and speedy, the newcomer would form the basis of Humber's future motorcycle range, spawning overhead-valve and, later, overhead-camshaft derivatives. Produced in touring and sports versions, the 2¾hp sidevalve Humber remained in the range until motorcycle production ceased at the end of 1930. This 350 Humber comes with a buff logbook from 1947 recording the owner at that time as Alfred Hunter of Ferryhill, with a County Durham CC stamp. The next owner (in 1965) is William Pollitt of Northallerton, North Yorkshire. There is no further history until the vendor's father purchased the Humber at a local auction in July 1993. It is assumed that the machine had already been restored when acquired. 'DN 5664' is believed not to have been used on the road by the vendor's father but was started regularly and ridden around the grounds of his home. Looking complete and apparently restored to a good standard, the machine should require relatively little by way of re-commissioning (the engine turns over) before being ready for the next owner to enjoy. Accompanying documentation consist of an old V5; the aforementioned buff logbook; and a letter from the Humber Register. A new V5C Registration Certificate has been applied for.

£4,000 - 5,000

€4,700 - 5,800



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738 *

C.1928 REX-ACME 350CC TT SPORTS

Registration no. not registered

Frame no. 40322

Engine no. CP 378

- *Vintage-era sports roadster from one of Britain's premier makes*
- *Blackburne OHV engine*
- *Restored to concours condition in 2020*



An innovative marque from the time of its inception in 1899 as a motor manufacturer, Rex demonstrated its first motorcycle in 1900 while continuing to make automobiles and tricars. The Coventry-based firm was soon active in all types of motorcycle competition, including the inaugural 1907 Isle of Man TT where Billy Heaton's sprung-fork Rex finished 2nd in the twin-cylinder class. Prior to that Rex had exploited the valuable publicity that accrued from the popular long-distance events of the day, in particular the famous Land's End to John O'Groats journey between the most southerly and northerly parts of mainland Britain. Brothers Billy and Harold Williamson were in charge of Rex at this time, as managing and sales directors respectively, and it was the latter who in 1904 established a new record for this 880-mile marathon, which in those days involved travel over rough, un-surfaced and often treacherous roads. Riding a 3¼hp (approximately 380cc) Rex, Williamson took 48 hours 36 minutes, which included lengthy stops to repair punctures, beating the existing mark by 2½ hours.

Rex continued manufacturing its own power units until the early 1920s, after which proprietary engines became the norm. By this time neighbours Coventry Acme had been taken over and in the next few years the ranges were rationalised, the 'Rex-Acme' name being adopted in 1921. In 1923 the firm signed rising star Walter Handley, a move that would set Rex-Acme on the road to racing success in Grands Prix and at the Isle of Man TT.

With some justification the firm incorporated the 'Three Legs of Man' into its tank badge. Handley's 1927 Senior win was to prove Rex-Acme's swansong TT victory, for despite all its racetrack successes the firm became a casualty of the Depression, and although there was a brief revival was gone for good by 1933.

This Blackburne-engined Rex-Acme TT Sports was completely restored in 2020 by the current vendor. The machine had had various owners prior to purchase and was largely complete and in sound condition when found. Works undertaken included rebuilding the engine, gearbox and running gear, and nickel plating the brightwork; the result being a machine worthy of exhibition at any Concours d'Élégance. We are advised by the vendor that the Rex starts readily and is a delight to ride; indeed, he last rode it in May of this year. A full photographic record of the restoration, including 'before' and 'after' images, is offered with machine.

£12,000 - 16,000

€14,000 - 19,000

No Reserve

This Lot is subject to VAT on imported items at 5% on Hammer Price and Buyer's Premium, payable by the Buyer. This lot is subject to a fee of £125 + VAT payable by the Buyer, to undertake the relevant NOVA and C88 (Customs) clearance applications. Please see the Conditions of Sale for further information.

739

The property of Ewan Cameron

BROUGH SUPERIOR SS100 1,000CC SUPERCHARGED SPECIAL RE-CREATION

Registration no. not registered

Frame no. (see text)

Engine no. JTOS/O 62502/S

- Built as an homage to Noel Pope's Brooklands solo lap record-holding Brough
- Correct extended frame
- Centric supercharger
- JAP 8/80 Racing engine from 1938
- Sturmey Archer Super Heavy Weight gearbox



This amazing machine has been built by master craftsman and engineer Ewan Cameron, whose objective was to recreate Noel Pope's Brough Superior that set the outright motorcycle lap record of 124.51mph at Brooklands 82 years ago this very same sale weekend. Incorporating many original Brough parts, this stunning machine is a formidable re-creation: running on 105-octane fuel and lubricated by Castrol R, it delivers the same power, noise and smell as the original did 80 years ago.

Brough Superior devotee Ewan Cameron will be familiar to many enthusiasts as proprietor of JAP specialists, Cameron Engineering. Ewan's Brough Superior obsession began when his father Tim Cameron sat him on the fuel tank of his 1926 Brough Superior SS100 racer: "My very earliest childhood memory is us shooting off up the road at high speed, with noise and smells that have guided my life ever since." The Brough was sold but R H Clark's book *The Rolls-Royce of Motorcycles* remained on the bookshelf, and Ewan kept returning to the section recounting how Noel Pope, riding a supercharged Brough Superior, set the solo motorcycle lap record at Brooklands on 4th July 1939 at an average speed of 124.51mph, a mark that would stand for all time. His dream was developing.

In 1987, aged 17, he bought the very first parts for the project: the Brooklands Can silencers. Over the years other period-correct parts were found and fully rebuilt. These included a rare Sturmey Archer 3 speed super heavy weight racing gearbox (originally fitted to another 1928 SS100); Castle forks (repaired and re-tubed by Jake Robbins); and a 1,000cc JAP 8/80 v-twin racing engine that was once fitted to the Trimax Formula 2 racing car built by Spike Rhiando.

This 1938 engine is an early version of the ultimate racing JAP, complete with correct early-specification rocker boxes; rebuilt, pressed-up crankshaft; racing con-rods and pistons; BTH magnetos; and a total-loss Pilgrim oil pump. Running on 105-octane race fuel and lubricated by Castrol R oil, the engine is fed by a pre-war Centric 260 vane-type supercharger, taken from the Farley-JAP Shelsley special racing car.

The fuel tank is from a 1924/1925 Brough Superior SS80, and all other cycle parts period correct, the rear hub, foot brake and throttle being original Brough. In 2010 a chance conversation brought the remains of an SS100 to Ewan's attention. He was there the next day, pulling out the rusty components from the bottom of the owner's garden. A deal was done and Ewan then proceeded to rebuild the Brough in its current 'Pope Brooklands' form using a new-old-stock headstock obtained from Brough Superior's then owner, Alec Card. Ewan tells us that the completed machine is mechanically perfect, running beautifully, and has been ridden to the pub!

The Brough and its new owner are invited to this year's inaugural Kilometre Lance Speedrace in September, which is an event additional to the famous Bernina Gran Turismo in St Moritz. Thousands of hours brought one of the most iconic racing bikes back to life that has ever existed.

NB: Although its headstock is stamped '963S', this motorcycle should not be confused with the 1928 Brough Superior SS100 '963', which is recognised by the Brough Club and resides in Argentina.

£120,000 - 170,000

€140,000 - 200,000

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740

The property of Ewan Cameron

C.1931/1932 EXCELSIOR-JAP 500CC RACING MOTORCYCLE

Registration no. ED 9064

Frame no. XTT20 and TT1 (see text)

Engine no. JORY/H 17953/*

- Works main frame, forks and fuel tank
- Restored by Ewan Cameron
- Of potential historical significance



The potentially historically significant machine offered here has been restored by Ewan Cameron of Cameron Engineering, its basis being a works main frame, forks, and fuel tank (the engine is not original to the frame). The Excelsior had been grass-tracked in the West Country and fitted with swinging-arm rear suspension, necessitating the construction of a new rear frame.

It is likely that this machine played a part in the Excelsior factory racing and development programme, as it comes from the period when rapid changes were being made by the factory's design department to improve handling. To give a brief insight into the frame number: a series of frames was manufactured with the prefix 'TT' preceding the number. Some were destined to be fitted to Tourist Trophy models (TT Replicas) and some also identified 'TT' were similarly stamped for sports models sold to amateur club riders. The additional 'TT1' stamping may have been made for internal identification, or when a set of frame components or lugs was marked for identification in the tool room. Alternatively, it might be for carnet purposes.

This was a time of flux at the Excelsior factory, with journalists stating the works were running standard B14 bikes at the 1932 Isle of Man TT. Occasionally, extra letters (an 'X' in this case) added to a machine's

identification by Excelsior denoted out-of-specification experimental modifications made for test purposes, or possibly an experimental racing machine. Unfortunately, it is impossible to determine who may have raced this motorcycle; whether it was ridden by Dodson, Crabtree or another works rider in this period is not known.

The layout and features of this Excelsior are typical of bikes run by the works and it may have been involved in the successes achieved by the Excelsior Motor Company in the years following their first Isle of Man TT victory in 1929. It is well documented that Excelsior's JAP-powered racing machines were very successful, competing on the road circuits of Europe and record breaking at Brooklands. Indeed, the development of the company's JAP-engined racing machines ultimately led to the firm's second TT win with the more technically advanced Mechanical Marvel in 1933. The machine offered is potentially significant, being quite rare in terms of surviving racing Excelsior motorcycles and therefore worthy of careful inspection. Offered with a V5C Registration Certificate.

£15,000 - 20,000

€17,000 - 23,000

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741

The property of Ewan Cameron

C.1953 PHOENIX-JAP 497CC RACING MOTORCYCLE

Registration no. not registered

Frame no. TT53

Engine no. JORZ/H/75745/1

- Built by Ernie Barrett in the early 1950s
- Ultra-rare JAP racing engine
- Restored and modified by Ewan Cameron



"Keen observers came across an unusual machine entered for the Oliver's Mount road race meeting at Scarborough in September when amongst the 500s was an experimental 500cc single cylinder racing JAP engine mounted in the frame of a 'featherbed' Norton. Of 80x99mm dimensions, giving a cubic capacity of 497cc, it had a light alloy cylinder head, an Alfin cylinder barrel and dry sump lubrication. The rider was E. A. Barrett, of South Tottenham." – Jef Clew, JAP – The End of an Era.

The machine offered here is one of a small series of racing motorcycles built in the early 1950s by established Isle of Man TT and short-circuit competitor, E A 'Ernie' Barrett. Ernie lived in Tottenham, North London, not far from the J A Prestwich factory, so the choice of JAP engines for his Phoenix racers was a logical one. Barrett used a frame of his own design and built machines for the 250, 350, and 500cc categories. It is not known how many were produced, but Ernie successfully rode a 250cc version to 12th place in the 1953 Isle of Man Lightweight TT. He also contested the Junior and Senior TTs in 1953 riding Phoenix-JAP machines but failed to finish in either race. Barrett's 500 Phoenix is believed to be the last single-cylinder JAP-engined machine to race in period at the IoM TT. As well as Jeff Clew's book, the Barrett Phoenix is also featured in Motor Cycling magazine's editions of 25th September 1952 and 2nd April 1953; in Excelsior and its Racing Rivals by Paul Ingham; and in the Keig Collection Volume 5.

Driving via an AMC gearbox, the engine is inclined forwards in the Featherbed-style chassis, which features an Earles-Type leading-link front fork and swinging-arm rear suspension. The engine number decodes as a 497cc overhead-valve racing unit with dry sump lubrication, dating from 1951. JAP's model year began on 1st September of the preceding year and ended on 31st August, so this engine was built between 1st September 1950 and 31st August 1951. Although not original to the frame, but of the correct type, this engine is of some historical importance: it is stamped 'S.MOSS' to the drive-side crankcase, indicating that it had been supplied to or used by the late Sir Stirling Moss, most likely in a Formula 3 Cooper.

Only some five or six of these engines are known to survive worldwide, and Ewan Cameron purchased this one around 25-30 years ago from sprinting legend, Ernie Woods. The frame and the Earles-type front fork came from Sid King, while the engine was only installed five years ago. Ewan restored the Phoenix-JAP himself, making the tank and seat and carrying out other modifications, which included inclining the engine in the frame (the original swinging arm, clutch and Albion gearbox are included in the sale). The project took some ten years to complete and was finished around 18 months ago.

£10,000 - 15,000

€12,000 - 17,000

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742^N

Property of a deceased's estate

1930 SCOTT 596CC FLYING SQUIRREL DE LUXE

Registration no. 8063 MN (Isle of Man see text)

Frame no. 37

Engine no. FY3521A

- The 1930 Olympia Show machine
- Long term enthusiast ownership from 1966 – 2020
- 1931 model but eligible for the Banbury Run and other vintage events
- An eye catching and rare Scott



Scotts have always been different from more mainstream motorcycles in much the same way as Bugattis in the world of vintage cars – indeed the Scott/Bugatti comparison is one that has been made many times before. From the very beginning in 1908 Scotts have attracted a following bordering on the fanatical. It was at the 1931 Manx Grand Prix that the well-known racer Noel Mavrogordato was advised that he could win quite easily if he rode a Norton. His response was that he knew this, but he would rather lose on a Scott.

The factory's 1931 sales brochure relates that the "new type Flying Squirrel Model for 1931" was developed from the previous year's Sprint Special model. The major change was the adoption of the Sprint's slightly lighter single downtube frame. There were two variants of the new Flyer: the more basic Tourer, and the more highly specified De Luxe which is the model offered here. Amongst the features of the De Luxe were Scott's own "kite" forks and an Enfield rear wheel with its cush-drive. Both new Flyers featured a new chrome plated petrol tank whose shape mimicked that of the ongoing TT Replica model.

A letter dated 23.6.99 from the late John Underhill, then registrar of the Scott Owners Club, is supplied with this machine in which he confirms that the frame and engine number are the original pairing, and that "It was despatched from the factory to Kitsons London on 5/11/30 and was in fact one of the 1930 show models."

The late owner acquired the Scott in January 1966 and used it as his daily transport for many years. Perhaps he already had a rebuild in mind, and this may have been the reason for consulting John Underhill, but John's letter with its detailed information certainly steered the direction of the restoration. We understand that the work, including an engine rebuild, was carried out about twenty years ago. Specialist tasks were farmed out, but there is no supporting paperwork. The tank work was by Terry Hall, and it was suitably decorated by Alan Templeton. We understand that the Pilgrim pump was modified to drip feed operation for more reliable engine lubrication. This is a known and respected modification. The machine is presently registered in the IOM (8063 MN) and was previously UK registered 'GK 2003'.

Sadly GK 2003 has lapsed from the DVLA/HPI databases, therefore UK purchasers will need to re-register the machine for use on UK roads. Documentation includes a Manx registration certificate, an older Manx buff logbook, and a VMCC extract from the works records. Following a period of inactivity recommissioning is recommended. Prospective bidders should satisfy themselves as to the motorcycle's completeness and mechanical condition.

£9,000 - 13,000
€10,000 - 15,000
No Reserve

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743^N

Property of a deceased's estate

1931 ARIEL 497CC MODEL 4F 'SQUARE FOUR'

Registration no. MN 7197 (Isle of Man see text)

Frame no. R780

Engine no. R692

- Delivered new to the Isle of Man
- Present ownership since 1973
- Offered for re-commissioning



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 with twin geared-together crankshafts and pistons phased at 180 degrees. The crankcase was split horizontally, unusually for a motorcycle engine of the period, while the vertical valves were operated by a single overhead camshaft. A supercharged example was raced at the Isle of Man TT in 1931 without success, which was hardly surprising as its makers had envisaged the model as more of a luxury tourer than an out-and-out sports machine.

Although launched as a '500', the Squariel was soon enlarged to 601cc with an eye on the important sidecar market, this bigger version being made available for the 1932 model year. In 1937 a total redesign saw it re-emerge as the Model 4G, with 995cc overhead-valve engine, making the Squariel an even more enticing prospect for sidecarists. 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.

First registered in the Isle of Man on 1st April 1931, this early Square Four comes with an old-style IoM continuation logbook (issued 1973) recording only one owner: Juan Andrew Clague of Port St Mary. Mr Clague had purchased the Ariel in 1973 and is believed to be only its second owner.

The machine was ridden regularly by Mr Clague prior to his ill health and was displayed on the VMCC's stand at the Stafford Show circa eight years ago. We are advised that the fuel tank was professionally refinished by Terry Hall circa 15 years ago. Offered for re-commissioning, this early Squariel comes with its latest IoM Vehicle Registration Certificate (issued 2009); an original owners guide; and a quantity of photocopied marque-related literature.

£16,000 - 22,000

€19,000 - 26,000

No Reserve

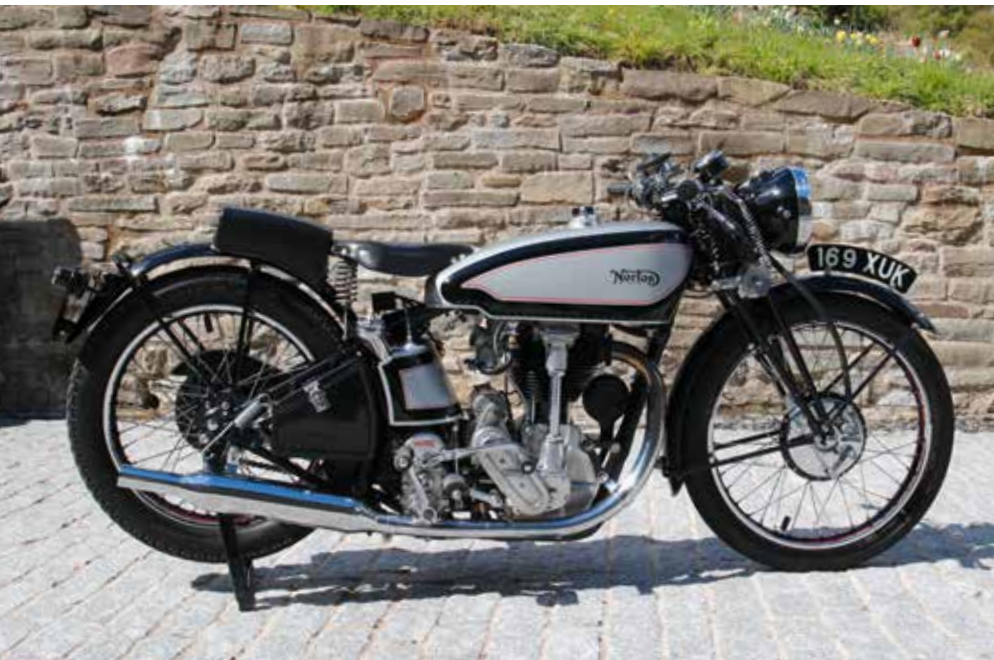
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744

1937 NORTON 490CC MODEL 30 INTERNATIONAL

Registration no. 169 XUK
Frame no. 80556 Forks No. 38754
Engine no. 76069

- *Impeccable example of Norton's sports model*
- *Rare fully matching numbers of engine, frame, gearbox, and forks.*
- *Engine, gearbox and clutch rebuilt by specialist Stuart Rogers*
- *Dating certificates from Norton Owners Club and Roy Bacon*
- *Comprehensive record of restoration work done*



The Arthur Carroll designed overhead camshaft 'International' was the cream of the Norton company's crop from its introduction in 1931, both as a very rapid sports model and its development as a racing machine. The factory team were almost unbeatable in the 500c class in international racing through the 30s, and a glance at any racing photograph from that era will show the close likeness to the road going version until rear suspension arrived on the factory racing machines in 1937. But that single cylinder engine remained a formidable upholder of the British racing reputation until development of supercharged BMW twins and Gilera fours could outpace them as the decade drew to a close and Europe entered into a conflict that stopped racing.

This outstanding period correct example of the breed was despatched from Birmingham in June 1937 to Keep Brothers of Capitol, South Africa and remained there until re-imported to the UK in April 2008. Purchased by the vendor in April 2011, it has been the subject of a complete restoration to concours standard, including an engine rebuild by the renowned Stuart Rogers and much other work by him, including an O-ring added to the kickstart shaft to prevent oil leaks that are a characteristic of the model of this period.

Comprehensive details of restoration work done and bills in support are part of the accompanying records, along with a copy of the South African registration and dating certificates from both the Norton Owners MCC and author the late Roy Bacon. Searching for and fitting correct period parts such as the Andre damper, an Altette horn and a Dunlop saddle have been part of the vendor's patient development of the motorcycle to its current very high standard.

The Norton wears a new silencer, and the original is part of the spares package that comes with the sale, as is the correct Amal TT carburettor while the Concentric type currently in place gives a more flexible performance. This is typical of the vendor's thorough approach that is reflected throughout the machine. It has covered only 500 miles since the work was finished and is ready to serve its new owner well as an exciting road machine, an impressive track day classic specimen or to simply grace a home where such quality and history is appreciated.

£22,000 - 25,000
€26,000 - 29,000

745

C.1947 NORTON 348CC 'MANX' COMPETITION SPECIAL

Registration no. not registered

Frame no. 10427

Engine no. B10M 11831

- *Built by the lady vendor's husband in the mid-1960s*
- *Winner of the National Sprint Association's 350cc class Hill Climb Championship trophy in 1968*
- *Offered from long-term storage*
- *Requires re-commissioning*



Dubbed 'Manx Grand Prix' in 1939, what would become the best-known racing motorcycle of all time had become simply 'Manx' when production resumed in 1946. 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 cylinder head like that enjoyed by the works bikes for many years, but the major development was the arrival of the Featherbed frame for 1951.

The works' adoption of the McCandless-designed duplex-loop swinging-arm chassis the previous year had given the Nortons a new lease of life in Grand Prix racing, and Geoff Duke duly took both the 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, among the most significant design changes being the adoption of 'square' bore and stroke dimensions for 1954 and coarser-pitch bevel teeth in 1957.

This handsome Norton competition 'special' was built in the mid-1960s for hill climbs and sprints by the lady vendor's husband, a regular competitor in such events in his native West Country and further afield. It consists of a Norton Model 18 rigid frame dating from June 1947 and a 350cc Manx engine from August of that year, the latter fitted with the later 'double knocker' cylinder head. Other noteworthy features include Morad 19" flanged alloy wheel rims; an Amal 10TT9 carburettor; and a Smiths 8,000rpm tachometer.

This motorcycle has obviously been built with great attention to detail and with speed in mind, the result being a most stylish British classic. It was ridden by its owner with some success too, winning the National Sprint Association's 350cc class Hill Climb Championship trophy in 1968 (see copy photographs on file). The machine will require re-commissioning after a period of storage and thus is sold strictly as viewed. There is no paperwork with this Lot.

£10,000 - 15,000
£12,000 - 17,000

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746

C.1952 NORTON 490CC 'INTERNATIONAL' COMPETITION SPECIAL (SEE TEXT)

Registration no. not registered

Frame no. G44367

Engine no. 86720

Norton first applied the name 'International' to its overhead-camshaft model in 1932. A 'racer for the road', the top-of-the-range Inter was based on the works machines but could be ordered with refinements such as lights and a kick-start-equipped gearbox. By the time production halted in 1939, the Inter was being built with a four-speed foot-change gearbox and plunger rear suspension, reappearing after the war in similar guise save for the adoption of the hydraulically-damped Roadholder front fork which replaced the pre-war girder. The model received Norton's race-developed Featherbed frame for 1953 together with an alloy cylinder barrel/head and the new 'laid down' gearbox. Expensive to make and challenged by cheaper parallel twins of comparable performance, the Inter ceased to be catalogued after 1955 but could still be obtained to special order until 1958. This handsome Norton was built in the 1970s as a competition 'special' by the lady vendor's husband, a successful sprint and hill climb competitor. It consists of a 'Garden Gate' plunger frame dating from 1952 and a 1960 International Model 30 engine. This motorcycle has obviously been built with great attention to detail and with speed in mind, the result being a most stylish British classic. The machine will require re-commissioning after a period of storage and thus is sold strictly as viewed. There is no paperwork with this Lot.

£6,000 - 8,000

€7,000 - 9,300



747

1937 NORTON 490CC MODEL 18

Registration no. GME 342

Frame no. 81501

Engine no. 79065

Newly introduced for 1923, Norton's Model 18 overhead-valve sports roadster retained its essentially Vintage characteristics until 1931 when the range was extensively redesigned, dry-sump lubrication and rear-mounted magneto being standardised, the most obvious external alteration in its appearance before then being the 'saddle' tank adopted for 1929. Numerous improvements were made to the engine throughout the 1930s, including enclosure of the valve gear, while Norton's own four-speed foot-change gearbox replaced the old Sturmey Archer in 1935. This Model 18 was acquired by the vendor from the original owner in 1988 and subsequently restored by Brian Kettle between November 1996 and August 1997. Used sparingly and always stored in a dry garage, 'GME 942' is presented in very good condition throughout and is a very useable 'older restoration' machine, having recently benefited from a magneto rewind. Last run in April 2021, the machine is offered with a most substantial history file (inspection recommended), the contents of which include a selection of photographs; instruction manuals; a dating letter; sundry bills; DVLA correspondence; and old/current V5/V5C documents. It also comes with an award for 'Pre-1945 Single - Runner Up', presented by Geoff Duke OBE at the VMCC's Norton Day in June 1998.

£7,000 - 10,000

€8,100 - 12,000



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748

1934 BSA 500CC MODEL J34-11

Registration no. 231 UXN

Frame no. B11-934

Engine no. none (see text)

- *Produced for only three years*
- *One of the rarest and most desirable of 1930s BSAs*
- *Fully restored by Robin James Engineering Services*



© The Classic MotorCycle / Gary Chapman

"As I knew I would, I loved it immediately – the sound, the comfort, the look, it's all perfect, making the half-litre BSA V-twin really one of the most delightful machines of the 1930s." – James Robinson, testing '231 UXN' for The Classic MotorCycle, March 2017.

During the 1930s BSA concentrated on producing an extensive and varied range of dependable, well-made and competitively priced motorcycles. The majority of these were singles but for the sidecar market BSA offered the Model G 985cc sidevalve v-twin and, for the more sportingly inclined rider, a smaller overhead-valve v-twin, the 499cc Model J. Somewhat surprisingly, given its complexity, the newcomer had originally been developed for the War Office. Predictably, it was rejected by the latter, which tended to favour sidevalve singles for military use, and appeared for the first time in civilian guise in the 1934 range as the J34-11. Typed J35-12 the following year, it was joined by a 750cc version, the Y13, before ceasing production at the end of 1936 as the J12. Although the '500' had gone, the 750cc v-twin continued until the end of the 1938 season. Produced for only three years, the handsome Model J is today one of the rarest and most highly sought after of all 1930s BSAs.

This beautiful four-speed example was completely restored between 2005 and 2016 as close to factory specification as possible, the work being carried out by the highly respected Robin James Engineering Services (see file). Unfortunately, the crankcases were damaged beyond repair and had to be replaced. As luck would have it, RJES already had a timing-side crankcase half from a 750cc Model Y in stock, while a new drive-side crankcase half was cast and machined in house (hence no engine number stamped). Unfortunately, the original cases are not available.

Shortly after the restoration's completion, '231 UXN' was tested for The Classic MotorCycle by the magazine's editor, James Robinson (March 2017 edition, copy available). The machine also comes with a V5C document and BSA OC and VMCC dating certificates.

£14,000 - 18,000
€16,000 - 21,000

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749

1954 VINCENT 998CC SERIES-C BLACK-SHADOW

Registration no. OYE 181
Frame no. RC12141B
Rear Frame no. RC12141B
Engine no. F10AB/1B/10241
Crankcase Mating no. D31V/D31V

- Matching frame and engine
- Present family ownership since the 1970s
- In storage and not used since the 1970s
- Offered for restoration



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

But above all else it was the v-twin's stupendous performance that captivated motorcyclists, whether they could afford one or not. The appeal of the Vincent, and the Black Shadow in particular, lay in its ability to out-perform just about every other vehicle on the road, and in the early post-war years there was nothing to compare with it. This was a time when the average family sedan was barely capable of reaching 70mph, and not until the advent of Jaguar's XK120 was there a production 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 vendor's uncle purchased this Black Shadow in the 1970s and placed it in storage (he already owned a Vincent Comet that he used for everyday transport, see Lot 750). Original and in un-restored condition throughout, the Shadow has not been ridden since the 1970s and has never been started while in the vendor's possession. Frame and engine numbers are matching, and the machine has not been modified.

The Vincent'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 documentation consists of a V5C Registration Certificate. Also included in the sale is a quantity of spares to include headlight units; Terry's valve springs; pistons; drive chain; instruction manuals; suspension units x2; exhaust pipes; and ignition coils.

£40,000 - 45,000
€47,000 - 52,000

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.

750

1953 VINCENT 499CC COMET

Registration no. RUA 388

Frame no. RC/1/11537/B

Rear Frame no. RC/1/11537/B

Engine no. F5AB/2A/9637

Crankcase Mating no. 38MM/38MM

- Matching frame and engine
- Present family ownership since the late 1960s
- Not ridden since the late 1970s
- Original throughout



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.

This matching numbers (frame and engine) Comet was manufactured in March 1953. The vendor acquired the machine from his uncle, a former technician at the Granada Television studios (now ITV) who rode it to and from work.

The Vincent would sometimes be used for shows or photo shoots, and 'RUA 388' comes with a photograph of model Ebbie Haggarty draped across it, taken outside the Granada studios. Back then, Ebbie was linked with George Best, and was pictured on the front page of the Daily Mirror on 13th January 1971 kissing Manchester United's star player (see press cutting on file).

Original and in un-restored condition throughout, the Comet has not been ridden since the late 1970s and has never been started while in the vendor's possession. Frame and engine numbers are matching, and the machine has not been modified. The Comet'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 documentation consists of a V5C Registration Certificate; an old-style logbook (issued 1964); and six expired MoTs from the 1970s. Also included in the sale are a headlight and rim; filters x2; Terry's valve springs; drive chain; battery; rider's handbook; and a rear-view mirror.

£12,000 - 16,000

€14,000 - 19,000

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751

1951 VINCENT 998CC SERIES-C BLACK-SHADOW

Registration no. LYY 132
Frame no. RC/8637/B (see text)
Rear Frame no. RC8637B
Engine no. F10AB/1B/6737
Crankcase Mating no. PP65/PP65

- *Present family ownership for 15 years*
- *Engine rebuilt by Maughan & Son*
- *Electronic ignition*



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

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

This Black Shadow has been in the vendor's family's possession for the last 15 years having been purchased in 2006 by his father. A lifelong Vincent enthusiast, the father was confident that his son (a qualified mechanical engineer) would ensure that if the bike needed anything repaired or manufactured this could easily be done. The vendor inherited the Vincent when his father passed away in October 2009. He soon realised that the engine needed attention, so Maughan & Son were entrusted with a full rebuild with no expense spared.

The Shadow has been lovingly cared for while in the vendor's family's ownership, the only departure from standard specification being the installation of electronic ignition making it easier to start (original magneto included). Accompanying paperwork includes a copy of the original works order signed in 1951 by Jack Surtees (John Surtees' father); a copy of the factory test rider's report; and a V5C registration document. It should be noted that the upper frame has been replaced and re-stamped with the original number.

£38,000 - 48,000
€58,000 - 70,000

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.

752

1947 VINCENT-HRD 998CC SERIES-B RAPIDE SERIES

Registration no. HDV 949
Frame no. R2242
Rear Frame no. R2016 (see text)
Engine no. F10AB/1/243
Crankcase Mating no. C43/C43

- Present family ownership since the late 1970s
- Original and un-restored
- Last used in 2011



When Vincent resumed production at the war's end it was with the all-new Series B. Its rear suspension aside, the pre-war 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 telescopics, but this apparent shortcoming would soon be addressed by the introduction of the famous 'Girdraulic' fork.

Introduced in 1946, the Vincent-HRD Rapide Series B was immediately the fastest production motorcycle on sale anywhere, with a top speed of 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.

This Series B Rapide was despatched new in September 1947 to J E Green & Co of Newton Abbot and registered in their name as 'HDV 949'. An early example, it has that model's characteristic Brampton girder forks; HRD-embossed timing cover with prominent cast-in oil ways; and imposing 8" Miller headlamp similar to that used on Series A Vincents. This machine also features the all-black brakes, confirming that it was built prior to the introduction of the spun-aluminium water excluding rings.

'HDV 949' has been in the same family's possession since the late 1970s and is presented in original and un-restored condition. We are advised by the vendor that the last work was carried out in 2008/2009 when the magneto was refurbished; the Amal carburettors overhauled; and a new clutch plate/springs and new throttle cable fitted. Last used in 2011, the Rapide has not been started recently but the engine has been turned over regularly. Accompanying documentation consists of original and continuation old-style buff logbooks; a current V5C Registration Certificate; and a VOC Dating Certificate. (It should be noted that the rear frame, although of the correct Series B type, is not original to this machine.)

£30,000 - 36,000
€35,000 - 42,000

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753

1967 VELOCETTE 499CC THRUXTON

Registration no. JOE 906E

Frame no. RS19208

Engine no. VMT 506

- *Motorcycle engineer owner*
- *Cylinder head overhauled and dynamo reconditioned recently*



"Prestige machine of the pushrod range was the Venom Thrupton 500. It incorporated all the accumulated experience gained in the years the Venom Clubman has been raced in long-distance events, plus the development of the 12 and 24-hour record breaker." – C E A 'Titch' Allen, The Velocette Saga.

Production race successes, notably in the Thrupton 500 Mile event prompted Veloce Ltd to adopt that name for their newly introduced top-of-the-range sports roadster in 1964. Based on the existing Venom, the Thrupton featured a tuned engine with revised big-valve cylinder head, Amal GP carburettor, clip-on handlebars, rear-set footrests and a twin-leading-shoe front brake as standard equipment. Although the Thrupton took its name from the eponymous Hampshire racing circuit, arguably its finest hour came in 1967 when Manxman Neil Kelly won the '500' class in the Isle of Man TT's Production race, newly introduced for that year.

Although much admired by the café racing fraternity, the Thrupton's necessarily high price limited its appeal to a select handful of wealthy connoisseurs. It is thought that as few as 1,100 were made by the factory (with a further 55-60 assembled from parts by main dealers) and today the Thrupton is one of the most sought after of post-war Velocettes.

Factory records show that this Thrupton was despatched from Hall Green on 28th February 1967, bound for the Colmore Depot dealership in Birmingham, and sold new to a Mr T A Needham. Formerly belonging to the noted Velocette collector, Ken Gardiner, the machine was purchased by the vendor from a deceased's estate in 2019. The current vendor is a renowned and highly capable motorcycle engineer, during whose ownership the frame has been powder coated, the cylinder head overhauled by KTT Services, and dynamo reconditioned (bills on file). The Velo was last ridden in 2012 but has been started recently and should require only minimal re-commissioning before returning to the road. Accompanying paperwork includes an old-style continuation logbook (1972), Thrupton Register dating letter, and old/current V5C documents.

£20,000 - 24,000

€23,000 - 28,000

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754

1954 AJS 349CC 7R RACING MOTORCYCLE

Registration no. not registered

Frame no. none visible

Engine no. ANDERSON AJS 1

- Purchased new by AJS works rider Rod Coleman for his brother Bob
- Acquired by previous owner Colin Grant in 1990 and used only for the annual Isle of Man TT Parade Lap
- Formerly part of the National Motorcycle Museum Collection



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.

Although a new design by Phil Walker, the 7R with its chain-driven overhead-camshaft was very reminiscent of the AJS 'cammy' singles of pre-war days. While - initially - not as powerful as the Velocette KTT and Junior Manx Norton, the 7R's robust and simple construction endeared it to the privateer responsible for his own maintenance. While the duplex loop frame and Teledraulic front fork remained essentially unchanged throughout production, the engine underwent almost continuous revision: the valve angle being progressively narrowed, the crankshaft made stronger and, in 1956, engine dimensions changed from the original long-stroke 74x81mm to the 'squarer' 75.5x78mm that permitted a higher rev limit. AMC's own gearbox replaced the previous Burman in 1958, while engine development continued almost to the end of production, by which time the 7R was putting out around 41bhp.

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 was 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 National Motorcycle Museum in June 2004 (receipt on file).

The current vendor purchased the AJS at Bonhams' Winter Motorcycle Sale in December 2020 when the NMM sold some of its reserve collection. He intended to keep the 7R on display in his new house; unfortunately, his wife had other ideas and so it is reluctantly offered for sale. 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
€19,000 - 23,000

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755

C.1933 RUDGE 500CC SPEEDWAY RACING MOTORCYCLE

Frame no. none

Engine no. D6

- Believed one of approximately 12 built
- Ultra-rare engine type
- Believed used by the Southampton Speedway Team
- Present ownership for more than 60 years



Dirt track (speedway) racing arrived in the UK in 1928 from Australia, the first make of motorcycle to achieve dominance on the cinders being Douglas. The latter was soon deposed and for a while it was the lighter and more compact Rudge that ruled the roost before the arrival of the ubiquitous 'Speedway JAP' set the pattern for the next 30 years. Equipped with the 1927 works-type engine, Rudge's first speedway prototype was assembled in June 1928 and the model entered production the following month. At first the frame was fitted with bracing struts to prevent flex, though these would soon be abandoned.

The speedway engine was redesigned for 1930 and new front forks adopted on the dirt-tracker, which continued to be highly successful; indeed, in 1931 Rudge's advertising was able to claim that the most successful speedway competitors rode Rudges. Production of the Rudge speedway model ceased in 1933, though they continued in use for a number of years, sometimes fitted with JAP engines.

Before then the factory had completed a small number ('Don't Trudge It, Rudge It', Bryan Reynolds says approximately 12) of what would have been the next production speedway iron. This new machine retained the existing cycle parts but featured an entirely new engine.

According to Reynolds: "The cylinder head retained the four semi-radial valves, but the bottom end was totally new. A very much lighter cylinder barrel was fitted, with fairly small fins. This was retained by six through-bolts, which screwed directly from the head into the crankcase. The flywheels had been reduced to 7in in diameter, and the engine had a compression ratio of 10 to 1, producing 40bhp at 6000 revs." Despite the machine having shown itself to be competitive, there was no money available to continue its development.

This ultra-rare Rudge is believed to be one of 10 built for the Southampton Speedway Team in the early 1930s. It has a braced, nickel-plated frame and is fitted with one of the aforementioned special Rudge speedway engines (it is believed only 20 of these were built, all with numbers prefixed 'D'). The machine was acquired by the Rudge-enthusiast vendor from one of the Poole Pirates Speedway Team's mechanics at some time during the 1950s as an engine and frame project. It was subsequently reassembled using correct parts to replace any that were missing. Not used for many years, it will require re-commissioning to bring it back to running condition. There are no documents with this Lot.

£15,000 - 20,000
€17,000 - 23,000

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756

C.1931/1932 RUDGE 500CC 'DEMON' SPEEDWAY RACING MOTORCYCLE

Frame no. 3918

Engine no. TT145

Dirt track (speedway) racing arrived in the UK in 1928 from Australia, the first make of motorcycle to achieve dominance on the cinders being Douglas. The latter was soon deposed and for a while it was the lighter and more compact Rudge that ruled the roost, before the arrival of the ubiquitous 'Speedway JAP' set the pattern for the next 30 years. Equipped with the 1927 works-type engine, Rudge's first speedway prototype was assembled in June 1928 and the model entered production the following month. The speedway engine was redesigned for 1930 and new front forks adopted on the dirt-tracker, which continued to be highly successful in the hands of riders such as 'Golden Helmet' winners Jim Kempster of Wimbledon and Jack Parker of Brighton. Indeed, in 1931 Rudge's advertising was able to claim that the most successful speedway competitors rode Rudges. Production of the Rudge speedway model ceased in 1933, though they continued in use for a number of years, sometimes fitted with JAP engines. This speedway Rudge was acquired by the Rudge-enthusiast vendor at some time during the 1950s. The machine last ran many years ago and since then has been kept in storage. Re-commissioning will be required to bring it back to running condition. There are no documents with this Lot.

£4,000 - 6,000

€4,700 - 7,000



757

1936 RUDGE 499CC SPECIAL

Registration no. JT4 918

Frame no. 55928

Engine no. 5005

The full potential of Rudge's four-valves-per-cylinder design – introduced in 1924 - 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' model. A variety of valve arrangements was tried across a range of 250, 350 and 500cc models, and by the mid-1930s had stabilised: the 500 Special employing a parallel layout and the Ulster a parallel/semi-radial combination. It should be noted that despite its name the Special was the touring 500, the Ulster being the sports version. Landmark developments included the enclosure of the valve-gear for 1937 and the switching of the gearchange lever from the left-hand to the right-hand side of the gearbox. A compact machine with a willing engine and powerful linked brakes, the 500 Special is a delight to ride and copes easily with present-day traffic conditions. Supplied by Huxhams of Bournemouth, this particular Rudge Special was acquired in the 1950s and ridden throughout that decade. Unused for many years, it is an older restoration that has acquired a nice patina of age. Re-commissioning and the customary safety checks will be required before returning the Rudge to the road. Accompanying documentation consists of an old-style continuation logbook (issued 1975) and a V5C document.

£8,000 - 10,000

€9,300 - 12,000



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758

1965 VELOCETTE 499CC THRUXTON

Registration no. KGC 722D

Frame no. RS18811

Engine no. VMT353

- *Two owners from new*
- *Present ownership since 2000*
- *Fully restored in 2004/2005*
- *Numerous upgrades*
- *Concours condition*



This superb Thrupton had had only one owner prior to its purchase by the vendor in May 2000. The first owner kept numerous receipts for items purchased over the years from various Velocette agents dating back to 1973. There are receipts from 1982/1983 relating to a refurbishment that he undertook himself: paintwork and various engine parts, kick-start rubber, head gasket, valve cotters, etc. When acquired in 2000, the following upgrades had already been done: taper-roller steering head bearings; bonded clutch plates; reversed gear lever and cam plate (originals included in sale); roller-type clutch thrust bearing; multi-link gear change internals (smoother gear changes); and a 12-volt conversion.

In 2004/2005 the vendor undertook a 'last-nut-and-bolt' restoration using only the best recognised specialists and suppliers. Works carried out and parts renewed include stainless fasteners throughout; wheels rebuilt with stainless spokes; hubs powder coated; engine stripped, checked and rebuilt with new gaskets; cylinder head overhauled by The Cylinder Head Shop; Satek bonded clutch plates fitted; stainless swept-back exhaust pipe; show-standard paintwork by Faircharm Restoration; all new cables; new chains; and all chromework re-plated by Marque Restore in Coventry, arguably the best in the business (full details available).

The magneto was completely overhauled around five years ago. The lower fairing comes with the machine, but when the vendor replaced the upper fairing, he did not drill it, preferring the half-faired look.

'KGC 722D' is authenticated and registered on the Velocette Thrupton Register run by Ray Thurston for the Velocette Owners Club, of which the vendor is a member. The owner has mainly used the bike for a few rallies and the Bob Foster run in 2011 where it was awarded the 'Bob Shield' for best Velocette. The previous owner's last MoT shows just over 24,000 miles in 1986, while the current total is just shy of 27,000 miles. The machine has not been run for approximately five-or-so years but is dry stored and regularly turned over using a rolling road; nevertheless, it will need to be fully re-commissioned before further use. Presented in concours condition, this has to be one of the best Thruptons currently available.

£26,000 - 28,000

€30,000 - 33,000

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759

1960 VELOCETTE 499CC VENOM

Registration no. YXX 637

Frame no. RS14593

Engine no. VM4142

In the autumn of 1955 engine development pursued as part of the scrambles programme bore fruit in the shape of the high-performance Venom and its 350cc sibling, the Viper, which were launched at that year's Motorcycle Show. The MSS frame and forks were retained for the newcomers, but full-width alloy hubs were adopted to boost braking power and smart chromed mudguards fitted to enhance the models' sporting image. Produced until the end of Velocette production in 1971, the Venom represents the final glorious flowering of the traditional British sports single, and today these supremely well-engineered thoroughbreds are highly sought after. Acquired by the enthusiast vendor in September 2012, this fine example comes with its original logbook showing that the machine was sold new via Pride & Clarke Ltd of Stockwell, London SW9. Also on file are some expired tax discs; a substantial quantity of MoTs dating back to 1990 (most recent expired 30th July 2018); and numerous invoices for parts and services testifying to careful ongoing maintenance, including one for an engine rebuild circa 4,500 miles ago (inspection recommended). Noteworthy features include a KTT Services (Kevin Thurston) belt primary drive conversion; a BTH self-energising magneto; alloy wheel rims; and a new Amal Monobloc carburettor supplied by Burlen. The Venom also comes with a V5C Registration Certificate and a photocopy service manual.

£7,000 - 9,000

€8,100 - 10,000



760

1958 VELOCETTE 499CC VENOM

Registration no. YNN 896

Frame no. RS10428

Engine no. VM1944

'YNN 896' has had an unusual history. Registered on 19th March 1958 in Nottingham, the machine evidently had several owners before entering the ownership of Alan Willey in 1982. When he moved to South Africa, he obviously liked the Venom so much, he decided to take the machine with him. When he returned in 2000, he brought it back with him and reclaimed the original UK registration it had carried from new. After repatriation he gave the machine to Clive Repik in 2002, when the Velo had an engine rebuild (see invoices on file). 'YNN 896' was eventually sold to the preceding owner in 2011, before passing to the deceased custodian in 2017. Reference to the history file suggests that the last owner covered approximately 1100 miles during his ownership. An email from the preceding owner suggests that few miles had been covered on the bike since the engine rebuild, and that 'It rides and handles very well, brakes well'. The late owner treated the bike to a new piston and rebore in 2019, along with a number of new parts. The Velo was last running in October 2019 and has been dry-stored since; it will, therefore, require light re-commissioning and basic safety checks prior to returning to the road with a new owner. Documentation comprises a current V5C, an old V5C, a copy old V5, an original RF60 continuation green log book dated 1966, a South African registration document, two service manuals, old MoTs, a dating letter confirming original engine and frame from factory records, invoices, and sundry papers. The machine is presently on SORN.

£6,500 - 8,500

€7,600 - 9,900



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761

1959 BSA 496CC GOLD STAR SPECIAL

Registration no. SRV 610

Frame no. FB31 2880

Engine no. BB34 GS 96 (see text)

The vendor, a world authority on BSA M24s, bought this Goldie Special in 2008. It was then dismantled and rebuilt in café racer trim. He reports that it is light, quick, and fun to ride, and that it has been used mainly as a track/parade bike. The major components are a 1959 BSA B31 frame, c.1953 believed BSA BB34GS crankcases (the engine no. is not original), RRT2 gearbox, 1939 BSA M24 crankshaft, barrel, head, & rocker box, 18" alloy rims, modern BTH electronic magneto, 10TT9 carb, 4-gallon Lyta petrol tank, single racing seat. It is road legal without lights, and is accompanied by a V5C, old style logbook, and various bills. Offered for sale only because of the vendor's ongoing health problems, light recommissioning is recommended following a period of inactivity. Prospective bidders should satisfy themselves as to the motorcycle's completeness and mechanical condition.

£5,000 - 7,000

£5,800 - 8,100



762

1971 BSA 740CC ROCKET 3 MARK II 5-SPEED

Registration no. HUK 107J

Frame no. PE00256A75RV

Engine no. PE00256A75RV

This BSA Rocket 3 is one of only 200 built with a five-speed gearbox. The vendor, a time served BSA enthusiast and the long-term owner of another earlier Rocket 3, acquired this one in April 2014 following its restoration in 2012-13. He rates the frame, cycle parts, engine, and transmission as "excellent". It is believed to have been re-imported from the USA in 2012 and was first registered in the UK in November 2013. In the vendor's own words: "Early in 1971 BSA set about building a batch of 200 Mk.2 Rocket 3s with 5-speed gearboxes for production racing homologation reasons. For the first batch of these, they used some surplus 4-speed A75R engines built and stamped in November 1970, which were converted to 5-speed with gear clusters made by Quaife. These carry the PE dating letters before the number, followed by A75R, to which they added a V to indicate the 5-speed gearbox. My bike is PE00256A75RV, and the frames were stamped to match the engine. The next batches of 5-speed engines were stamped when built, and these had the dating letters for when they were built, followed by A75V suffix without the R." The Rocket 3 is offered for sale only because of the vendor's ongoing health problems. It has seen little use since 2018 and following this period of inactivity light recommissioning is recommended. Documents include a V5C, MOT certificates, and a few recent invoices. Prospective bidders should satisfy themselves as to the motorcycle's completeness and mechanical condition.

£10,000 - 14,000

€12,000 - 16,000



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763

1961 VELOCETTE 499CC VENOM

Registration no. WAS 764

Frame no. RS16292

Engine no. VM 5549

To ride a good example of Velocette's 500cc 'Venom' is to experience the essence of British engineering knowledge translated onto two wheels. The strength of the enthusiasm for this iconic single cylinder machine is reflected in the strength of the Owners' Club and the prices good examples can command. This fine specimen was built in the same year that a factory prepared Venom averaged over 100mph for 24 hours at Montlhery, the first 500cc machine to do so and a record that still stands unequalled. It was purchased by the vendor in 2004, a well known member of the Owners Club whose restoration of a 1936 KTS proved to be a prize winner. This particular machine has been given careful attention and maintenance; "Tidied up a bit" as the man himself very modestly puts it. It comes with the French built Alton electric start, which incorporates an alternator and with it a conversion of the electrical system to 12 volts, with an obvious bonus in terms of lighting. At some time in its life the machine has been fitted with another engine, for reasons not recorded in its history. It has been recently fitted with a new barrel and piston, since when it has covered only an estimated 25 miles. It will therefore require appropriate running-in when it returns to use. The proceeds from the sale of this machine will be donated to motorcycle charities.

£8,000 - 8,500

€9,300 - 9,900



764

1960 VELOCETTE 499CC VENOM

Registration no. 54 KKK (see text)

Frame no. RS16170

Engine no. VM3983

This very original Velocette Venom has belonged to the vendor for about fifty years. It has been dry stored since the carburettor was stolen around 1973. Missing items include said carburettor, a battery, and the mounting hardware for the fibreglass side covers. The vendor reports that the engine is not seized, the brakes are free, and that it is in structurally sound condition despite some surface rust and poor brightwork. Some serious recommissioning will obviously be required. There is no registration document with this Lot and the Vehicle Registration Number no longer appears on the HPI/DVLA databases. Accordingly, prospective bidders must satisfy themselves as to the validity of the Vehicle Registration Number prior to bidding. An old green continuation logbook is supplied. The recorded mileage is 55,652. Prospective bidders should satisfy themselves as to the motorcycle's completeness and mechanical condition.

£4,000 - 5,000

€4,700 - 5,800

No Reserve



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765

1960 TRIUMPH 649CC T120 BONNEVILLE

Registration no. GSJ 597

Frame no. D4594

Engine no. D4594

A fine example of Triumph's early years Bonneville, the model launched in 1959 under the title that commemorated the setting of a new world motorcycle speed record in 1955 on 9 at 193.72mph by a 650cc Triumph-powered streamliner, ridden by Johnny Allen. That was not officially recognised by the FIM, but the world knew which factory built that engine and Triumph happily bathed the glory of the achievement's publicity. The Bonneville was Triumph's most successful model, the name living on today with the Hinckley built twins. This example of the model was bought from Bill Thompson Motorcycles of Holmes Chapel, Cheshire, in 1999, after restoration by the proprietor. The owner enjoyed its easy power output until an oil pipe repair botched by a garage mechanic resulted in an engine seizure that required a rebuild with new cylinder barrel and pistons, valves and guides. The machine has barely covered 20 miles since that work was completed and the engine will require running-in before the considerable performance can be exploited. This machine comes with Certificates of Authority from both the Triumph Owners MCC and the Vintage MCC to confirm its standing as a good example. The proceeds from its sale will be paid to motorcycle charities.

£10,000 - 12,000

€12,000 - 14,000



766

1952 TRIUMPH 499CC TROPHY

Registration no. OTA 129

Frame no. 32897

Engine no. TR5 32897

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. Originally dispatched to P H Sharam Ltd, Torquay, on the 17th September 1952, this matching-numbers Trophy has been owned since 1999 by the current vendor, who advises us that it was restored in 1995/1997 and is in good condition throughout. The Triumph last ran in 2020 but will be in running condition again by time of sale. Offered with a spare sprung hub, accompanying paperwork includes a Triumph Owners MCC dating certificate, sundry restoration bills, and a V5C Registration Certificate.

£7,000 - 8,000

€8,100 - 9,300



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767

Property of a deceased's estate

1960 TRIUMPH 649CC TR6 TROPHY

Registration no. 361 XUB

Frame no. D1272

Engine no. TR6 D1272

This pre-unit TR6 Trophy was purchased by the late owner on 18th June 2019 from a Mr McAllister (purchase receipt on file). Sadly, the late owner never got the chance to ride the machine and it has been garaged since purchase. A family friend last started the machine approximately six months ago; however, it has not been ridden any distance and will therefore require re-commissioning to a greater or lesser extent before further use (the engine turns over with compression). The V5C Registration Certificate lists a first UK registration date of 1st March 2007, which is presumably around when the machine was re-imported/repatriated to the UK (presumably by Mr McAllister). The late owner's widow knows nothing of the machine's history or the restoration, which may have been completed prior to being re-imported in 2007. Six MoT certificates on file show the recorded mileage rising from 1 mile in February 2007 to 4,855 in May 2012. Further MoT history online shows that another certificate was issued on 11th August 2017 at 5,224 miles (the current odometer reading is 5,472 miles). Additional documentation consists of a VMCC frame/engine number dating statement.

£7,000 - 10,000

€8,100 - 12,000



768

Property of a deceased's estate

1959 TRIUMPH 649CC TIGER T110

Registration no. TWV 274

Frame no. 027614

Engine no. T110 027614

This Tiger 110 was purchased by the late owner on 14th December 2017 from a close family friend (Brian Walker). Brian had purchased the Triumph from a Mr MacAllister on 1st August 2014 and described it as needing 'finishing off' at that time. Brian then proceeded to complete the restoration, the engine being rebuilt by Spike Olman. Apart from the owners listed on the accompanying old-style continuation logbook (issued 1964) nothing is known of the Triumph's early history. The late owner's widow knows nothing about the machine or the restoration. A family friend last started the machine approximately six months ago; however, it has not been ridden any distance and will therefore require re-commissioning to a greater or lesser extent before further use (the engine turns over with compression). The Tiger is fitted with 'Travelling Marshal' type swept handlebars (a nice feature) and a Lucas competition magneto. There is some pitting to the paintwork and we are advised that the battery will need replacing. Additional documentation consists of an expired MoT (issued 1986), a current V5C Registration Certificate, and some Tri-Supply receipts dated 2010.

£5,000 - 7,000

€5,800 - 8,100



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769
Property of a deceased's estate
1961 TRIUMPH 349CC 3TA
Registration no. 757 BAX
Frame no. not visible
Engine no. 3TA H23318

Triumph re-entered the 350 class in 1957 with the introduction of the Twenty One. Its arrival ushered in Triumph's unitary construction era, which saw the engine and gearbox, previously separate components, combined within a single structure, albeit one that retained a vertically split crankcase assembly. Readily distinguishable by its Shell Blue metallic finish and 'bathtub' rear enclosure - a feature later applied to Triumph's larger models - the newcomer was renamed '3TA' in September 1958. With just 18.5bhp on tap, Triumph's smallest twin lacked the urgent acceleration of its larger brethren, but nevertheless was a capable tourer good for around 80mph while delivering excellent fuel economy. "One of the swiftest standard British-made 350cc roadsters tested by Motor Cycling, the Triumph Twenty One combines an untiring zest for high-speed cruising with safe handling and a remarkably economical fuel consumption," reported the 'Green 'Un'. Currently displaying a total of 49,765 miles on the odometer, the 3TA presented here is offered for restoration and sold strictly as viewed. The seat and bathtub rear enclosure are loosely attached, and the engine turns over. Accompanying documentation consists of an old-style continuation logbook (issued 1969) and an old-style V5 (issued October 1983). The machine is recorded in the HPI database.

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



770
1960 TRIUMPH 649CC TR6 TROPHY
Registration no. 961 XUX
Frame no. D6492
Engine no. TR6 D6492

This matching-numbers TR6 Trophy was built in June 1960 and exported to the USA, returning in 2009 as a rolling chassis 'basket case'. The Triumph was then restored by the current owner over a period of 15 months with no expense spared. His efforts were duly rewarded in August 2010 when the Trophy was judged 'Best Classic' at a local show. In October of that year the Triumph was loaned as an exhibit to the London Motorcycle Museum where it remained until October 2016. In the meantime, the Trophy had finished runner up at the Salon Privé Concours at Syon Park in September 2013. Removed from the Museum and re-commissioned, the Triumph received the 'Best Bike' award at the Hanworth Classic Show in June 2017 and was then laid up on static display at the owner's home. The machine was re-commissioned again in April 2021 and the engine run, with everything found to be working. Described by the vendor as in excellent condition, and standard apart from a high-level exhaust system, this concours-winning Trophy comes with a substantial history file, the contents of which include restoration photographs; a dating letter; the Salon Privé rosette and certificate; and a logbook detailing all works done since 2009 (perusal recommended).

£8,000 - 12,000
€9,300 - 14,000



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771

1974 TRIUMPH 740CC T160 TRIDENT

Registration no. not registered

Frame no. T160 XK00102

Engine no. T160 XK00102

- *The second production T160 completed*
- *Despatched new to the USA*
- *Offered for restoration*



Of BSA-Triumph's two flagship three-cylinder models, only the Triumph Trident survived the Group's collapse in 1972, continuing as the five-speed T150V and later the heavily revised and restyled T160 (using the inclined engine of the deleted BSA Rocket III, suitably altered to appear more Triumph-like). The important production race victories achieved (most notably by the works Triumph 'Slippery Sam') testify eloquently to how effective a high-speed road-burner a well-fettled triple can be, and indeed, the T160's improved cycle parts reflected lessons learned from production racing.

Other important advances included an electric starter, rear disc brake and left-side gear change. Fewer than 7,500 T160s were made between November 1974 and December 1976 when the Small Heath factory closed, and this last-of-the-line triple can only become increasingly collectible. Today these BSA-Triumph triples enjoy an enthusiastic following worldwide and are supported by a first rate owners' club - the T&R3OC - and numerous recognised specialists.

The machine offered here, 'XK00102', is the second production T160 completed. Five engines were built on 12th November 1974, the first day of production: '101', '052', '102', '103' and '104', with machine '052' being classed as a pre-production prototype. Following completion, '102' was despatched to the USA on 27th February 1975. Of these first five T160s, '101' still exists (last heard of in Norway); '052' was used for publicity purposes and is believed to have been destroyed; and '103' and '104' are unaccounted for.

The vendor purchased '102' in Canada in early 2021 in need of restoration. The Trident is virtually complete and appears original and un-restored. The vendor advises the engine turns over with compression and all gears select. Nevertheless, prospective purchasers should satisfy themselves with regard to the machine's completeness and condition prior to bidding. The Triumph is currently unregistered but comes with a NOVA acknowledgement letter enabling it to be registered in the UK should the successful purchaser so desire. Offered with a Triumph Owners MCC dating certificate, '102' represents a wonderful opportunity to own an important piece of Triumph history.

£5,000 - 8,000

€5,800 - 9,300

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772

Formerly the property of the late Keith Emerson

1973 NORTON COMMANDO 850 ROADSTER

Registration no. YND 594M

Frame no. 304746

Engine no. 304746

- The second of two Commandos owned by Keith Emerson
- Bought second-hand from Elite Motors, Tooting
- Alton electric starter fitted



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.

The machine offered here is the second of two Norton Commandos owned by the late Keith Emerson, keyboard maestro with legendary rock bands The Nice and Emerson, Lake & Palmer. Keith had bought his first Commando – a new 750 Roadster – from Elite Motors in Tooting, South London and used it to commute from his Sussex home to the recording studios in London. When that Commando was stolen, he went back to Elite Motors for its replacement: the 850 Roadster offered here.

By this time Norton had gone bust and the Commando was no longer in production, so Keith had to be content with a low-mileage second-hand one. The final Commando model was the electric-start Mark III, and in 2012 Keith had his earlier example updated with an electric starter, albeit it a modern Alton unit vastly superior to the feeble NVT original (see bill on file). No alterations to existing parts are needed to fit the Alton starter, so the modification can easily be reversed.

In 2012 Keith and his Commando featured in a Classic Bike Guide article written by Phillip Tooth, and a photograph taken for that article showing Keith on the bike is included in the sale. The machine also comes with a V5C document. Keith Emerson died in 2016 and the Commando is offered for sale by the family; last run in April 2021, it will require re-commissioning before further use.

£5,500 - 7,500

€6,400 - 8,700

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773 *N

1973 TRIUMPH 740CC T150 TRIDENT

Registration no. not UK registered

Frame no. GH05804

Engine no. T150T EE00980 (re-stamped)

First registered on 29th July 1974, this Triumph Trident was purchased by the vendor in 1982 in Milan, Italy. When purchased the machine had already been fitted with a 1972 four-speed engine and was in café racer guise complete with a 3-into-1 exhaust. In the late 1980s the owner decided to transform the Trident into a more comfortable mount, fitting a stock seat, a Menani flat handlebar, and Menani footrests. Other noteworthy features include Boyer electronic ignition; Marzocchi front forks; Scarab twin front disc brakes; Borrani alloy wheel rims; and an upswept 'Ray Gun' exhaust system. We are advised by the vendor that the engine has been overhauled by Roberto Pasqualotto, who was trained by renowned marque specialist the late Les Williams (see recent bill on file). The vendor describes the condition of the engine as 'excellent' and that of the frame and cycle parts as 'acceptable', saying of the Triumph: "It is very fast and impressively stable on the road." The machine comes with an alternative pair of silencers, a pair of clip-on handlebars, and a solo seat moulding, and is offered with Italian registration papers.

£7,000 - 9,000

€8,100 - 10,000

This Lot is subject to VAT on imported items at 5% on Hammer Price and Buyer's Premium, payable by the Buyer. This lot is subject to a fee of £125 + VAT payable by the Buyer, to undertake the relevant NOVA and C88 (Customs) clearance applications. Please see the Conditions of Sale for further information.



774

1982 HESKETH 992CC VAMPIRE

Registration no. CPU 225X

Frame no. 213

Engine no. 0083

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. Following the original company's demise, 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. The current owner describes the machine's condition as good throughout, though with some inevitable age-related cosmetic deterioration. The Vampire last ran in 2019 and should require only minimal re-commissioning before returning to the road. Accompanying paperwork consists of a V5C Registration Certificate; MoT (expired April 2017); and the original Hesketh warranty document.

£13,000 - 16,000

€15,000 - 19,000



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775

1973 BULTACO 326CC SHERPA T M92 TRIALS MOTORCYCLE

Registration no. JKH 681 L

Frame no. B92-00976

Engine no. M92-00976

- Complete rebuild using genuine Bultaco parts
- 'Best Off Road Machine' Cardiff Show 2019
- 'Best Trials Machine' Stafford Show October 2019
- Not ridden in competition since restoration
- Speedo reading 339 reflects use since rebuild



Francisco Xavier Bulto quit employment at the Spanish Montesa factory in 1958, upon hearing that they were withdrawing from road racing. He founded the Bultaco company in Barcelona and rapidly brought his 125cc two-stroke singles to market, entering two Sherpa N models in the 1962 international Six Days Trial, where they won Gold medals for no marks lost. Nephew Oriol Bulto entered the same model in the 1963 Scottish Six Days event and retired with electrical problems, but not before British top rider Sammy Miller had shown interest and taken the offered ride. It was a seed wisely sewn.

In 1964 Miller learned that the parent BSA company would not be supporting him on his much-modified 500cc Ariel HT in competition, a poor reward for the effort and skill devoted to keeping the marque name in the news. Sammy then travelled to Spain to meet Francisco Bulto and to consider developing a lightweight machine from the company's Sherpa N. After twelve days of graft, the result was the 250cc Sherpa T, weighing less than 100kg (220lbs) and would require less effort to tackle whatever section of the British landscape it faced.

The disappearance of heavy four-stroke singles from the winning circles in trials proved the point, Miller winning the Scottish Six Days Trial on the new machine in 1964, followed by multiple British and European championship titles. It was natural that other Spanish makers followed suit as they saw the market success of Bultaco and the traditional British big single fell out of favour. The 1965 success is significant in that it triggered the formation of the Pre 65 class of trials that enjoys so much support today.

This outstanding example of the early 326cc Bultaco development, introduced in 1972, came to the vendor as a rolling frame and engine unit with matching numbers. Over the course of 18 months of internet searching and long hours in the workshop, new parts were sourced from British and Spanish specialists to produce this award winning example of a landmark off-road competition machine. Winning the Best Trials Machine at the 2019 Stafford Classic MotorCycle Show was a tribute to the skill and time given to the restoration, while the greatest compliment came from Sammy Miller himself, who examined the machine at the show and declared it "One of the best I've seen."

£6,000 - 8,000

€7,000 - 9,300

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776

Property of a deceased's estate

C.1960 NORTON 596CC DOMINATOR 99 CAFÉ RACER

Registration no. SFH 99L

Frame no. R14 86635

Engine no. 86635 R14

Norton's 500cc twin found a new home in the racing singles' 'Featherbed' duplex frame in November 1951. 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 the 88. Endowed with greater power and higher gearing enabling it to top the magic 'ton', the 99 nevertheless 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. Reregistered in 1973 (hence the 'L' plate), the Dominator 99 we offer has been reconfigured as a Manx-style café racer. Noteworthy features include twin Amal Concentric carburettors, alloy wheel rims, TLS front brake, central oil tank, 'Goldie' silencers, and a large-capacity Manx-type fuel tank. Offered for restoration and sold strictly as viewed, the machine comes with an old-style V5 document and an expired MoT (1973).

£4,000 - 6,000

€4,700 - 7,000

No Reserve



777

1949 BSA 350CC B32

Registration no. AEU 239

Frame no. ZB31S 15412

Engine no. ZB32 513

This plunger-suspended B32 has belonged to the vendor's family since the mid-1950s. In 1962 the BSA was taken off the road by the vendor's uncle and stored in the garage at his home. The vendor's enthusiasm for motorcycles began when he was allowed to play on the machine as a boy. The BSA passed to the vendor in 1974 and remained in storage until 2000 when it was restored by an elderly mechanic who had kept a large quantity of original spares. The machine remained in storage, unused (the owner was working abroad) until the end of 2020. We are advised that the machine has been started and seems to run well, albeit with some smoke at first. Although the BSA is of great sentimental value to him, the vendor now realises that he is unlikely ever to find time to enjoy the machine and believes it needs to go to a new owner. Accompanying documentation includes an old-style logbook; BSA OC dating certificate; old-style V5; and current V5C, the later mistakenly recording the frame number as 'ZB31 515412'.

£4,000 - 6,000

€4,700 - 7,000

No Reserve



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778

Property of a deceased's estate

1958 AJS 348CC MODEL 16MCS SCRAMBLER

Registration no. RSF 103 (see text)

Frame no. 8310C

Engine no. 58/16MCS 1989

Following Royal Enfield's lead, AMC introduced a swinging-arm frame on its 'heavyweight' single-cylinder roadsters for 1949, initially for export only, models so-equipped being suffixed 'S'. The production scramblers also received the new frame that the works team had enjoyed since 1948; the trials models, though, kept the rigid back end. The scrambles engine went all-alloy for 1950 and subsequently received different cams and larger valves before being redesigned with short-stroke dimensions for 1955. 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. Last taxed in November 1978, this AJS 16MCS will require re-commissioning at the very least, or possibly more extensive restoration, before returning to the road. The machine would respond well to detailing, and the engine turns over. Accompanying documentation consists of an old-style V5; a photocopy RF.60; an expired MoT (1979); and a hand-written 1984 receipt for the motorcycle. It should be noted that although the machine comes with the aforementioned V5 registration document, the registration 'RSF 103' is not recorded in the HPI/DVLA database. Accordingly, prospective purchasers must satisfy themselves with regard to the validity of the vehicle's registration number prior to bidding.

£3,000 - 5,000

€3,500 - 5,800

No Reserve



779

1947 DOUGLAS 348CC T35 DE LUXE

Registration no. EAV 615

Frame no. 1753

Engine no. 1815

The Bristol-based Douglas Foundry took up motorcycle production in 1907 with a machine powered by a horizontally-opposed, twin-cylinder engine, and the company would keep faith with this layout until it ceased motorcycle production in 1957. Fore-and-aft installation made for a slim machine with a low centre of gravity, and the design's virtues were soon demonstrated in competition, 2¾hp Douglas machines taking 1st, 2nd and 4th places in the 1912 Junior TT in the Isle of Man. Douglas commenced post-war production in 1947 with, naturally enough, a flat twin, though unlike the vast majority of previous models the T35 mounted its engine across the frame. The former was of unit construction, while the latter displayed even greater innovation with its swinging arm rear suspension controlled by torsion bars, and leading-link Radidraulic front fork. Its advanced running gear endowed the Douglas with excellent handling and steering characteristics, while the willing engine, although not as quick as some 350s, could propel the 'Duggie' at up to 70mph and return 60-plus miles per gallon. The T35 was produced for little more than one season before being superseded by the updated MkIII. First registered in Scotland ('AV' is an Aberdeenshire mark), this T35 was purchased by the vendor at Bonhams' Stafford auction in April 2007 (Lot 445). The machine was restored in 2010: the gearbox being rebuilt; the magneto overhauled; the clutch relined; the wheels rebuilt with new chromed rims and stainless spokes; the seat re-covered; and a new prop stand, crash bars, luggage rack, exhaust pipe and 'waffle box' silencer fitted. Last run earlier this year and described by the private vendor as in generally excellent condition, with good engine, the machine is offered with an old-style logbook; instruction manual; parts catalogue; sundry restoration invoices; assorted MoTs and tax discs; and a V5C document, the latter incorrectly recording the frame number.

£3,500 - 4,500

€4,100 - 5,200

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

780

1961 MATCHLESS 498CC G9 PROJECT

Registration no. 95 EOK

Frame no. A81083

Engine no. 61/G9 52921

Announced in 1948, the Matchless G9 and equivalent AJS Model 20, while following the established pattern of British parallel twins, were unusual in having a third, central, crankshaft main bearing. The new 498cc engine was housed in the sprung frame recently introduced on the heavyweight singles. Progressively developed, the motor underwent a number of capacity increases, finally arriving at 646cc in 1958 with the launch of the AJS Model 31 and Matchless G12. Like those of its major rivals, AMC's original '500' would remain the sweetest of the many alternatives. Production of the 498cc models ceased in 1961 and that of the 650s in 1966. Well finished, stylish and deservedly popular, the AMC twins were much missed after their demise and continue to enjoy an enthusiastic following to this day. Acquired by the lady vendor's late husband in 2009, this G9 is reportedly in fair condition, although it should be noted that it has not been run for at least the last four years. The right-hand silencer has been removed, as has the Amal Concentric carburettor, and both items are included in the sale. The toolbox cover is missing. Offered for restoration and sold strictly as viewed, the machine comes with an old-style V5C document and a DVLA Keeper Details document listing previous owners.

£1,500 - 2,000

€1,700 - 2,300



781

1956 VELOCETTE 192CC LE MKII

Registration no. XNK 636

Frame no. 23188

Engine no. 200/20531 (see text)

Launched in 1948, as the 'motorcycle for everyman', the Velocette LE addressed the criticisms most often levelled at motorcycles - that they were noisy, dirty and needed special clothing to ride - achieving impressive levels of silence, comfort and practicality. Sadly, for the LE, its arrival coincided with the start of the scooter boom; asked to compete against Italian style, Velo's ugly duckling never stood a chance, even after the sidevalve flat twin's performance had been boosted by a capacity increase from 149 to 192cc in 1950 with the introduction of the MkII. It was however, a big success with police forces - for whom its attributes were more important than its appearance - gaining the sobriquet 'Noddy Bike' as a result. This Velocette LE was bought at auction in 2015 and restored between 2016 and 2019. Works carried out include rebuilding the crankshaft with new big- and small-end bearings; relining the clutch; re-magnetising the flywheel generator; and fitting Minimag electronic ignition and a new battery. In addition, the machine was repainted; the chrome renewed; and the seat re-covered. Last run earlier this year, the machine is offered with a V5C document; spare parts list; workshop manual; Minimag ignition manual; some old MoTs and tax discs; and some receipts relating to its restoration. It should be noted that the engine is not original to the frame.

£1,200 - 1,600

€1,400 - 1,900

No Reserve



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782

1928 BSA 493CC OVERHEAD-VALVE TWIN-PORT 'SLOPER'

Registration no. DS 9564

Frame no. RD723244 and P7358 (see text)

Engine no. P12698

Introduced in 1910, the first series-production motorcycle to feature BSA's distinctive green and cream tank colours was a 499cc (3½hp) sidevalve single. Well engineered and equally well made, that first BSA proved an enormous success and effectively established the company's reputation as a maker of high quality motorcycles. Introduced for the 1927 season, the influential 'Sloper' started a trend which saw many of BSA's competitors adopt inclined motors. The Sloper featured a trend-setting saddle tank that afforded a low seating position, while models with the 493cc overhead-valve engine came with twin-port cylinder heads. The Sloper range remained essentially Vintage in character until its demise in 1935, by which time the line-up had shrunk to just two 595cc models: one overhead-valve, the other sidevalve. A 1929 model first registered in December 1928, this overhead-valve Sloper was purchased by the vendor's late father in 1995 and subsequently restored. Kept in a dry heated garage, the BSA was last used in 2012 and is presented in very good condition throughout. Re-commissioning and the customary safety checks will be required before returning it to the road. The machine is offered with a quantity of expired MoTs; an old V5; and a current V5C document. It should be noted that this motorcycle has been stamped with two frame numbers: 'P7358' and the non-factory 'RD723224', the latter being that recorded on the V5C.

£7,000 - 9,000

£8,100 - 10,000



783

1938 TRIUMPH 350CC TIGER 80

Registration no. FWL 824

Frame no. F1630

Engine no. 7-T80 2044

Just as he had done at Ariel in the 1920s, Val Page transformed his employer's ageing range on his arrival at Triumph as Chief Designer in 1932. The new line-up comprised overhead-valve and sidevalve singles in capacities ranging from 250cc to 500cc, plus the range-topping 650cc 6/1 sidecar tug. Endowed with distinctive timing-gear covers - a feature Page would employ later at BSA - the engines were simple yet robust in construction and amenable to a fair degree of tuning in the case of the overhead-valve units. Edward Turner's arrival at Triumph in 1936 resulted in extensive improvements to the range. A brilliant stylist, Turner transformed Page's overhead-valve singles by adopting sports specification engines, high level exhausts, chromed fuel tanks, and a new name: Tiger. Frames, forks, engines, and gearboxes were all improved for 1937. Today, Turner's Tigers are widely recognised as the most stylish sports roadsters of the period and thus are highly sought after. This Tiger 80 was purchased by the vendor's late brother in 1996 and subsequently fully restored. Kept in a dry heated garage, the Triumph was last used in 2011 and is presented in very good condition throughout. Re-commissioning and the customary safety checks will be required before returning it to the road. The machine is offered with the 1996 purchase receipt; previous registration records; a quantity of expired MoTs; an old V5; and old/current V5C documents.

£6,000 - 8,000

£7,000 - 9,300

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784

1954 TRIUMPH 498CC SPEED TWIN

Registration no. RYC 63

Frame no. 48852

Engine no. 5T 48852

Although Edward Turner's 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; indeed, Triumph's newcomer established a formula that would be adopted by all of Britain's major motorcycle manufacturers in the succeeding decade. And whereas previous vertical twins had suffered from excess bulk, Turner's was lighter and narrower across the crankcase than the contemporary single-cylinder Tiger 90, and from certain angles looked just like a twin-port single. Performance proved exemplary for a road-going 500, better than 100mph being attainable under favourable conditions. The example offered here dates from 1953, by which time the Speed Twin had been upgraded with a stronger 8-stud cylinder barrel (replacing the original 6-stud) and Triumph's own telescopic front fork. This particular machine also has the Edward Turner-designed optional 'Sprung Hub', which endowed the rigid frame with a measure of rear suspension movement. 'RYC 63' was purchased by the vendor's late brother in 2006 and restored by Sammy Miller between 2009 and 2013. Kept in a dry heated garage, the Triumph was last used in 2014 and is presented in very good condition throughout. Re-commissioning and the customary safety checks will be required before returning it to the road. The machine is offered with the 2006 purchase receipt; sundry bills; and a current V5C document.

£5,000 - 7,000

€5,800 - 8,100



785

1953 TRIUMPH 498CC TIGER 100

Registration no. PYA 169

Frame no. 38064

Engine no. T100 38064

The Tiger 100 sports version of Edward Turner's trend-setting Speed Twin reappeared in 1946 with telescopic forks in place of the original girders, and separate dynamo and magneto instead of the pre-war magdyno. Produced almost unchanged for the next three years, the Tiger gained Triumph's distinctive headlamp nacelle in 1949 when the range was restyled. An alloy cylinder head and barrel were adopted for 1951, while a swinging-arm frame and 8" diameter front brake were fitted from 1954 onwards. Triumphs of the Edward Turner era are among the most stylish of post-war British motorcycles, and the Tiger 100 with its handsome all-alloy engine is one of the most charismatic and sought after of them all. This particular machine has the Edward Turner-designed optional 'Sprung Hub', which endowed the rigid frame with a measure of rear suspension movement. 'PYA 169' was purchased by the current (second) owner in 1991 and subsequently fully restored. Kept in a dry garage, the Triumph was last used in 2015 and is presented in excellent condition throughout. Re-commissioning and the customary safety checks will be required before returning it to the road. The machine is offered with a quantity of expired MoTs; copies of previous registration documents; and old/current V5Cs.

£5,000 - 7,000

€5,800 - 8,100



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786
1956 PANTHER 594CC MODEL 100
Registration no. XAO 257
Frame no. 29272
Engine no. 56MS59A

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 downtube. 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 100 was enjoyed by a previous owner for 40-plus years before passing to a new custodian who kept it for less than a year before selling it to the current vendor. The vendor describes the machine as in good condition, with a very good engine, recently re-bored. Last run earlier in the year, this characterful Panther is offered with a V5C registration Certificate.

£6,800 - 7,500
€7,900 - 8,700



787
1958 BSA 646CC A10
Registration no. not registered
Frame no. FA7 3766
Engine no. DA10 2359

A new '650' twin joined BSA's 500cc A7 model in 1949, the latter's engine being revised along the lines of the new design at the same time. The existing parallel twin architecture was retained for the new A10, with 360-degree crankshaft and single camshaft at the rear of the cylinder block, as was the four-speed gearbox bolted directly to the crankcase in a form of semi-unitary construction. Like the A7, the A10 was available initially with either a rigid frame or plunger rear suspension. Named 'Golden Flash', the new 650 was strikingly finished in pale beige metallic. Ever since the model's introduction enthusiasts have commonly referred to the touring A10 as the 'Golden Flash', even when it was finished in alternative colour schemes. This pristine A10 is offered for sale fresh from a 'ground upwards' restoration and has not been run since the rebuild's completion. We are advised that refurbishment carried out included a re-bore and new pistons; reground crankshaft with undersized timing-side bush; new wiring loom; rebuilt dynamo with new armature; new electrical switches, etc. It is also worthwhile noting that the original Dunlop wheel rims have been retained. All fluids should be checked before any attempt is made to start the machine. NOVA will have been completed by time of sale.

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



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788

1967 ROYAL ENFIELD 249CC TURBO TWIN SPORTS

Registration no. TTU 49D

Frame no. 087F1967

Engine no. to be advised

The Villiers 2T/4T proprietary engine enabled a host of manufacturers to offer a twin-cylinder two-stroke model in the all-important learner market during the 1960s. Royal Enfield's offering used the later 4T engine, which featured a more angular top end incorporating cylinders with four transfer ports (the 2T had only two) and ported pistons. Enfield fitted the Villiers twin into the lightweight Crusader frame, while the cycle parts were those of the Clipper model. Introduced in November 1963, the original Turbo Twin was replaced in 1964 by the restyled and better-looking Turbo Twin Sports, which featured a chromium-plated fuel tank and mudguards. In this form the model remaining in production until late in 1966. This Turbo Twin Sports was purchased new by the lady vendor's late father in 1966 and has always been kept in storage under cover when not in use. The vendor advises us that the machine last ran in May 2021 and that it is in pristine condition having been maintained by her father: a mechanic who used to maintain John Williams' machines at the Isle of Mann TT when he rode for Texaco Heron Suzuki. Everything is reported as original except one footrest rubber and the mirrors, while the mudguards have been re-chromed. Accompanying documentation consists of an old-style buff logbook and an old-style V5.

£3,000 - 5,000

€3,500 - 5,800

No Reserve



789

Property of a deceased's estate

1976 HONDA CB200

Registration no. NDF 258P

Frame no. CB200-1042624

Engine no. CB200E-1044936

Introduced in 1973, the Honda CB200 sports roadster superseded the old CB175 and came with a tubular spine frame, twin carburettors, a five-speed gearbox, and either a drum or disc front brake. Back in 1974, Bike magazine found theirs a little slower than both the Yamaha RD200 and Suzuki GT185, though considerably more economical. "It might not be the fastest thing around," remarked Britain's No. 1 motorcycling magazine, "but somehow it looks and feels more like a real motorcycle than its two-stroke counterparts. It's a little bike with a big heart". Physically smaller and lighter than Honda's contemporary 250, it must have seemed the ideal mount for lady riders and gents small in stature. Purchased new in 1976 from Peter Hammond Motorcycles of Cirencester (sales receipt on file), this CB200 has had only one owner from new and currently displays a total of 22,826 miles on the odometer. The machine was last taxed to the end of April 1989 and is offered for restoration (the engine turns over). Accompanying documentation consists of an old-style V5; expired MoT (1989); HPI check; and a 1976 owner's manual and vehicle service booklet. Sold strictly as viewed, the machine is offered with a spare fuel tank.

£1,000 - 1,500

€1,200 - 1,700

No Reserve



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790

Number '43' of 50 produced

**2018 NORTON COMMANDO 961 CAFÉ RACER
50TH ANNIVERSARY**

Registration no. FJ18 AYF

Frame no. SAYCMC01JY001401

Engine no. 0027501

Few motorcycle makers (outside Italy) have had as troubled a history as Norton, which over the last 40 years has undergone periodic revivals, all ultimately failures. Offered here is an example of one of the many limited edition models based on the Commando 961; specifically, it was released in 2018 to celebrate the 50th anniversary of the original Norton Commando, introduced in 1968. As such, it is one of the final models introduced prior to Norton's implosion under Stuart Garner's stewardship in January 2020 and subsequent purchase by the Indian TVS Motor Company. Number '43' of the 50 produced, this machine has covered a mere 37 miles since Stuart Garner handed it over to the vendor at the Donington Park factory (see photograph on file). Run weekly and described by the vendor as '100%' throughout, the machine comes complete with its full accessory kit and a V5C document.

£10,000 - 14,000

€12,000 - 16,000



791

1974/2021 NORTON 750CC COMMANDO PRODUCTION RACER

Registration no. not registered

Frame no. none

Engine no. none

This ultimate Commando Production Racer was finished earlier this year by renowned marque specialist and former factory engineer/racer, Norman White. The machine incorporates a 1974 production frame that Norman modified to works specification by raising and off-setting the engine mounts and fitting cotter-pin strengthening to the Isolastic mounts. The wheels were built with 18" rims to give maximum choice of race rubber, and the front has Norman's twin disc brakes. The rear hub has been modified to accept Manx Norton sprockets, allowing the gearing to be changed for each circuit. Built around five years ago and originally run in a Seeley frame, the engine is based on the 1974 short-stroke works unit, with a special crankshaft and con-rods; strengthened crankcases; Steve Maney cylinder barrels; race pistons; PW3 race cam; optical race ignition system; and cylinder heads flowed to full race specification. The engine breathes via a pair of 34mm Amal smoothbore carburettors and is fitted with a large diameter high-rise race exhaust. The transmission features a five-speed gearbox with modern selection system, belt primary drive, and a diaphragm clutch. All the bodywork is from the original factory moulds held by Norman White. The engine has only a minimal mileage on its bores so is barely run-in, and the machine is described by the vendor as 'like new' throughout. It last ran in April 2021. During the build, the vendor decided to retire from racing, so the machine is now surplus to requirements.

£9,000 - 12,000

€10,000 - 14,000



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792

Number '8' of only 500 built

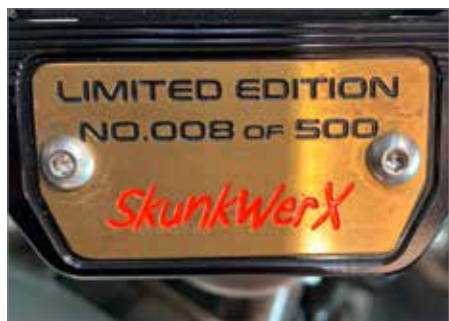
2019 CCM 600CC SPITFIRE BOBBER

Registration no. MX69 FXE

Frame no. SMZHC60CP19A00619

Engine no. CCM 201808066

- One owner from new
- Circa 1000 miles from new
- Factory fitted accessories/upgrades



Formerly a specialist manufacturer of mainly moto-cross machinery, CCM in more recent times has reinvented itself as supplier of bespoke limited-edition motorcycles aimed at the 'hipster/custom' market. The Spitfire Bobber offered here is one such. A member of the currently nine-strong Spitfire family, its looks recall those of the cut-down 'bobber' bikes that first emerged in North America in the 1930s and 1940s. In CCM's own words: "These were stripped back minimalist machines with all accessories removed, a 'chopped' rear and a lowered seat height making for a more compact, lighter motorcycle. It was a logical choice then to launch our own version of the Bobber, taking its underpinnings from the lean and lithe Spitfire, a bike as stripped back as a modern road legal bike can be."

The Spitfire range is powered by a 600cc water-cooled four-stroke single boasting twin overhead camshafts and fuel injection, whose 55-horsepower maximum is transmitted to the ground via a six-speed gearbox. This compact engine/transmission unit slots into a TIG-welded steel trellis frame equipped with Marzocchi USD forks and a YSS rear suspension unit, but perhaps the Bobber's most striking feature is its floating tractor-style saddle.

Only 500 individually numbered Bobbers will be made, the example offered here being the eighth in the series. Number eight is considered to be a lucky number in Chinese and other Asian cultures. Sold new to the current owner in December 2019, it has covered only some 900 miles from new and is presented in commensurately good condition. Factory fitted accessories/upgrades include a second front disc brake; updated stand; Stage 1 modified ECU and battery; and billet reservoir caps. The machine also comes with a battery charger and CCM bike cover.

The foregoing added around £1,000 to the circa £10,000 base price (see sales order on file). The Billet optional extras were included gratis as a goodwill gesture by CCM to compensate the owner for a delay in delivery, so there is no invoice for those (refer to the CCM web site for full price list of extras). It is understood that the two-year warranty is transferable to the next owner. Last ridden in May 2021, the machine has been used regularly, mostly for local trips, and at other times has been garaged beneath its CCM cover. The last service and warranty work was carried out in March 2020. The machine comes with a V5C registration document and its original leather wallet containing the owner's manual and service book.

£8,000 - 10,000
€9,300 - 12,000

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793

1934 MATCHLESS 592CC SILVER HAWK PROJECT

Registration no. JO 1972 (see text)

Frame no. 714

Engine no. B684

- *Rare 1930s four-cylinder motorcycle*
- *Present ownership since 1984*
- *In this condition when purchased*



Reviewing the v-four Silver Hawk at its launch in the autumn of 1930, Motor Cycling stated that this exciting overhead-camshaft model was “designed primarily to give really high speed, and to give this speed with silence and the added safety of a spring frame”.

The early 1930s was a period of severe economic depression, yet the 1931 Motorcycle Show at Olympia in London witnessed the launch of not one but two four-cylinder models aimed at the very top of the market. The ultimate fates of the two newcomers would turn out to be very different however; Ariel's offering – the Square Four – would enjoy a lengthy production life lasting into the 1950s, whereas the rival Matchless Silver Hawk would be gone within four years.

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

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

This challenging Silver Hawk project comes with an old-style logbook from 1947 listing the owner at that time as one John McNulty. The present owner purchased the machine from Mr McNulty's daughter in 1984 together with two Triumphs: a Tina and a Tigress. The engine was already removed when purchased. The registration 'JO 1972' is not listed in the HPI database; accordingly, prospective purchasers should satisfy themselves with regard to this motorcycle's registration status prior to bidding. Sold strictly as viewed.

£10,000 - 15,000

€12,000 - 17,000

No Reserve

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794

1928 AJS 495CC K10 WITH SWINGING-ARM CONVERSION

Registration no. TK 649 (see text)

Frame no. to be advised

Engine no. 10/120056

- *Rare Vintage-era overhead-camshaft sports model*
- *Present ownership since 1990*
- *Offered for restoration*



Originally manufacturers of proprietary engines, the Stevens brothers of Wolverhampton introduced the first AJS motorcycle in 1911. Those first AJS machines were sidevalve-engined lightweights offered with belt-drive transmission or optional all-chain drive with a two-speed countershaft gearbox. This latter feature enabled them to put up a good showing in the Isle of Man TT's new Junior Class, an event AJS would later dominate. Eric Williams scored the marque's maiden Junior TT victory in 1914, and the first post-war Junior event saw the new overhead-valve AJS in commanding form. Indeed, so good was the newcomer that Howard Davies rode it to a unique double victory the following year, winning both the Junior and Senior TTs.

In 1927 AJS's works 350cc racers appeared with a new overhead-camshaft engine. The camshaft was chain driven, its distinctive cast alloy case extending forwards to the front-mounted magneto. A catalogued model from 1928, the 'cammy' AJS was built in 350 and 500cc capacities initially, dry-sump lubrication being an unusual feature of the engines, which were carried in open diamond frames.

A 250cc version followed, Jimmy Guthrie winning the Lightweight TT on one in 1930. Produced for only four seasons, the AJS overhead-camshaft racers were casualties of the Matchless take-over in 1931.

Purchased at a UK auction in February 1990 (invoice on file), this AJS K10 project comes with an old-style continuation logbook (1949) and a (part) old-style V5 document. However, it cannot be ascertained whether or not these documents relate to this motorcycle as the frame number has been obscured by the swinging-arm conversion. In any case, the registration 'TK 649' is not listed in the HPI database; accordingly, prospective purchasers should satisfy themselves with regard to this motorcycle's registration status prior to bidding. Overhead-camshaft racing motorcycles of the Vintage period are rare, which makes this challenging AJS K10 project an exciting prospect for the dedicated motorcycle restorer. Sold strictly as viewed.

£6,000 - 10,000

€7,000 - 12,000

No Reserve

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795

1912 DOUGLAS 2¾HP

Registration no. CR 6885 (see text)

Frame no. 5269

Engine no. 5567

The Bristol-based Douglas Foundry took up motorcycle production in 1907 with a machine powered by a horizontally-opposed, twin-cylinder engine, and the company would keep faith with this layout until it ceased motorcycle production in 1957. Fore-and-aft installation made for a slim machine with a low centre of gravity, and the design's virtues were soon demonstrated in competition, 2¾hp Douglas machines taking 1st, 2nd and 4th places in the 1912 Junior TT in the Isle of Man. Douglas were quick to realise the advantages of the countershaft gearbox, its three-speed entries gaining the Team Prize in the 1914 Six Days Trial, a conspicuous success that resulted in the firm obtaining a wartime contract for the supply of military machines. This Douglas 2¾hp was restored by Doug Streeting in the 1970s. The Douglas took part in the Pioneer Run eight times and was then sold to the present owner who has completed the Pioneer Run 25 times on it, never failing to finish. The machine has not been used since 2011. Accompanying documentation includes photographs of the Douglas on the Pioneer Run; its Pioneer Certificate (no. 522); and two old MoTs. Assorted pennants and finisher's medals plus programmes and badges are included in the sale together with a spare engine (number '18021.116'). The registration 'CR 6885' is not listed in the HPI database; accordingly, prospective purchasers should satisfy themselves with regard to this motorcycle's registration status prior to bidding.

£8,000 - 12,000

€9,300 - 14,000

No Reserve



796

1936 BSA 249CC B2 PROJECT

Registration no. FO 3086 (see text)

Frame no. 4641

Engine no. B2 2447

During the 1930s BSA concentrated on producing a range of dependable, well-made, competitively priced motorcycles. In the decade's early years, the firm offered two B-Series machines in the 250 class: one sidevalve, the other overhead-valve. Both featured engines having vertical cylinders and magneto ignition carried in conventional cycle parts with rigid frames and girder front forks. The gearbox was a three-speed unit with hand 'change. A higher specification 'Blue Star' model was an addition for 1933, a full electrical system, originally an optional extra, became standard equipment for 1934. De Luxe versions came with the four-speed gearbox and a choice of foot or hand change. Production of the popular B-Series 250s continued to the decade's end when the range was superseded by the new C-Series quarter-litre models: the C10 and C11. Purchased in May 1981 (receipt on file), this incomplete BSA B2 is offered for restoration and sold strictly as viewed. The machine comes with an old-style buff logbook (issued 1956) and an old-style V5, both of which confirm matching numbers. The registration 'FO 3086' is listed in the HPI database; nevertheless, prospective purchasers should satisfy themselves with regard to this motorcycle's registration status prior to bidding. A spare engine, number 'HB26 368', is included in the sale.

£1,500 - 2,500

€1,700 - 2,900

No Reserve



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797

**STEAM-POWERED MOTORCYCLE WITH ENGINE
BY PEARSON & COX**

Registration no. not registered

Engine no. 1893

This fascinating steam-powered 'special' was featured in the Croydon Advertiser newspaper when it was purchased by Vic Lane, owner of Normand Mobike of Bromley, circa 1979 (press cutting on file). The associated article states that the machine had been discovered by a scrap merchant buying from a factory in the Derby area; Vic Lane bought it from him for £1,000. Photographs on file show the machine raising steam and being ridden at Normand Motobike's premises. The article states, erroneously, that the engine dates from 1902, whereas most sources date Pearson & Cox's steam motorcycles as of circa 1912-1914 manufacture. Formerly apprentices at the General Engine & Boiler Company, Henry Pearson and Percy Cox set up shop in Shortlands, near Bromley, Kent and in 1908 introduced their first steam-powered automobile the following year. According to the Beaulieu Encyclopaedia of the Automobile 'production was only on a made-to-order basis and probably no more than 20 cars were made'. How many motorcycles were completed is anybody's guess, but it cannot have been very many. The company ceased trading circa 1917. This steam-powered 'special' is believed to have been built by a group of Derby apprentices; when is not known, but judging from the front end it must have been after WW2. Sold strictly as viewed.

£1,500 - 2,500

€1,700 - 2,900

No Reserve



798

1914 WALL AUTO-WHEEL & GENTLEMAN'S VINDEC CYCLE

Registration no. AHJ 656A (see text)

Frame no. Y20746

Engine no. 8920

Motorised attachments for bicycles were first popularised in the Continent but even before The Great War there were one or two British examples, perhaps the best known being the Wall Auto-Wheel. The latter was the work of A W Wall, of Guildford, who offered a proper motorcycle of his own design during 1903/1904, which was later marketed under the 'Roc' name and produced in Birmingham. Wall's prototype Auto-Wheel appeared around 1909 and the first production version in 1912. Powered by a 118cc four-stroke engine, the Wall Auto-Wheel was mounted in its own tubular frame, compete with fuel tank, and fitted alongside the bicycle's rear wheel, endowing the machine with a top speed of around 15mph on the flat ('light pedal assistance' was required to cope with ascents). Output totalled some 1,750 units in 1913 and 10,000 in 1914, 5,000 of which were produced by BSA, production continuing into the mid-1920s. Wall's advertisements listed HRH Prince George of Battenberg and HRH Prince Henry of Russia as satisfied customers. Belonging to the vendor for at least the last 30 years, this example is attached to a gentleman's Vindec cycle and comes with an old-style V5 registration document; photocopy manufacturer's brochure; and VMCC dating letter (for the engine). Its prior history is not known. The machine is offered for restoration and sold strictly as viewed. There is no registration document present but the registration 'AHJ 656A' is listed in the HPI database. Nevertheless, prospective purchasers should satisfy themselves with regard to this motorcycle's registration status prior to bidding.

£2,000 - 4,000

€2,300 - 4,700

No Reserve



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799



801



800

799

1961 BSA 172CC BANTAM D7 PROJECT

Registration no. 6433 MM (see text)

Frame no. illegible due to rust Engine no. ED7B 20516

The introduction of the first 172cc Bantam - the D5 - for 1958 marked a number of important developments, the most important being a stronger big-end bearing and improved lubrication. A raised compression ratio and larger carburettor increased maximum power to 7.4bhp and the top speed to 59mph. Introduced for 1959, successor D7 model featured the 172cc engine while boasting a new frame, hydraulically damped front fork, bigger brakes and upswept handlebars. Offered for restoration and sold strictly as viewed, this Bantam project comes with a V5 with matching engine number, but we cannot verify that the frame number matches. The registration '6433 MM' is listed in the HPI database; nevertheless, prospective purchasers should satisfy themselves with regard to this motorcycle's registration status prior to bidding.

£600 - 1,000

€700 - 1,200

No Reserve

800

1968 CLARK 49CC SCAMP MOPED

Registration no. FJK 934G (see text)

Frame no. to be advised Engine no. B12002

The short-lived bicycle-based Scamp moped was manufactured by A N Clark (Engineers) Ltd of the Isle of Wight. It was powered by a 49cc two-stroke engine incorporated into the rear wheel, an arrangement favoured by various manufacturers, including Honda, over the years. A legal dispute concerning the rights to the engine design did not do the Scamp project any favours, and production ceased after an estimated 3,000-4,000 had been made. This rare survivor was supplied by Jempsons Ltd of Eastbourne and retains its original paintwork. There is no registration document with this machine, which is sold strictly as viewed. The registration 'FJK 934G' is not listed in the HPI database; accordingly, prospective purchasers should satisfy themselves with regard to this motorcycle's registration status prior to bidding.

£500 - 1,000

€580 - 1,200

No Reserve



802

801

1980 SEELEY-HONDA TL200 TRIALS PROJECT

Registration no. 65 FUR (see text)

Frame no. SHT-1055 Engine no. RS200TE-1066

Colin Seeley's connections with Honda UK and the successful sale of road-going replica's of Phil Read's TT-winning machine resulted in the Seeley-Honda trials bike's creation in 1979. Offered for restoration and sold strictly as viewed, this Seeley-Honda was used by the vendor as a member of the 'Motttingham Marauders', who won the Team award at the 'Press and Trade Barons' trial held at Brands Hatch in November 1989 (see MCN press cutting on file). The machine is offered with an old-style V5 document recording extended versions of the frame/engine numbers listed above (too many zeroes). The registration '65 FUR' is listed in the HPI database; nevertheless, prospective purchasers should satisfy themselves with regard to this motorcycle's registration status prior to bidding.

£600 - 1,000

€700 - 1,200

No Reserve

802

1980 HONDA 748CC CB750F

Registration no. JMT 467W

Frame no. JHMRC042118026 Engine no. RC04E2117657

After the iconic Honda SOHC 750 had taken the motorcycling world by storm, its replacement was a radical restyle, with a double overhead camshaft motor. Introduced in 1979, the new machine, also known as the KZ, featured twin front discs, Comstar wheels, and an extra 10 bhp over the SOHC K model. Acquired by the vendor in 2007, in need of cosmetic attention and some re-commissioning, 'JMT 467W' was treated to new paintwork, courtesy of Dream Machine (invoice on file), and a mechanical overhaul in January 2015 by RTR Motorcycles costing £1253.34 (invoice on file). He used the bike occasionally during 2015 but, due to work pressures, it has not been used since. It will, therefore, require some re-commissioning and minimal safety checks prior to use by the new owner. Documentation comprises a current V5C, an old V5C, the aforementioned invoices, an expired MoT, and sundry papers.

£1,500 - 2,000

€1,700 - 2,300

No Reserve

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803

1974 HONDA CB750K2

Registration no. RWV 124M

Frame no. CB750-2089976

Engine no. CB750E-2733442

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. True, there had been plenty of four-cylinder motorcycles before, but these had been built in relatively small numbers and aimed at the wealthy few. Here for the first time was a mass-produced four within the financial reach of the average enthusiast, and one whose specification - overhead camshaft, disc front brake, five-speed gearbox, electric starter, etc - made the opposition look obsolete overnight. A trend-setting design of immense significance and one of the truly great classic motorcycles, the CB750 is highly sought after today by collectors. This Honda CB750K2 had already been fully restored when it was purchased by the current owner in 2019 (there are documents on file dating from the previous ownership detailing parts fitted, etc). Last run in May 2021, the machine is described by the private vendor as in excellent condition in every respect, benefiting from a recent service and new battery. Sadly, lack of secure storage has forced its sale. Accompanying paperwork consists of a V5C Registration Certificate and sundry restoration bills.

£7,000 - 10,000

€8,100 - 12,000



804

1972 SUZUKI GT750J

Registration no. TSX 478K

Frame no. GT750-31098

Engine no. GT750-38059

Launched at the Tokyo show in 1971, Suzuki's new GT750 flagship was, as its name suggests, more Gran Turismo than outright sports bike. First of a family of Suzuki two-stroke triples, the newcomer retained the cylinder dimensions of the existing T500 air-cooled twin, but with the added refinements of water-cooling and an electric starter. Top speed was around 115mph, but more important was the effortless cruising capability. Modifications were not long in coming, the GT750K gaining twin front disc brakes (replacing the original double-sided drum) for 1973. Believed a relatively recent restoration, this GT750J was acquired by the vendor one year ago and ridden on half a dozen occasions last summer before being placed in dry storage in September 2020. Sold to make room for an expanding collection of classic BMWs, the machine is offered with a V5C document. The vendor advises us that the engine would benefit from a service.

£8,000 - 12,000

€9,300 - 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.

805

1989 HONDA VFR750R TYPE RC30

Registration no. G420 JKY
Frame no. RC30-2100025
Engine no. RC30E-2100057

- *Original UK-delivered example*
- *Present ownership since 2011*
- *20,045 miles recorded*
- *Well looked-after and used sparingly*



One of the modern era's few immediately collectible classics, the Honda VFR750R - better known as the 'RC30' - was created for just one reason: to win the World Superbike Championship, a feat it achieved in the nascent series' first two seasons of 1988 and '89. And while American Fred Merkel was bringing Honda its first two WSB crowns, Britain's Carl Fogarty used an RC30 to win the TT F1 World Championship in 1988 and '89, and the equivalent FIM Cup in 1990.

No mere short circuit scratcher, the RC30 and its derivatives proved durable enough to win a hat-full of Endurance Classics too. That this latter requirement was also part of the design brief may be determined from the fact that a quick-release front fork and single-sided swinging arm - essential for speedy wheel changes - were part of an unrivalled specification that included a twin-spar alloy beam frame, 16-valve V4 engine with gear-driven cams, close-ratio six-speed gearbox and four-pot front brake callipers. Indeed, so good was the basic RC30 that well prepared privately entered examples were often able to give the works entries a run for their money. All of which did not come cheap: at the time of its launch in 1988 an RC30 cost £8,499, getting on for double the cost of other super-sports 750s.

Despite the passage of time and progress of motorcycle technology, the RC30 remains a match for the latest generation of sports bikes but possesses an exclusivity that none of them can approach. "No other bike from the late-Eighties is lusted after like the RC30," reckoned Bike magazine, and few would disagree.

Delivered new in the UK, this particular RC30 has been owned by the current vendor since 2011 and has recorded only 20,045 miles. The Honda has been kept in a purpose-built workshop together with the other classics in the vendor's collection and has been ridden on only a couple of occasions since acquisition, the last in 2015. Well looked-after, the machine has been dry stored since its last outing with the fuel system and carburetors drained and should require only minimal re-commissioning before returning to the road. Accompanying paperwork consists of old/current V5/V5C registration documents. A very nice example.

£26,000 - 28,000
€30,000 - 33,000

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.

806

1985 SUZUKI GSX-R750F

Registration no. B250 DWV

Frame no. GR71A-100683

Engine no. R705-102585

Suzuki rewrote the 750-class rulebook when it launched the GSX-R750 back in 1985. The 'Gixxer's' development had been heavily influenced by lessons learned from the works TT F1 and Endurance racers of the late 1970s and early 1980s; lighter than a 600 and as powerful as a 1000, it made all other super-sports 750s seem flabby and slow. One of the modern era's few instant classics and until recently the sole surviving Japanese 750cc sports bike, the GSX-R750 has been a huge commercial success for Suzuki and enjoys cult status today. Now more than 30 years old, many early GSX-Rs have suffered at the hands of successive owners, a state of affairs that has resulted in original examples of the first version, such as that offered here, becoming increasingly sought after by collectors. Displaying a total of 44,954 miles on the odometer, this early GSX-R750 was sold new by Heron Suzuki GB and comes with the original bill of sale. The vendor describes the machine as in good condition throughout, benefiting from new front brake pistons; ultrasonically cleaned carburettors; and repainted top fairing. Although started earlier this year, the Suzuki has not been used for some 9-10 years and will require re-commissioning before further use. Representing a rare opportunity to acquire a fine example of Suzuki's iconic 'Gixxer', the machine comes with a handbook; two keys; and a V5C document.

£6,500 - 7,500

€7,600 - 8,700



807

1999 YAMAHA 998CC YZF-R1

Registration no. T251 OBV

Frame no. JYARN011000010507

Engine no. N501E0017956

For the R1, Yamaha redesigned the 5 valves per cylinder Genesis engine used in predecessors from the FZ750 to the YZF1000R. By rearranging the gearbox layout, the engine was made more compact, thus aiding modifications to the frame geometry. They used a modification of the Deltabox frame, and upside-down forks. Early examples were fitted with carburettors, before later versions were equipped with fuel injection. An early example, such as 'T251 OBV', could be considered the purest form of the model, and one can only imagine that clean, original, low mileage, examples such as this, will only increase in value in the years to come. This R1 was purchased new by the late owner, and was used on a regular, but limited, basis. To attend occasional track days, he purchased a spare set of wheels, shod with track tyres, and these are included with the bike, along with a track fairing, petrol tank and seat unit. Showing a believed-correct 7923 miles on the odometer at consignment, it was last started towards the end of 2019, although it has been kept on a battery tender, and should only need light re-commissioning before use with a new owner. Documentation comprises a current V5C, original purchase invoice, service booklet, quantity of expired MoTs, assorted invoices and miscellaneous papers.

£2,750 - 3,750

€3,200 - 4,400



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

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

808

1948 VINCENT-HRD 998CC SERIES-B RAPIDE

Registration no. ACH 862
Frame no. R2460
Rear Frame no. R2460
Engine no. F10AB/1/461
Crankcase Mating no. E66/E66

- *Matching frame and engine numbers*
- *Present family ownership since 1980*
- *Believed last used in 1988*



The outbreak of WW2 in 1939 brought production of all Vincent's Series A models to a halt, and when production resumed 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, which 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, 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 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.

This Series B Rapide was despatched to the Blacknells dealership in Derby in January 1948. Despite not conforming to the '1900' rule, this machine's frame and engine number pairing is correct. It is believed that the Vincent had already been restored when the late owner purchased it at a UK auction in 1980 (see correspondence on file). His daughter remembers being collected from school on the bike and recalls that her father loved owning it and polishing it. Indeed, so proud of it was he that he would bring the Rapide into the front garden to clean, so it was on public view. He also loved the sound it made. The machine carries a tax disc that expired in 1988 and the most recent MoT dates from that year, suggesting that the machine has not been used for over 30 years. Last run in April 2021, it will require re-commissioning or possibly more extensive restoration before returning to the road. Additional documentation includes sundry bills, mainly for parts; an old-style buff logbook (issued 1962); and a V5C Registration Certificate.

£35,000 - 40,000
€55,000 - 65,000

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.

809

2014 MOTOR SPORT TRAILER LTD 4900 MOTORCYCLE / ACCOMODATION TRAILER

- *Bespoke trailer*
- *Cost over £27,000 new*
- *Accommodates three motorcycles*

Chassis no. SA9FTX16600244011



The vendor took delivery of this fabulous bespoke trailer in 2014 at a cost of over £27,000, to transport his motorcycles to European events with deluxe accommodation on arrival. It is now offered for sale only because of his ongoing health problems.

The body is a double skin fibreglass shell with double glazed windows and opening roof lights, mounted on a fully galvanised triple axle chassis with braking system.

Garage space: is 7'6" long x 7 feet wide. It will comfortably accommodate three bikes, two in wheel chocks on each side, and one facing backwards in the middle. There are plenty of tie-down points, a storage compartment in the floor (storage for the 240V mains hook-up cable), 2 storage cupboards and LED lighting. Two sturdy aluminum ramps are stored in the chassis under the floor, accessed from behind the rear number plate mounting. The tail gate hinges at the top and when raised on hydraulic struts, provides a covered area behind the garage.

Accommodation: kitchen area with sink and 3-ring gas hob running on LPG. Small toilet/shower room, fridge, Whale Marine water/space heater. Large raised double bed with mattress, and two storage cupboards. Two seating benches with storage & removable table, which together can form a further small double bed. LED lighting, TV, smoke, and CO gas detectors.

Offered with Owner's Manual, 2014 Leisure Industry Gas Safety Record, appliance owner's manuals and keys. All appliances and systems are untested. For the full specification please refer to the listing on our sale website. Close inspection advised, sold strictly as viewed.

£6,000 - 10,000

€7,000 - 12,000

No Reserve

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810
1987 YAMAHA FZ750 GENESIS

Registration no. not registered
Frame no. 2MG 007283
Engine no. 2MG 007283

Yamaha's FZ750 was one of most advanced sports bikes yet seen when it arrived in 1985, though strictly speaking most of the FZ's cutting-edge technology was to be found in the engine. A five-valves-per-cylinder design that would later be applied to all of Yamaha's larger sports models, it represented the first time such an engine had featured in a production motorcycle. This example was purchased from Padgett's of Batley as new-old-stock and has been stored in the vendor's workshop ever since, hence it only has 2.7 miles on the odometer. The vendor no longer has the original purchase receipt but no one else has owned the FZ in its 34 years of existence. It has never had fuel in it and never been run, while the battery has never been connected. It is exactly as it was when purchased and in mint condition, complete with the original tool kit, passenger strap, and service booklet.

£5,000 - 8,000
€5,800 - 9,300



811
2009 BUELL 1125R

Registration no. FG59 ULB
Frame no. 5MZHL04EX93B00904
Engine no. MZHL049B00904

A marque that didn't exist 40 years ago, Buell travelled a long way in a relatively short time before its recent sad demise. Founded by Erik Buell, the company established its own unique brand image, building a range of Harley-Davidson-powered sports bikes combining the Milwaukee twin's traditional 'stump pulling' torque with a state-of-the art chassis possessing the dimensions and geometry of a Grand Prix 250. As Buell production steadily increased so did Harley-Davidson's stake in the company, which it would come to own outright. But Buell knew he could not rely on H-D's traditional (some would say outdated) technology forever. What would turn out to be Buell's last throw of the dice, the all-new 1125R was announced in July 2007. BRP-Rotax of Austria supplied the engine: a double-overhead-camshaft 8-valve liquid-cooled 72-degree v-twin displacing 1,125cc and producing 146bhp. Sadly for Erik Buell, Harley's new management had no faith in the Buell brand and pulled the plug in October 2009. This rare Buell 1125R has had only two private owners from new and has covered a mere 85 miles in total. Last run towards the end of May 2021 and described by the vendor as in 'virtually new' condition, the machine is offered with a V5C Registration Certificate and all its original documentation.

£6,500-8,000
€7,600-9,300

END OF SALE



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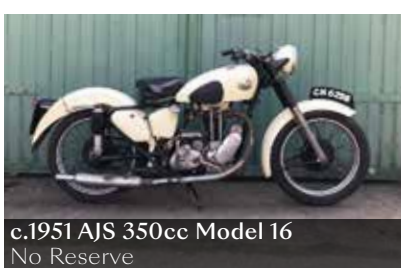
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c.1951 AJS 350cc Model 16
No Reserve



1955 Panther 250cc
No Reserve



1958 Velocette 200cc LE Mk III
No Reserve

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Entries invited | Bicester Heritage | 17 July 2021

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THE LOT IS AVAILABLE FOR INSPECTION AND YOU MUST FORM YOUR OWN OPINION IN RELATION TO IT. YOU ARE STRONGLY ADVISED TO EXAMINE ANY LOT OR HAVE IT EXAMINED ON YOUR BEHALF BEFORE THE SALE.

4. CONDUCT OF THE SALE

Our *Sales* are public auctions which persons may attend and you should take the opportunity to do so. We reserve the right at our sole discretion to refuse admission to our premises or to any *Sale* and to remove any person from our premises and *Sales*, without stating a reason. We have complete discretion as to whether the *Sale* proceeds, whether any *Lot* is included in the *Sale*, the manner in which the *Sale* is conducted and we may offer *Lots for Sale* in any order we choose notwithstanding the numbers given to *Lots* in the *Catalogue*. You should therefore check the date and starting time of the *Sale*, whether there have been any withdrawals or late entries. Remember that withdrawals and late entries may affect the time at which a *Lot* you are interested in is put up for *Sale*. We have complete discretion in which to refuse any bid, to nominate any bidding increment we consider appropriate, to divide any *Lot*, to combine two or more *Lots*, to withdraw any *Lot* from a *Sale* and, before the *Sale* has been closed, to put up any *Lot* for auction again. Auction speeds can exceed 100 *Lots* to the hour and bidding increments are generally about 10%; however, these do vary from *Sale* to *Sale* and from *Auctioneer* to *Auctioneer*. Please check with the department organising the *Sale* for advice on this. Where a *Reserve* has been applied to a *Lot*, the *Auctioneer* may, in his absolute discretion, place bids (up to an amount not 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% of the *Hammer Price* on the first £10,000; plus
25% of the *Hammer Price* from £10,001 and up to £450,000; plus
20% of the *Hammer Price* from £450,001 and up to £4,500,000; plus
14.5% of the *Hammer Price* above £4,500,000

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 licences 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 6cm

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 – Chateau 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 be 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 ("you

Principal"), you undertake and warrant that:

- 3.10.1 you have conducted suitable customer due diligence into your Principal under applicable Sanctions and Anti-Money Laundering laws and regulations;
- 3.10.2 your Principal is not a Sanctioned Party and not owned, partially owned or controlled by a Sanctioned Party, and you have no reason to suspect that your Principal has been charged or convicted with, money laundering, terrorism or other crimes;
- 3.10.3 funds used for your or your Principal's purchase are not connected with or derived from any criminal activity, including without limitation tax evasion, money laundering or terrorist financing;
- 3.10.4 items purchased by you and your Principal through Bonhams are not being purchased or to be used in any way connected with or to facilitate breaches of applicable Tax, Anti-Money Laundering or Anti-Terrorism laws and regulations; and
- 3.10.5 that you consent to Bonhams relying upon your customer due diligence, undertaking to retain records of your due diligence for at least 5 years and to make such due diligence records available for inspection by an independent auditor in the event we request you to do so.
- 3.11 We reserve the rights to make enquiries about any person transacting with us and to identify the source of any funds received from you. In the event we have not completed our investigations in respect of anti-terrorism financing, anti-money laundering or other financial and identity checks concerning either you or the Seller, to our satisfaction at our discretion, we shall be entitled to retain Lots and/or proceeds of Sale, postpone or cancel any sale and to take any other actions required or permitted under applicable law, without liability to you.

4 COLLECTION OF THE LOT

- 4.1 Subject to any power of the Seller or us to refuse to release the Lot to you, once you have paid to us, in cleared funds, everything due to the Seller and to us, and once we have completed our investigations under paragraph 3.11, we will release the Lot to you or as you may direct us in writing. The Lot will only be released on production of a buyer collection document, obtained from our cashier's office.
- 4.2 You must collect and remove the Lot at your own expense by the date and time specified in the *Notice to Bidders*, or if no date is specified, by 4.30pm on the seventh day after the Sale. For the period referred to in paragraph 4.2, the Lot can be collected from the address referred to in the *Notice to Bidders* for collection on the days and times specified in the *Notice to Bidders*. Thereafter, the Lot may be removed elsewhere for storage and you must enquire from us as to when and where you can collect it, although this information will usually be set out in the *Notice to Bidders*.
- 4.4 If you have not collected the Lot by the date specified in the *Notice to Bidders*, you authorise us, acting in this instance as your agent and on your behalf, to enter into a contract (the "*Storage Contract*") with the *Storage Contractor* for the storage of the Lot on the then current standard terms and conditions agreed between Bonhams and the *Storage Contractor* (copies of which are available on request). If the Lot is stored at our premises storage fees at our current daily rates (currently a minimum of £3 plus VAT per Lot per day) will be payable from the expiry of the period referred to in paragraph 4.2. These storage fees form part of our *Expenses*.
- 4.5 Until you have paid the *Purchase Price* and any *Expenses* in full the Lot will either be held by us as agent on behalf of the Seller or held by the *Storage Contractor* as agent on behalf of the Seller and ourselves on the terms contained in the *Storage Contract*.
- 4.6 You undertake to comply with the terms of any *Storage Contract* and in particular to pay the charges (and all costs of moving the Lot into storage) due under any *Storage Contract*. You acknowledge and agree that you will not be able to collect the Lot from the *Storage Contractor's* premises until you have paid the *Purchase Price*, any *Expenses* and all charges due under the *Storage Contract*.
- 4.7 You will be wholly responsible for packing, handling and transport of the Lot on collection and for complying with all import or export regulations in connection with the Lot.
- 4.8 You will be wholly responsible for any removal, storage, or other charges for any Lot not removed in accordance with paragraph 4.2, payable at our current rates, and any *Expenses* we incur (including any charges due under the *Storage Contract*), all of which must be paid by you on demand and in any event before any collection of the Lot by you or on your behalf.

5 STORING THE LOT

We agree to store the Lot until the earlier of your removal of the Lot or until the time and date set out in the *Notice to Bidders*, on the Sale Information Page or at the back of the catalogue (or if no date is specified, by 4.30pm on the seventh day after the Sale) and, subject to paragraphs 3, 6 and 10, to be responsible as *bailee* to you for damage to or the loss or destruction of the Lot (notwithstanding that it is not your property before payment of the *Purchase Price*). If you do not collect the Lot before the time and date set out in the *Notice to Bidders* (or if no date is specified, by 4.30pm on the seventh day after the Sale) we may remove the Lot to another location, the details of which will usually be set out in the relevant section of the *Catalogue*. If you have not paid for the Lot in accordance with paragraph 3, and the Lot is moved to any third party's premises, the Lot will be held by such third party strictly to Bonhams' order and we

- will retain our lien over the Lot until we have been paid in full in accordance with paragraph 3.
- 6 RESPONSIBILITY FOR THE LOT**
- 6.1 Title (ownership) in the Lot passes to you (i) on payment of the *Purchase Price* to us in full in cleared funds and (ii) when investigations have been completed to our satisfaction under paragraph 3.11.
- 6.2 Please note however, that under the *Contract for Sale*, the risk in the Lot passes to you after 7 days from the day upon which it is knocked down to you or upon collection of the Lot if earlier, and you are advised to obtain insurance in respect of the Lot as soon as possible after the Sale.
- 7 FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS**
- 7.1 If all sums payable to us are not so paid in full at the time they are due and/or the Lot 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 Seller):
- 7.1.1 to terminate this agreement immediately for your breach of contract;
- 7.1.2 to retain possession of the Lot;
- 7.1.3 to remove, and/or store the Lot at your expense;
- 7.1.4 to take legal proceedings against you for payment of any sums payable to us by you (including the *Purchase Price*) and/or damages for breach of contract;
- 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;
- 7.1.6 to repossess the Lot (or any part thereof) which has not become your property, and for this purpose (unless you buy the Lot as a Consumer) 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 Lot or part thereof;
- 7.1.7 to sell the Lot Without Reserve by auction, private treaty or any other means on giving you three months' written notice of our intention to do so;
- 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 Sale) until all sums due to us have been paid in full;
- 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;
- 7.1.10 on three months' written notice to sell, Without Reserve, 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 Sale) and to apply any monies due to you as a result of such Sale in payment or part payment of any amounts owed to us;
- 7.1.11 refuse to allow you to register for a future Sale or to reject a bid from you at any future Sale or to require you to pay a deposit before any bid is accepted by us at any future Sale in which case we will be entitled to apply such deposit in payment or part payment, as the case may be, of the *Purchase Price* of any Lot of which you are the Buyer.
- 7.1.12 having made reasonable efforts to inform you, to release your name and address to the Seller, so they might take appropriate steps to recover the amounts due and legal costs associated with such steps.
- 7.2 You agree to indemnify us against all legal and other costs, all losses and all other Expenses (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.
- 7.3 If you pay us only part of the sums due to us such payment shall be applied firstly to the *Purchase Price* of the Lot (or where you have purchased more than one Lot pro-rata towards the *Purchase Price* of each Lot) and secondly to the Buyer's Premium (or where you have purchased more than one Lot pro-rata to the Buyer's Premium on each Lot) and thirdly to any other sums due to us.
- 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 Sale of the Lot under our rights under this paragraph 7 after the payment of all sums due to us and/or the Seller within 28 days of receipt by us of all such sums paid to us.
- 8 CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT**
- 8.1 Whenever it becomes apparent to us that the Lot is the subject of a claim by someone other than you and other than the Seller (or that such a claim can reasonably be expected to be made), we may, at our absolute discretion, deal with the Lot 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:
- 8.1.1 retain the Lot to investigate any question raised or reasonably expected by us to be raised in relation to the Lot; and/or
- 8.1.2 deliver the Lot to a person other than you; and/or
- 8.1.3 commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or
- 8.1.4 require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.
- 8.2 The discretion referred to in paragraph 8.1:
- 8.2.1 may be exercised at any time during which we have actual or constructive possession of the Lot, 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
- 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.
- 9 FORGERIES**
- 9.1 We undertake a personal responsibility for any Forgery in accordance with the terms of this paragraph 9.
- 9.2 Paragraph 9 applies only if:
- 9.2.1 your name appears as the named person to whom the original invoice was made out by us in respect of the Lot and that invoice has been paid; and
- 9.2.2 you notify us in writing as soon as reasonably practicable after you have become aware that the Lot is or may be a Forgery, and in any event within one year after the Sale, that the Lot is a Forgery; and
- 9.2.3 within one month after such notification has been given, you return the Lot to us in the same condition as it was at the time of the Sale, accompanied by written evidence that the Lot is a Forgery and details of the Sale and Lot number sufficient to identify the Lot.
- 9.3 Paragraph 9 will not apply in respect of a Forgery if:
- 9.3.1 the Entry in relation to the Lot contained in the Catalogue reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion or reflected the then current opinion of an expert acknowledged to be a leading expert in the relevant field; or
- 9.3.2 it can be established that the Lot is a Forgery only by means of a process not generally accepted for use until after the date on which the Catalogue was published or by means of a process which it was unreasonable in all the circumstances for us to have employed.
- 9.4 You authorise us to carry out such processes and tests on the Lot as we in our absolute discretion consider necessary to satisfy ourselves that the Lot is or is not a Forgery.
- 9.5 If we are satisfied that a Lot is a Forgery we will (as principal) purchase the Lot from you and you will transfer the title to the Lot in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims, 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 *Purchase Price*, *Buyer's Premium*, *VAT* and *Expenses* paid by you in respect of the Lot.
- 9.6 The benefit of paragraph 9 is personal to, and incapable of assignment by, you.
- 9.7 If you sell or otherwise dispose of your interest in the Lot, all rights and benefits under this paragraph 9 will cease.
- 9.8 Paragraph 9 does not apply to a Lot made up of or including a Chinese painting or Chinese paintings, a motor vehicle or motor vehicles, a Stamp or Stamps or a Book or Books.
- 10 OUR LIABILITY**
- 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 Description of the Lot or any Entry or Estimate in respect of it, made by us or on our behalf or by or on behalf of the Seller (whether made in writing, including in the Catalogue, or on the Bonhams' Website, or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the Sale.
- 10.2 Our duty to you while the Lot 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 Lot or to other persons or things caused by:
- 10.2.1 handling the Lot if it was affected at the time of Sale 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 Lot is or becomes dangerous, we may dispose of it without notice to you in advance in any manner we think fit and we will be under no liability to you for doing so.
- 10.3.1 We will not be liable to you for any loss of Business, Business profits, revenue or income or for loss of Business reputation or for disruption to Business or wasted time on the part of the Buyer's management or staff or, if you are buying the Lot in the course of a Business, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- 10.3.2 Unless you buy the Lot as a Consumer, in any circumstances where we are liable to you in respect of a Lot, or any act, omission, statement, representation in respect of it, or this agreement or its performance, and whether in damages, for an
- indemnity or contribution or for a restitutionary remedy or in any way whatsoever, our liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the Lot plus *Buyer's Premium* (less any sum you may be entitled to recover from the Seller) irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- You may wish to protect yourself against loss by obtaining insurance.
- Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law, or (v) under our undertaking in paragraph 9 of these conditions.
- 11 BOOKS MISSING TEXT OR ILLUSTRATIONS**
- Where the Lot is made up wholly of a Book or Books and any Book does not contain text or illustrations (in either case referred to as a "non-conforming Lot"), we undertake a personal responsibility for such a non-conforming Lot in accordance with the terms of this paragraph, if:
- the original invoice was made out by us to you in respect of the Lot and that invoice has been paid; and
- you notify us in writing as soon as reasonably practicable after you have become aware that the Lot is or may be a non-conforming Lot, and in any event within 20 days after the Sale (or such longer period as we may agree in writing) that the Lot is a non-conforming Lot; and
- within 20 days of the date of the relevant Sale (or such longer period as we may agree in writing) you return the Lot to us in the same condition as it was at the time of the Sale, accompanied by written evidence that the Lot is a non-conforming Lot and details of the Sale and Lot number sufficient to identify the Lot, but not if:
- the Entry in the Catalogue in respect of the Lot indicates that the rights given by this paragraph do not apply to it; or
- the Entry in the Catalogue in respect of the Lot reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion; or
- it can be established that the Lot is a non-conforming Lot only by means of a process not generally accepted for use until after the date on which the Catalogue was published or by means of a process which it was unreasonable in all the circumstances for us to have employed; or
- the Lot comprises atlases, maps, autographs, manuscripts, extra illustrated books, music or periodical publications; or
- the Lot was listed in the Catalogue under "collections" or "collections and various" or the Lot was stated in the Catalogue to comprise or contain a collection, issue or Books which are undescribed or the missing text or illustrations are referred to or the relevant parts of the Book contain blanks, half titles or advertisements.
- If we are reasonably satisfied that a Lot is a non-conforming Lot, we will (as principal) purchase the Lot from you and you will transfer the title to the Lot in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims and we will pay to you an amount equal to the sum of the *Purchase Price* and *Buyer's Premium* paid by you in respect of the Lot.
- The benefit of paragraph 10 is personal to, and incapable of assignment by, you and if you sell or otherwise dispose of your interest in the Lot, all rights and benefits under this paragraph will cease.
- 12 MISCELLANEOUS**
- 12.1 You may not assign either the benefit or burden of this agreement.
- 12.2 Our failure or delay in enforcing or exercising any power or right under this agreement will not operate or be deemed to operate as a waiver of our rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect our ability subsequently to enforce any right arising under this agreement.
- 12.3 If either party to this agreement is prevented from performing that party's respective obligations under this agreement by circumstances beyond its reasonable control (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 Bonhams marked for the attention of the Company Secretary), to the address or fax number of the relevant party given in the Contract Form (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.
- 12.5 If any term or any part of any term of this agreement is held to

be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.

- 12.6 References in this agreement to *Bonhams* will, where appropriate, include reference to *Bonhams'* officers, employees and agents.
- 12.7 The headings used in this agreement are for convenience only and will not affect its interpretation.
- 12.8 In this agreement "including" means "including, without limitation".
- 12.9 References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.
- 12.10 Reference to a numbered paragraph is to a paragraph of this agreement.
- 12.11 Save as expressly provided in paragraph 12.12 nothing in this agreement confers (or purports to confer) on any person who is not a party to this agreement any benefit conferred by, or the right to enforce any term of, this agreement.
- 12.12 Where this agreement confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of *Bonhams*, it will also operate in favour and for the benefit of *Bonhams'* holding company and the subsidiaries of such holding company and the successors and assigns of *Bonhams* and of such companies and of any officer, employee and agent of *Bonhams* and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.

13 GOVERNING LAW

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

DATA PROTECTION – USE OF YOUR INFORMATION

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our Website www.bonhams.com 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 has been given has the right to rely.

SALE OF GOODS ACT 1979

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

"Section 12 Implied terms about title, etc

- (1) In a contract of sale, other than one to which subsection (3) below applies, there is an implied term on the part of the seller that in the case of a sale he has a right to sell the goods, and in the case of an agreement to sell he will have such a right at the time when the property is to pass.
 - (2) In a contract of sale, other than one to which subsection (3) below applies, there is also an implied term that-
 - (a) the goods are free, and will remain free until the time when the property is to pass, from any charge or encumbrance not disclosed or known to the buyer before the contract is made, and
 - (b) the buyer will enjoy quiet possession of the goods except in so far as it may be disturbed by the owner or other person entitled to the benefit of any charge or encumbrance so disclosed or known.
 - (3) This subsection applies to a contract of sale in the case of which there appears from the contract or is to be inferred from its circumstances an intention that the seller should transfer only such title as he or a third person may have.
 - (4) In a contract to which subsection (3) above applies there is an implied term that all charges or encumbrances known to the seller and not known to the buyer have been disclosed to the buyer before the contract is made.
 - (5) In a contract to which subsection (3) above applies there is also an implied term that none of the following will disturb the buyer's quiet possession of the goods, namely:
 - (a) the seller;
 - (b) in a case where the parties to the contract intend that the seller should transfer only such title as a third person may have, that person;
 - (c) anyone claiming through or under the seller or that third person otherwise than under a charge or encumbrance disclosed or known to the buyer before the contract is made.
- (5A) As regards England and Wales and Northern Ireland, the term implied by subsection (1) above is a condition and the terms implied by subsections (2), (4) and (5) above are warranties."

Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Paddle number (for office use only)

Bonhams

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 Summer Sale	Sale date: 2 - 4 July 2021
Sale no. 26514	Sale venue: Stafford

If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids.

General Bid Increments:

£10 - 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 and (if the ID does not confirm your address) 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? If yes, please complete question 3.

3. Bidder's name, address and contact details (phone and email):
Bidder's ID: Government issued ID and (if the ID does not confirm their address) current utility bill/bank statement

Are you acting in a business capacity? Yes No If registered for VAT in the EU please enter your registration here: / - -

Please note that all telephone calls are recorded.

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

FOR WINE SALES ONLY

Please leave lots "available under bond" in bond Please include delivery charges (minimum charge of £20 + VAT)

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

Bidder/Agent's (please delete one) signature:	Date:
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* Covering Bid: A maximum bid (exclusive of Buyers Premium and VAT) to be executed by Bonhams only if we are unable to contact you by telephone, or should the connection be lost during bidding.

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

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

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

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Index | Day 1 | Collectors' Motorcycles

Lot no.	Year	Model	Lot no.	Year	Model
33	c.1946	AJS 497cc E90 'Porcupine' Grand Prix Racing Motorcycle	125	1930	Norton 588cc Model 18/19 Project
6	1958	AJS 348cc Model 16 Trials	124	1931	Norton 490cc Model 18
34	1960	AJS 646cc Model 31	126	1931	Norton 490cc Model 18 Project
35	c.1960	AJS 348cc Model 16	122	1931	Norton 490cc Model 18/20 Project (see text)
8	1952	Ariel 499cc KH500 Fieldmaster	3	c.1932	Norton 490cc 16H Project
86	1961	Ariel 247cc Leader	1	c.1937/1933	Norton 490cc International Model 30 Racing Motorcycle
87	1962	Ariel 247cc Leader	5	c.1959	Norton 596cc 'Dominator 99' (see text)
46	1981	Benelli 250 Quattro	127	c.1960	Norton 596cc Dominator 99 Café Racer
95	1983	Benelli 499cc Quattro	2	c.1961	Norton 596cc 'Dominator 99' (see text)
80	2002	Bimota 1,074cc SB6-R	4	1969	Norton 646cc Mercury
91	1999	BMW R1100S	90		Norton Manx 500cc Replica by Bernie Allen
115		Bob Light Aermacchi 350cc Racing Motorcycle Project	31		Racing Kneeler Sidecar Outfit
108	1956	BSA 150cc D3 Bantam Major Project	57	1958	Royal Enfield 248cc Crusader
66	c.1958	BSA 646cc A10	58	1963	Royal Enfield 248cc Crusader
84	1931	Coventry Eagle 196cc Project	56	c.1966	Royal Enfield 248cc Continental GT
65	c.1950	Derny 98cc Tandem Moped	60	2004	Royal Enfield 350cc Bullet
48	1930	Douglas 348cc A31	59	2008	Royal Enfield 350cc Bullet
50	1950	Douglas 348cc MkV	113		Seeley 350cc Gold Star Replica Racing Motorcycle
49	1957	Douglas 348cc Dragonfly	114		Seeley 350cc Gold Star Replica Racing Motorcycle
110		Drixton-Honda 500cc Replica Racing Motorcycle	111		Seeley 500cc G50 Replica Racing Motorcycle
45	c.1971	Ducati 160cc Monza Junior	112		Seeley 500cc Gold Star Replica Racing Motorcycle
85	c.1963	Flandria 50cc Sports Moped	39	1951	Sunbeam 489cc S8
41	c.1980	Godden GR500 Grass-track Racing Motorcycle	38	1952	Sunbeam 489cc S7
55	c.1958	Greeves 197cc 20TA Scottish Trials	51	1957	Sunbeam 489cc S7
81	2000	Harley-Davidson XL883C Sportster Custom	97	c.1975	Suzuki 247cc RL250 Trials
101	1963	Honda 305cc CB77	79	c.1981	Suzuki GSX250
102	1965	Honda 250cc CB72	98	1986	Suzuki RB50 (GSX-R50) Gag Minibike
104	1966	Honda 154cc C95	62	c.1948	Swallow 122c Gadabout Mkl
100	1966	Honda CB450 'Black Bomber'	67	c.1958	Tri-BSA 650cc
74	c.1968	Honda CA160 Dream	89	1938	Triumph 498cc Speed Twin
73	c.1975	Honda TL125 Trials	12	c.1938	Triumph 249cc Model 2H Racing Motorcycle
75	c.1976	Honda 49cc Z50J 'Monkey Bike'	32	c.1938	Triumph 500cc Model 5/Tiger 90 (see text)
103	1977	Honda CD175	13	1948	Triumph 498cc Tiger 100
72	1985	Honda VF500FII	20	1955	Triumph 149cc Terrier
69	1989	Honda CBR1000F-K	24	c.1955/1952	Triumph 650cc Thunderbird Project
68	1989	Honda GL1200 Gold Wing Aspencade	14	1956	Triumph 649cc Tiger 110
105	c.1989	Honda VFR400R NC30	25	1957	Triumph 349cc Twenty One
70	1990	Honda VFR750F-L	16	c.1957	Triumph 498cc Speed Twin
106	1994	Honda CB250 Project	21	1960	Triumph 490cc 5TA Speed Twin
71	1995	Honda CBR600F	18	1961	Triumph 200cc Tiger Cub Trials
76	c.1998	Honda SRX50 Shadow	22	1961	Triumph 349cc 3TA/Twenty One (see text)
88	2008	Hyosung GV650 Aquila	109	1961	Triumph 649cc T120R Bonneville
40		Jawa 498cc DT500 Speedway Motorcycle	15	1961	Triumph 650cc Thunderbird
96	1969	Kawasaki 250cc A1 Samurai	27	1963	Triumph 349cc 3TA
94	1981	Laverda 981cc Jota '120'	30	1963	Triumph 349cc 3TA
52	c.1941/1952	Matchless 497cc G3L/G80	23	c.1963/1958	Triumph 349cc Tiger 90/Twenty One (See Text)
53	c.1947	Matchless 348cc G3L (see text)	11	1964	Triumph 500cc T100SS 'Norman Hyde' Café Racer
54	1957	Matchless 498cc G9	61	1965	Triumph 249cc Tigress
36	c.1957	Matchless 498cc G9	19	1966	Triumph 200cc Tiger Cub
37	1959	Matchless 250cc G2	43	c.1966	Triumph 649cc T110 Sprinter
47	1982	Moto Guzzi 346cc V35 II	28	1967	Triumph 490cc T100T Tiger
92	1997	Moto Guzzi 1,000cc Daytona RS	26	1969	Triumph 650cc TR6P Saint
93	1999	Moto Guzzi 1100 Sport Corsa	9	1974	Triumph 750cc T150V Trident
107	c.1981	Moto Morini 239cc C2	10	1977	Triumph 740cc T160 Trident
83	1930	Motoconfort 308cc	77	1997	Triumph 885cc Adventurer
82	c.1950	Motoconfort Twin-engined Motorcycle	42		Triumph 649cc 'Warbird' Sprinter
44	1975	MV Agusta 350 Sport	17		Triumph Tiger Cub 200cc Trials Motorcycle
116	1915	Norton 633cc Big 4 Motorcycle Combination	29		Triumph Tiger Cub 200cc Trials Motorcycle
117	c.1925	Norton 495.5cc Overhead-valve Special Project	7	1956	Velocette 350cc Viper
118	1928	Norton 490cc CS1	64	c.1957	Vincent 48cc Firefly Cyclemotor and Sun Bicycle (see text)
119	1928	Norton 490cc CS1 Project	78	1989	Yamaha FZR600
120	1928	Norton 490cc ES2	99	1980	Yamaha QA50 Pocke
123	1928	Norton 490cc Model 16H Project	63	1958	Zündapp Bella 200w
121	1929	Norton 348cc Model JE			



Lot no.	Year	Model	Lot no.	Year	Model
736	1926	AJS 498cc Model G8 'Big Port' Project	789	1976	Honda CB200
794	1928	AJS 495cc K10 with Swinging-arm Conversion	684	1976	Honda CB750F Super Sport
723	1936	AJS 982cc Model 2 Motorcycle Combination	802	1980	Honda 748cc CB750F
754	1954	AJS 349cc 7R Racing Motorcycle	805	1989	Honda VFR750R Type RC30
675	1956/1958	AJS 498cc Model 20	737	1925	Humber 348cc Sidevalve
778	1958	AJS 348cc Model 16MCS Scrambler	665	1926	Humber 349cc 2 3/4 Hp
721	1916	Alldays Allon 548cc Motorcycle Combination	630	1955	Isomoto 125cc
660	2013	Aprilia RRV450 Racing Motorcycle	632	1957	Itom 50cc Super Sport
729	1913	Ariel 3 1/2hp Sports	631	1960	Itom 50cc Super Sport
743	1931	Ariel 497cc Model 4F 'Square Four'	730	1914	J.H. 2 1/2hp
639	1973	Benelli 250 Sport Special	685	c.1995	Kawasaki ZZ-R600
633	1950s	Beta 125cc	734	1922	Labinal Micromoteur and Griffon Gentleman's Bicycle
619	1948	Bianchi 125cc Bianchina	654	1972	Laverda 750 SF
620	1948	Bianchi 125cc Bianchina Project	655	1974	Laverda 750 SF1
678	1982	BMW 980cc R100RS	653	1974	Laverda 981cc 3C
707	1914	Brough 497cc Model H	657	1977	Laverda 500cc Alpino
709	1930	Brough Superior OHV 680 'Black Alpine' (see text)	656	1983	Laverda RGS 1000
710	c.1932	Brough Superior Overhead 680 to Overhead 500 Specification	731	1916	Levis 2 1/2hp Model E
708	1925	Brough Superior 750cc Mark II	635	1961	Malaguti 50cc Gran Sport
711	1937	Brough Superior 1,096cc 11-50 & Petrol-tube Sidecar	719	1923	Martinsyde 495cc Motorcycle Combination
698	1940	Brough Superior 1,096CC 11-50HP	720	1921	Martinsyde-Newman 680cc Motorcycle Combination
739		Brough Superior SS100 1,000cc Supercharged Special Re-creation	793	1934	Matchless 592cc Silver Hawk Project
735	1925	BSA 349cc Model L Sidevalve Project	733	1937	Matchless 982cc Model X Project
782	1928	BSA 493cc Overhead-valve Twin-port 'Sloper'	780	1961	Matchless 498cc G9 Project
748	1934	BSA 500cc Model J34-11	727	1900	Mignonette-Luap 2 1/4hp Voiturette
796	1936	BSA 249cc B2 Project	634	c.1959	Mi-Val 125cc Sei Giorni
777	1949	BSA 350cc B32	646	1948	Moto Guzzi 65cc Motoleggera 65
677	1951	BSA 123cc Bantam D1	623	1950	Moto Guzzi 250cc Airone Sport
676	c.1953	BSA 123cc Bantam D1	624	1956	Moto Guzzi Cardellino 65
670	1955/1959	BSA 499cc Gold Star Scrambler	622	1957	Moto Guzzi Nuovo Cardellino 73 Lusso
705	1957	BSA 646cc A10 Super Rocket	651	1979	Moto Guzzi 850cc Le Mans MkI
787	1958	BSA 646cc A10	652	1980	Moto Guzzi 493cc V50 Mk II
761	1959	BSA 496cc Gold Star Special	643	1980	Moto Morini 344cc '3 1/2' Sport
799	1961	BSA 172cc Bantam D7 Project	636	1961	Motobi 125cc Imperiale Sport
690	1965	BSA 250cc C15 SS80 Bobber Project (see text)	809	2014	Motor Sport Trailer Ltd 4900 Motorcycle / Accomodation Trailer
691	1968	BSA 441cc B44 Shooting Star	601	c.1949	MV Agusta 125cc TEL Sport
762	1971	BSA 740cc Rocket 3 MARK II 5-speed	603	c.1950	MV Agusta 125cc Racing Motorcycle Project
811	2009	Buell 1125R	604	1952	MV Agusta 125cc TEL Turismo
662	1966	Bultaco 250cc TSS Racing Motorcycle	605	1953	MV Agusta 150cc TEL 'Sport Competizione'
775	1973	Bultaco 326cc Sherpa T M92 Trials Motorcycle	606	1956	MV Agusta 175cc CSTL
629	1955	Caproni Capriolo 75	613	1957	MV Agusta 175 CSGT
792	2019	CCM 600cc Spitfire Bobber	602	1958	MV Agusta 125cc Turismo Rapido Extra
638	1966	CF 48cc GT Junior	607	1959	MV Agusta 175 Project
800	1968	Clark 49cc Scamp Moped	614	1960	MV Agusta 99cc Checca GT Extra
637	1965	DKW 48cc Violetta Sport	608	1963	MV Agusta 50cc Liberty Sport
641	1960	DKW RT 175 VS	609	1964	MV Agusta 150cc Rapido Sport
795	1912	Douglas 2 3/4hp	615	1966	MV Agusta 150cc Rapido Sport
779	1947	Douglas 348cc T35 De Luxe	610	c.1966	MV Agusta 125cc GTL Racing Motorcycle
621	1959	Ducati 125cc Aurea	611	1969	MV Agusta 250B
644	1966	Ducati 350 Sebring	612	1972	MV Agusta 125 GTL Super Sport
650	1970	Ducati 250cc Mark III Project	647	1973	MV Agusta 750S
649	1977	Ducati 860 'Super Sport'	616	1976	MV Agusta 125 Sport
648	1979	Ducati 864cc Mike Hailwood Replica	617	1976	MV Agusta 125 Sport
658	1995	Ducati 904cc M900 'Monster Desmodue'	618	1977	MV Agusta 350 Sport 'Ipotesi'
740	c.1931/1932	c.1931/1932 Excelsior-JAP 500cc Racing Motorcycle	661		MV Agusta Magni 862cc Racing Motorcycle
714	1933	Excelsior 250cc Mechanical Marvel Racing Motorcycle	724	c.1904/1905	National 4hp Tricar
715	1938	Excelsior 250cc Four-valve Radial Manxman Racing Motorcycle	718	1915	New Hudson 6hp Big Six Motorcycle Combination
716	1939	Excelsior 250cc Manxman Racing Motorcycle	747	1937	Norton 490cc Model 18
626	1954	FB Mondial 160cc Sport	744	1937	Norton 490cc Model 30 International
699		Garrard Sports Sidecar	668	c.1941	Norton 490cc Ex-WD 16H
627	c.1958	Gilera 175cc Rossa Extra Racing Motorcycle	745	c.1947	Norton 348cc 'Manx' Competition Special
628	c.1960	Gilera 98cc Giubileo 'Scrambler'	669	1950/1946	Norton 490cc Big Four / Model 18
774	1982	Hesketh 992cc Vampire	746	c.1952	Norton 490cc 'International' Competition Special (See Text)
803	1974	Honda CB750K2	776	c.1960	Norton 596cc Dominator 99 Café Racer

Lot no.	Year	Model	Lot no.	Year	Model
772	1973	Norton Commando 850 Roadster	770	1960	Triumph 649cc TR6 Trophy
791	1974/2021	Norton 750cc Commando Production Racer	769	1961	Triumph 349cc 3TA
790	2018	Norton Commando 961 Café Racer 50th Anniversary	689	c.1970	Triumph 490cc '5TA' (see text)
713	1975	Norton-Cosworth Challenge P86 750cc Racing Motorcycle	773	1973	Triumph 740cc T150 Trident
732	1914	OK Junior 292cc Lightweight Project	771	1974	Triumph 740cc T160 Trident
688	1976	Ossa 244cc MAR Trials Motorcycle	687	1991	Triumph 1200 Trophy
786	1956	Panther 594cc Model 100	702	1996	Triumph 885cc Daytona Super III
645	1956	Parilla 175cc Lusso Veloce	703	1998	Triumph 955cc T595 Daytona
625	1958	Parilla 175cc Sport	704	2004	Triumph 955cc Speed Triple
672	1931	Peugeot 327cc P111	663	1933	Velocette 348cc KTT Mk IV
700	1951	Peugeot 125cc TN55 Triporteur Commercial Delivery Tricycle	781	1956	Velocette 192cc LE MkII
741	c.1953	Phoenix-JAP 497cc Racing Motorcycle	760	1958	Velocette 500cc Venom
642	1963	Piaggio Vespa 150	759	1960	Velocette 499cc Venom
725	1906	Quadrant 5hp Forecar	764	1960	Velocette 499cc Venom Frame no. RS16170 Engine no. VM3983
726	1905	Rex 8hp Tricar	763	1961	Velocette 499cc Venom Frame no. RS16292 Engine no. VM 5549
738	c.1928	Rex-Acme 350cc TT Sports	758	1965	Velocette 499cc Thruyton
717	1913	Rover 3½hp Standard 3 Speed Motorcycle Combination	753	1967	Velocette 499cc Venom Thruyton
788	1967	Royal Enfield 249cc Turbo Twin Sports	671	c.1950	Villiers-engined Project
756	c.1931/1932	Rudge 500cc 'Demon' Speedway Racing	694	1951	Vincent 998cc Series-C Black Shadow
712	c.1933	Rudge 499cc TT Replica Racing Motorcycle	751	1951	Vincent 998cc Series-C Black Shadow
755	c.1933	Rudge 500cc Speedway Racing Motorcycle	750	1953	Vincent 499cc Series-C Comet
757	1936	Rudge 499cc Special	695	1953	Vincent 499cc Series-C Comet
664	c.1929	Rudge Whitworth Four-valve	749	1954	Vincent 998cc Series-C Black Shadow
742	1930	Scott 596cc Flying Squirrel De Luxe	697	1954	Vincent 998cc Series-C Rapide
674	1949	Scott 596cc Flying Squirrel	692	1937	Vincent-HRD 498cc Series-A Comet
722	1925	SEAL 980cc Family Motorcycle Combination	706	1949	Vincent-HRD 998cc Series-B Black Shadow
801	1980	Seeley-Honda TL200 Trials Project	693	1947	Vincent-HRD 998cc Series-B Rapide
659	1962	Simmonds Itom 50cc Racing Motorcycle	752	1947	Vincent-HRD 998cc Series-B Rapide
640	1979	Simson 49cc S50 B1 Sports Moped	808	1948	Vincent-HRD 998cc Series-B Rapide
797		Steam-powered Motorcycle with engine by Pearson & Cox	696		Vincent-HRD 998cc Black Lightning Evocation Special
667	1925	Sunbeam 347cc Model 2	798	1914	Wall Auto-Wheel & Gentleman's Vindec Cycle
666	1928	Sunbeam 347cc Model 8	728	c.1923	Warrick Motor Carrier
804	1972	Suzuki GT750J	683	c.1971	Yamaha 125cc YAS1
806	1985	Suzuki GSX-R750F	680	1981	Yamaha RD350LC
673	1936	Triumph 493cc Model 5/5 Sports	681	1981	Yamaha SR500
783	1938	Triumph 350cc Tiger 80	679	c.1984	Yamaha RD350LCII YPVS
766	1952	Triumph 499cc Trophy Frame no. 32897 Engine no. TR5 32897	810	1987	Yamaha FZ750 Genesis
785	1953	Triumph 498cc Tiger 100	686	1987	Yamaha TZR 250
784	1954	Triumph 498cc Speed Twin	682	1991	Yamaha RSX-100
768	1959	Triumph 649cc Tiger T110	807	1999	Yamaha 998cc YZF-R1
765	1960	Triumph 649cc T120 Bonneville Frame no. D4594 Engine no. D4594	701	1939	Zündapp KS600 Motorcycle Combination
767	1960	Triumph 649cc TR6 Trophy			





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