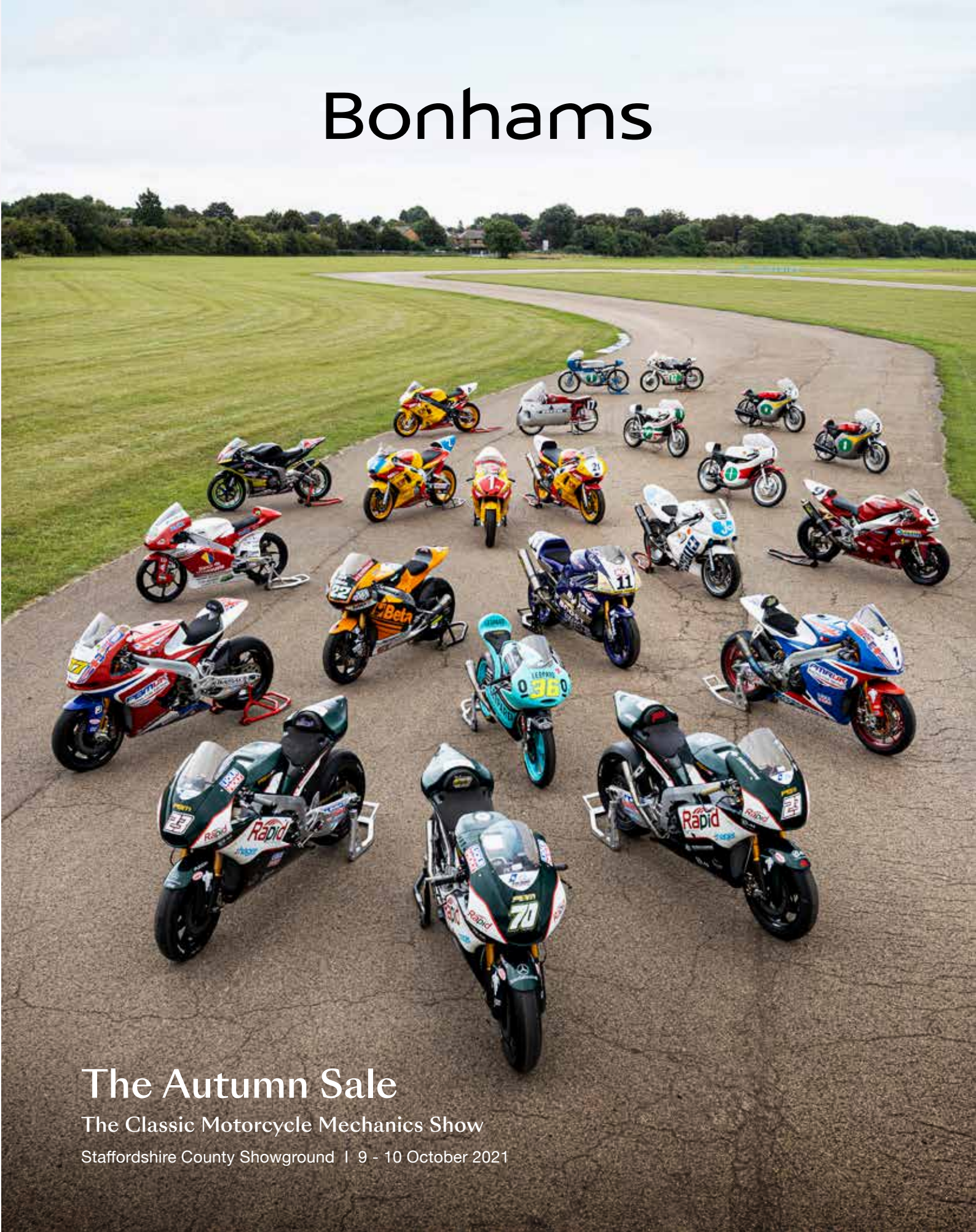
Bonhams



The Autumn Sale

The Classic Motorcycle Mechanics Show

Staffordshire County Showground I 9 - 10 October 2021

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The Autumn Sale

The Classic Motorcycle Mechanics Show

Staffordshire County Showground | Saturday 9 - Sunday 10 October 2021

BONHAMS

101 New Bond Street
London W1S 1SR
bonhams.com

SALE TIMES

Saturday 9 October
Motorcycles
(Lots 1 - 75) Midday
Spares and Memorabilia
(Lots 101 - 238) 2.30pm

Sunday 10 October
Motorcycles
(Lot 301 - 527) 10am

SALE NUMBER

26978

VIEWING

Saturday 9 October
9am to 5pm

Sunday 10 October
from 9am

ADMISSION TO THE CLASSIC MOTORCYCLE MECHANICS 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

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

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

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

Andy Barrett
+44 (0) 20 8963 2817
andrew.barrett@bonhams.com

MOTORCYCLE ENQUIRIES

+44 (0) 20 8963 2817
motorcycles@bonhams.com

VEHICLE ACCESS TO THE SHOWGROUND AND THE BONHAMS AUCTION HALL

Please note, general vehicular access to the Showground and Bonhams Auction Hall is prohibited between 9am to 5pm Saturday 9 October and 9am to 4pm Sunday 10 October unless you have successfully purchased a lot. Successful buyers will be able to access Bonhams Auction Hall strictly by appointment between 2 to 5pm on Saturday 9 October and 11am to 4pm on Sunday 10 October.

Vehicular access to collect purchased lots is permissible without appointment after the latest hour on each day and until 7pm.

Buyers will need to present their purchase invoice at the Trade Gate to facilitate access.

BIDS

- Bid online or via the Bonhams app
Register to bid online by visiting
www.bonhams.com/26978

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.

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

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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 Motorcycles (Lots 1-75 & 301- 527) 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.

For Memorabilia and Spares (Lots 101-238) the Buyer's Premium is 27.5% on the first £10,000 of the hammer price; 25% of the hammer price of amounts in excess of £10,000 up to and including £450,000; 20% of the hammer price of amounts in excess of £450,000 up to and including £4,000,000 and 13.9% of the hammer price of any amounts in excess of £4,000,000.

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 motorcycles@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.

For Motorcycles (Lots 1-75 & 301- 527) 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.

For Memorabilia and Spares (Lots 101-238) the Buyer's Premium is 27.5% on the first £10,000 of the hammer price; 25% of the hammer price of amounts in excess of £10,000 up to and including £450,000; 20% of the hammer price of amounts in excess of £450,000 up to and including £4,000,000 and 13.9% of the hammer price of any amounts in excess of £4,000,000.

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 10 October. Limited collection is available until 11am Monday 11 October, by appointment only. Purchasers must advise Bonhams Motorcycle Department via email no later than 7pm Sunday 10 October. Please email ukmotorcycles@bonhams.com with your collection or transport instructions as soon as possible following your successful bid. Failure to instruct Bonhams by the given time will result in your vehicle being uplifted to store at your expense.

Can someone deliver the motorcycle for me?

Bonhams do not transport vehicles.

However representatives from our preferred carriers - 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

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

James Stensel
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james.stensel@bonhams.com

Bill To
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bill.to@bonhams.com

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

Representatives

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

Lancashire
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Motorcycle Administrator

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motorcycles@bonhams.com

Buyers/Sellers Accounts

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Catalogue subscriptions

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Press Office

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press@bonhams.com

Motorcycle Transporters

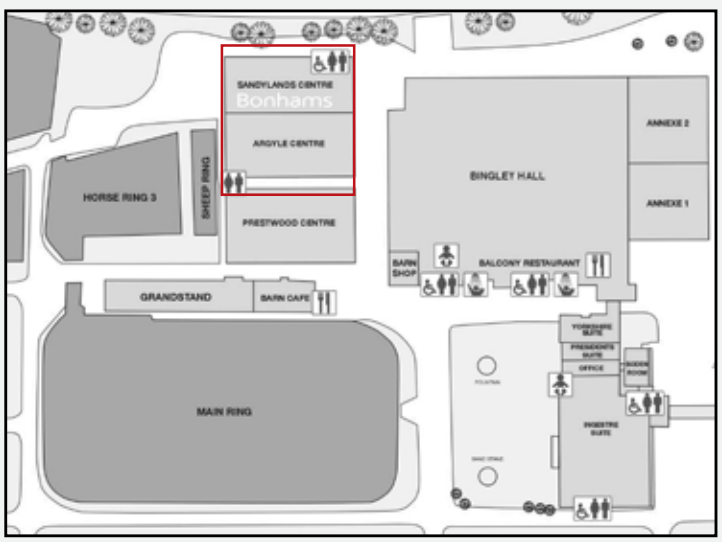
Moving Motorcycles
+44 (0) 1933 448 555
transport@movingmotorcycles.co.uk
www.movingmotorcycles.co.uk

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

Vehicle access to the Showground and the Bonhams Auction Hall

Please note, general vehicular access to the Showground and Bonhams Auction Hall is prohibited between 9am to 5pm Saturday 9 October and 9am to 4pm Sunday 10 October unless you have successfully purchased a lot. Successful buyers will be able to access Bonhams Auction Hall strictly by appointment between 2 to 5pm on Saturday 9 October and 11am to 4pm on Sunday 10 October.

Vehicular access to collect purchased lots is permissible without appointment after the latest hour on each day and until 7pm.

Buyers will need to present their purchase invoice at the Trade Gate to facilitate access.

Collections

Motorcycles

All purchased lots must be cleared from the sale venue by 7pm Sunday 10 October.

Limited collection is available until 11am Monday 11 October, by appointment only, and purchasers must advise Bonhams Motorcycle Department via email no later than 7pm Sunday 10 October 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 12 October, 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).

Motorcycle Spares and Memorabilia

All purchased lots must be cleared from the sale venue by 7pm Sunday 10 October 2021.

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

Bonhams Motorcycles
The Guard House
Bicester Herritage
Buckingham Road
Bicester
Oxon
OX26 5HA

Lots will be available for collection from 10am Thursday 14 October 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.

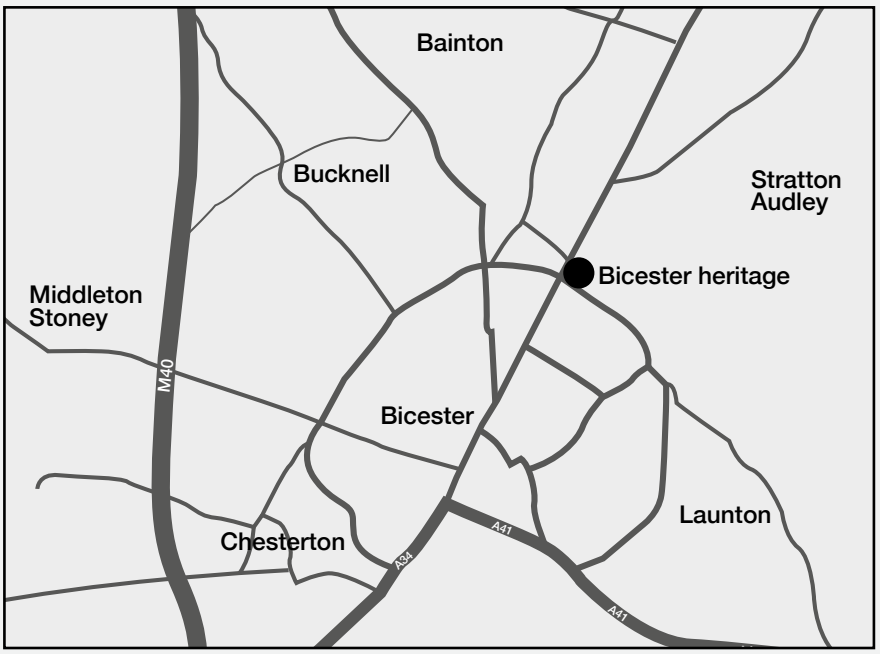
All lots marked with a ◊◊◊ will require specific shipping and storage arrangements, as they are either extremely large or heavy objects. Please contact the Motorcycle Department for detailed information in advance of bidding. Failure to contact the department may result in your purchased lot(s) being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



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Motorcycles - Day 1

Collectors' Motorcycles

Saturday 9 October at Midday
Lots 1 - 75

Further images of each lot can be found at
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The Senior Collection – Part Two

Lots 1 - 75

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 Frend. 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.

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1
NARCISSE-SACHS TYPE 100
Registration no. not registered
Frame no. 134 Engine no. 1149136
Fitted with a Sachs engine, this machine's mechanical condition is unknown. Offered for restoration and sold strictly as viewed. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding. There are no documents offered with this Lot.
£800 - 1,200
€930 - 1,400
No Reserve

2
MOTORISED TANDEM DERNY
Registration no. not registered
Frame no. None visible Engine no. None visible
The machine's mechanical condition is unknown. Offered for restoration and sold strictly as viewed. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding. There are no documents offered with this Lot.
£800 - 1,200
€930 - 1,400
No Reserve

3
DERNY CYCLEMOTOR
Registration no. 89 X74
Frame no. none visible Engine no. 368841
The machine's mechanical condition is unknown. Offered for restoration and sold strictly as viewed. Despite displaying the Vehicle Registration Number '89 X74', the VRN does not appear on the HPI/DVLA database. Accordingly prospective bidders must satisfy themselves as to the validity of the VRN, condition, age, completeness and originality prior to bidding. There are no documents offered with this Lot.
£400 - 600
€460 - 700
No Reserve

4
1957 VINCENT FIREFLY AUTOCYCLE 50CC
Registration no. JPM 556
Frame no. H33844 Engine no. TO5AB-2-5547
The machine's mechanical condition is unknown. Offered for restoration and sold strictly as viewed. Despite displaying the Vehicle Registration Number 'JPM 556', the VRN does not appear on the HPI/DVLA database. Accordingly prospective bidders must satisfy themselves as to the validity of the VRN, condition, age, completeness and originality prior to bidding. Offered with a copy Firefly maintenance instruction manual.
£800 - 1,400
€930 - 1,600
No Reserve

5
NEW HUDSON AUTOCYCLE
Registration no. not registered
Frame no. MC2176 Engine no. XXA40552
The machine's mechanical condition is unknown. This New Hudson appears to be an older restoration and is therefore sold strictly as viewed. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding. There are no documents offered with this Lot.
£600 - 800
€700 - 930
No Reserve

6
C.1961 NSU QUICKLY
Registration no. 93 VPL
Frame no. 950244 Engine no. 1619510
The machine's mechanical condition is unknown. Offered for restoration, the machine displays a total of 5,538 miles on the odometer and sold strictly as viewed. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding. Accompanying documentation consists of an RF.60 logbook, expired 1972 MoT certificate and NSU Quickly spares parts list.
£400 - 500
€460 - 580
No Reserve

7
1957 NSU 49CC QUICKLY
Registration no. 847 MHX
Frame no. 530713 Engine no. 861061
The machine's mechanical condition is unknown and is sold strictly as viewed. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding. Accompanying documentation consists of a V5C, old tax disc and a spares parts list.
£400 - 500
€460 - 580
No Reserve

8
VILLIERS ENGINED AUTOCYCLE
Registration no. not registered
Frame no. 184710 Engine no. XX13480
The machine's mechanical condition is unknown and is sold strictly as viewed. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding. Fitted with a 49cc Villiers Junior engine. There are no documents offered with this Lot.
£500 - 800
€580 - 930
No Reserve

9
RALEIGH RUNABOUT
Registration no. not registered
Frame no. None visible Engine no. R5271L
The machine's mechanical condition is unknown. Offered for re-commissioning and/or restoration and sold strictly as viewed. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding. There are no documents offered with this Lot.
£400 - 500
€460 - 580
No Reserve

10
A WINGED WHEEL BICYCLE
Registration no. not registered
Frame no. 031148 Engine no. none visible
The machine's mechanical condition is unknown. Offered for restoration and sold strictly as viewed. It is attached to a gents bicycle. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding. There are no documents offered with this Lot.
£400 - 600
€460 - 700
No Reserve

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11
C.1947 ROYAL ENFIELD 125CC
Registration no. MMV 486
Frame no. RE16501 Engine no. G8013
Offered for restoration and sold strictly as viewed (the engine turns over). It should be noted the vehicle registration number 'MMV 486' appears on the HPI database however, the machine is offered without documents. Accordingly prospective bidders must satisfy themselves as to the validity of the VRN, condition, age, completeness and originality prior to bidding.
£800 - 1,200
€930 - 1,400
No Reserve

12
1960 FRANCIS BARNETT 150CC PLOVER
Registration no. 908 GKF
Frame no. L-11883 (partially worn)
Engine no. 15T7305
The machine's mechanical condition is unknown and sold strictly as viewed. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding. Accompanying documentation consists of a V5C Registration Certificate.
£800 - 1,200
€930 - 1,400
No Reserve

13
1954 EXCELSIOR 98CC
Registration no. not registered
Frame no. F4S/6936 Engine no. 652A11111
The machine's mechanical condition is unknown. Offered for restoration and is sold strictly as viewed. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding. Offered without documents. Despite displaying the Vehicle Registration Number OWR 902, the VRN does not appear on the HPI/DVLA database. Accordingly, prospective bidders must satisfy themselves as to the validity of the VRN prior to bidding.
£600 - 1,000
€700 - 1,200
No Reserve

14
1961 EXCELSIOR 150CC
Registration no. 134 UXB
Frame no. U10/553 Engine no. D51D2003
The machine's mechanical condition is unknown. Offered for restoration, the machine displays a total of 25,278 miles on the odometer and sold strictly as viewed. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding. Accompanying documentation consists of a V5C Registration Certificate.
£400 - 600
€460 - 700
No Reserve

15
C.1957 BSA 148CC BANTAM D3
Registration no. 241 SMV
Frame no. CD3 18502 Engine no. BD3B25483
The machine's mechanical condition is unknown and has only covered 5 miles since restoration thus sold strictly as viewed. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding. Accompanying documentation consists of V5C Registration Certificate, expired (1973) MoT Certificate and various bills/invoices.
£800 - 1,200
€930 - 1,400
No Reserve

16
1955 BSA 125CC BANTAM
Registration no. LSL 293 (see text)
Frame no. 46760 Engine no. DDB2053
The machine's mechanical condition is unknown. Offered for restoration, the machine displays a total of 38,947 miles on the odometer and sold strictly as viewed. Despite displaying the Vehicle Registration Number 'LSL 293', the VRN does not appear on the HPI/DVLA database. Accordingly prospective bidders must satisfy themselves as to the validity of the VRN, condition, age, completeness and originality prior to bidding.
£800 - 1,200
€930 - 1,400
No Reserve

17
1953 BSA 125CC BANTAM
Registration no. WFX 348 (see text)
Frame no. BD2S 969 Engine no. BD2560
The machine's mechanical condition is unknown. Offered for restoration, the machine displays a total of 4,003 miles on the odometer and sold strictly as viewed. It should be noted the vehicle registration number 'WFX 348' appears on the HPI database however, the machine is offered without documents. Accordingly prospective bidders must satisfy themselves as to the validity of the VRN, condition, age, completeness and originality prior to bidding.
£800 - 1,200
€930 - 1,400
No Reserve

18
C.1951 BSA 125CC BANTAM
Registration no. not registered
Frame no. YD778SS Engine no. BDBY27600
The machine's mechanical condition is unknown. Offered for restoration, the machine displays a total of 23,752 miles on the odometer and is sold strictly as viewed. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding. There are no documents offered with this Lot.
£500 - 700
€580 - 810
No Reserve

19
1959 BSA 175CC BANTAM SUPER
Registration no. 281 UYR (see text)
Frame no. D72369 Engine no. ED7B24627
The machine's mechanical condition is unknown. Offered for restoration, the machine displays a total of 30,860 miles on the odometer and sold strictly as viewed. Despite displaying the Vehicle Registration Number '281 UYR', the VRN does not appear on the HPI/DVLA database. Accordingly prospective bidders must satisfy themselves as to the validity of the VRN, condition, age, completeness and originality prior to bidding. There are no documents offered with this Lot.
£500 - 800
€580 - 930
No Reserve

20
BSA 125CC BANTAM
Registration no. HUJ 386 (See text)
Frame no. 70792 Engine no. DD12051 (See text)
The machine's mechanical condition is unknown. Offered for restoration, the machine displays a total of 5,538 miles on the odometer and sold strictly as viewed. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding. Despite displaying the Vehicle Registration Number 'HUJ 386', the VRN does not appear on the HPI/DVLA database. Accordingly, prospective bidders must satisfy themselves as to the validity of the VRN prior to bidding. It should be noted the engine number dates from 1959.
£500 - 700
€580 - 810
No Reserve

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21
C.1951 BSA 125CC BANTAM
Registration no. not registered
Frame no. 30417 Engine no. 73495YD
The machine's mechanical condition is unknown. Offered for restoration, the machine displays a total of 498 miles on the odometer and sold strictly as viewed. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding. Appears to have been converted to trials configuration, offered without documents.
£500 - 700
€580 - 810
No Reserve

22
C.1952 BSA 125CC BANTAM
Registration no. not registered (see text)
Frame no. YD172807 Engine no. 70198YD
The machine's mechanical condition is unknown. Offered for restoration, the machine displays a total of 30,686 miles on the odometer and sold strictly as viewed. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding. Offered without documents. It should be noted the Vehicle Registration Number displayed pertains to a Rover motor car and not this machine.
£500 - 700
€580 - 810
No Reserve

23
BSA 175CC BANTAM SCRAMBLER SPECIAL
Registration no. not registered
Frame no. None visible Engine no. ED7B 1521 (see text)
The machine's mechanical condition is unknown. Incomplete and distressed this BSA is offered for restoration and sold strictly as viewed. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding. It should be noted the engine prefix 'ED7B' dates it as 1959. There are no documents offered with this Lot.
£400 - 600
€460 - 700
No Reserve

24
BSA 175CC BANTAM
Registration no. not registered (see text)
Frame no. D14B4140 Engine no. D14B4145
The machine's mechanical condition is unknown. Offered for restoration, the machine displays a total of 10,289 miles on the odometer and is sold strictly as viewed and it should be noted it is missing the headlamp glass. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding. Despite displaying the Vehicle Registration Number 'RYC 83F', the VRN does not appear on the HPI/DVLA database. Accordingly prospective bidders must satisfy themselves as to the validity of the VRN, condition, age, completeness and originality prior to bidding.
£400 - 600
€460 - 700
No Reserve

25
BSA BANTAM
Registration no. not registered
Frame no. illegible Engine no. none visible
The machine's mechanical condition is unknown. Offered for restoration, the machine displays a total of 6,821 miles on the odometer and sold strictly as viewed. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding. There are no documents offered with this Lot.
£400 - 600
€460 - 700
No Reserve

26
C.1965 BSA 175CC D7 BANTAM
Frame no. D-72817 Engine no. ED724030
The machine's mechanical condition is unknown. Offered for restoration and is sold strictly as viewed. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding. Despite displaying the Vehicle Registration Number WDX 924A the frame number does not match the HPI database and is therefore offered without documents and without a valid claim to the VRN.
£400 - 600
€460 - 700
No Reserve

27
BSA BANTAM
Registration no. not registered
Frame no. none visible Engine no. 77790
The machine's mechanical condition is unknown. Offered for restoration, the machine displays a total of 13,491 miles on the odometer and sold strictly as viewed. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding. There are no documents offered with this Lot.
£400 - 600
€460 - 700
No Reserve

28
1964 BSA 74CC BEAGLE
Registration no. GNO 140B
Frame no. KI1451 Engine no. none visible
The machine's mechanical condition is unknown. Offered for restoration, the machine displays a total of 8,149 miles on the odometer and sold strictly as viewed. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding. Accompanying documentation consists of an RF.60 logbook and V5C Registration Certificate.
£400 - 600
€460 - 700
No Reserve

29
1959 VELOCETTE 200CC VALIANT
Registration no. TFF 831
Frame no. none visible Engine no. 200/2015
The machine's mechanical condition is unknown, the machine displays a total of 16,800 miles on the odometer and sold strictly as viewed. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding. Accompanying documentation consists of a part V5C, expired MoT's and purchase receipt.
£800 - 1,200
€930 - 1,400
No Reserve

30
C.1957 VELOCETTE 192CC LE
Registration no. UXF 600
Frame no. 25627 Engine no. 200/27124
The machine's mechanical condition is unknown, the machine displays a total of 10,800 miles on the odometer and sold strictly as viewed. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding. Accompanying documentation consists of a V5C Registration Certificate, expired MoT and purchase receipt.
£700 - 1,000
€810 - 1,200
No Reserve

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31
1929 BSA 2 1/4HP 15-29 DELUXE
Registration no. unregistered (see text)
Frame no. B47515 Engine no. B44809.W
The machine's mechanical condition is unknown. Incomplete and distressed this BSA is offered for restoration and sold strictly as viewed. Offered with a photocopy Herefordshire Record Office document. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding. Despite displaying the Vehicle Registration Number VJ1330, the VRN does not appear on the HPI/DVLA database. Accordingly, prospective bidders must satisfy themselves as to the validity of the VRN prior to bidding.
£400 - 600
€460 - 700
No Reserve

32
1966 BSA 250CC C15
Registration no. FUB 10D
Frame no. C15.50064 Engine no. C15F3003
The machine's mechanical condition is unknown. Offered for restoration and sold strictly as viewed. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding. Accompanying documentation consists of a V5C Registration Certificate.
£600 - 1,000
€700 - 1,200
No Reserve

33
1963 BSA 250CC C15
Registration no. CME 107A
Frame no. C15.38709 Engine no. CSS 2968
The machine's mechanical condition is unknown. Offered for restoration, the machine displays a total of 3,176 miles on the odometer and sold strictly as viewed. It should be noted the vehicle registration number 'CME 107A' appears on the HPI database however, the machine is offered without documents. Accordingly prospective bidders must satisfy themselves as to the validity of the VRN, condition, age, completeness and originality prior to bidding.
£500 - 800
€580 - 930
No Reserve

34
BSA B31 PROJECT
Registration no. UPA 3620
Frame no. ZB31.S21813 Engine no. ZB31.26055
The machine's mechanical condition is unknown. This distressed B31 is offered for restoration and sold strictly as viewed. The Vehicle Registration Number 'UPA 3620' does not appear on the HPI/DVLA database. Accordingly prospective bidders must satisfy themselves as to the validity of the VRN, condition, age, completeness and originality prior to bidding. There are no documents offered with this Lot.
£800 - 1,200
€930 - 1,400
No Reserve

35
C.1951 AJS 350CC MODEL 16
Registration no. CN 6258
Frame no. 65257 Engine no. 51 16MS 14126
The machine's mechanical condition is unknown. Offered for restoration and sold strictly as viewed. Despite displaying the Vehicle Registration Number 'CN 6258', the VRN does not appear on the HPI/DVLA database. Accordingly prospective bidders must satisfy themselves as to the validity of the VRN, condition, age, completeness and originality prior to bidding. Offered with a Singapore vehicle registration book and a handwritten purchase receipt.
£800 - 1,200
€930 - 1,400
No Reserve

36
C.1955 PANTHER 250CC
Registration no. XFO 598 Frame no. to be advised
Engine no. 55JS5980
The machine's mechanical condition is unknown. Offered for restoration and sold strictly as viewed. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding. Offered with a V5 and V5C.
£800 - 1,200
€930 - 1,400
No Reserve

37
1960 FRANCIS BARNETT 199CC FALCON
Registration no. GSL 114 Frame no. BF89598 Engine no. 20T 3555
The machine's mechanical condition is unknown. Offered for restoration, the machine displays a total of 1,848 miles on the odometer and sold strictly as viewed. The machine has corrosion throughout. It should be noted the vehicle registration number 'GSL 114' appears on the HPI database however, the machine is offered without documents. Accordingly prospective bidders must satisfy themselves as to the validity of the VRN, condition, age, completeness and originality prior to bidding.
£500 - 700
€580 - 810
No Reserve

38
1955 FRANCIS BARNETT 197CC FALCON
Registration no. PYE 53 Frame no. VM7468 (partially obscured)
Engine no. 38725
The machine's mechanical condition is unknown. Offered for restoration, the machine displays a total of 32,382 miles on the odometer and sold strictly as viewed. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding. Accompanying documentation consists of a part V5C, RF.60 logbook and an expired MoT. Last taxed until July 1975.
£400 - 600
€460 - 700
No Reserve

39
C.1948 ARIEL-TRIUMPH 500CC
Registration no. MPE 400 (See text)
Frame no. None visible Engine no. 9-5T-19718
The machine's mechanical condition is unknown. Offered for restoration and sold strictly as viewed. Despite displaying the Vehicle Registration Number 'MPE 400', the VRN does not appear on the HPI/DVLA database. Accordingly prospective bidders must satisfy themselves as to the validity of the VRN, condition, age, completeness and originality prior to bidding. Offered with expired MoT's, Ariel Owners Club letter and DVLA correspondence.
£400 - 600
€460 - 700
No Reserve

40
C.1948 NORMAN TRIALS
Registration no. not registered
Frame no. AB2S6360 Engine no. 859B3843
The machine's mechanical condition is unknown. Offered for restoration and sold strictly as viewed. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding. There are no documents offered with this Lot.
£600 - 1,000
€700 - 1,200
No Reserve

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'MHB' SPRINT SPECIAL
Registration no. not registered
Frame no. to be advised Engine no. to be advised
The machine's mechanical condition is unknown. Offered for restoration and sold strictly as viewed. It should be noted the machine's history is not known. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding. There are no documents offered with this Lot.
£800 - 1,200
€930 - 1,400
No Reserve

42
1974 GILERA 50CC TRIAL 5V
Registration no. SKM 72M (See text)
Frame no. *034*1611X Engine no. *019* 31534*
The machine's mechanical condition is unknown. Offered for restoration and sold strictly as viewed. It should be noted the vehicle registration number 'SKM 72M' appears on the HPI/DVLA database however, the machine is offered without a registration document. Accordingly prospective bidders must satisfy themselves as to the validity of the VRN, condition, age, completeness and originality prior to bidding. Offered with expired MoT's (most recent 2002), tax disc's and a Haynes workshop manual.
£800 - 1,200
€930 - 1,400
No Reserve

43
C.1988 YAMAHA TY250
Registration no. not registered
Frame no. *3BA-000919* Engine no. *3BA-000919*
The machine's mechanical condition is unknown. Offered for restoration and sold strictly as viewed. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding. There are no documents offered with this Lot.
£400 - 600
€460 - 700
No Reserve

44
BULTACO 250CC
Registration no. not registered
Frame no. PB-21401634 Engine no. PM-21401634
The machine's mechanical condition is unknown. Offered for restoration and sold strictly as viewed. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding. There are no documents offered with this Lot.
£500 - 700
€580 - 810
No Reserve

45
MOTO MORINI 125CC CORSARO
Registration no. not registered
Frame no. E*14593* Engine no. TBA
The machine's mechanical condition is unknown. Offered for restoration and sold strictly as viewed. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding. There are no documents offered with this Lot.
£800 - 1,200
€930 - 1,400
No Reserve

46
C.1953 MOTO CONFORT 125CC C45S
Registration no. not registered
Frame no. 635312 Engine no. 633745
The machine's mechanical condition is unknown. Offered for restoration and sold strictly as viewed. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding. Accompanying documentation consists of a Declaration de cession d'un vehicule.
£800 - 1,200
€930 - 1,400
No Reserve

47
C.1967 MOTO GUZZI 125CC STORNELLO
Registration no. not registered
Frame no. T*07BC*10M22780M Engine no. T*07BC*
The machine's mechanical condition is unknown. Offered for restoration and sold strictly as viewed. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding. There are no documents offered with this Lot.
£700 - 1,000
€810 - 1,200
No Reserve

48
BELIEVED GIULIETTA 50CC SUPER SPORT
Registration no. not registered
Frame no. *16792* Engine no. FM3M
The machine's mechanical condition is unknown. Offered for restoration and sold strictly as viewed. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding. There are no documents offered with this Lot.
£600 - 1,000
€700 - 1,200
No Reserve

49
C.1950 MOTOM DELFINO
Registration no. not registered
Frame no. 30A*48* Engine no. None visible
The machine's mechanical condition is unknown. Offered for restoration, the machine displays a total of 50,800 km on the odometer and sold strictly as viewed. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding. Offered with old photocopy images. It should be noted the 'designer bag' is not included with the Lot.
£400 - 600
€460 - 700
No Reserve

50
C.1970 HARLEY-DAVIDSON AERMACCHI SS350
Registration no. not registered
Frame no. *6A13572HO* Engine no. none visible
The machine's mechanical condition is unknown. Incomplete and distressed this Aermacchi is offered for restoration and sold strictly as viewed. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding. Accompanying documentation consists of a Bill of Sale (USA).
£400 - 600
€460 - 700
No Reserve

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51
C.1974 MZ TS250
Registration no. WHV 20M Frame no. 3548973 Engine no. 4798970
The machine's mechanical condition is unknown. Offered for restoration, the machine displays a total of 14,115 miles on the odometer and sold strictly as viewed. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding. Accompanying documentation consists of a V5C Registration Certificate and purchase receipt.
£400 - 600
€460 - 700
No Reserve

52
ENFIELD KS100
Registration no. not registered
Frame no. PF100889 Engine no. PE200889
The machine's mechanical condition is unknown. Offered for restoration, the machine displays a total of 1,778 miles on the odometer and sold strictly as viewed. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding.
£800 - 1,200
€930 - 1,400
No Reserve

53
ENFIELD KS100
Registration no. not registered
Frame no. PF100789 Engine no. PE200789
The machine's mechanical condition is unknown. Offered for restoration, the machine displays a total of 227 miles on the odometer and sold strictly as viewed. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding.
£800 - 1,200
€930 - 1,400
No Reserve

54
2008 ROYAL ENFIELD 500CC BULLET
Registration no. LJ58 UOF
Frame no. ME3BBBSB47C020566 Engine no. 7BS520566F
The machine's mechanical condition is unknown, displaying a total of 13,111 miles on the odometer and sold strictly as viewed. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding. Accompanying documentation consist of V5C Registration Certificate, expired (2013) MoT Certificate and a 2013 purchase invoice.
£600 - 1,000
€700 - 1,200
No Reserve

55
1988 FIDDERMON 750CC KAWASAKI OUTFIT
Registration no. unregistered (see text)
Frame no. none Engine no. ZXT00AE19274
The machine's mechanical condition is unknown. Offered for restoration and sold strictly as viewed. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding. Despite displaying the Vehicle Registration Number 'Q316 GDH' the frame number does not match the HPI database and is therefore offered without documents and without a valid claim to the VRN.
£500 - 800
€580 - 930
No Reserve

56
1983 HONDA 650CC NIGHT HAWK
Registration no. SGF 216Y
Frame no. JH2RC1304DM003232 Engine no. RC13E-2003461
The machine's mechanical condition is unknown. Offered for restoration, the machine displays a total of 18,078km on the odometer and sold strictly as viewed. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding. Accompanying documentation consists of a V5C Registration Certificate.
£600 - 1,000
€700 - 1,200
No Reserve

57
C.1991 HONDA 583CC REVERE
Registration no. H237 GLM (See text)
Frame no. PC22-2300002 Engine no. None visible
The machine's mechanical condition is unknown. Offered for restoration, the machine displays a total of 85,550 miles on the odometer and sold strictly as viewed. It should be noted the vehicle registration number 'H237 GLM' appears on the HPI database however, the machine is offered without documents. Accordingly prospective bidders must satisfy themselves as to the validity of the VRN, condition, age, completeness and originality prior to bidding. There are no keys offered with this Lot.
£500 - 700
€580 - 810
No Reserve

58
C.1981 KAWASAKI 738CC LTD
Registration no. NCF 324X
Frame no. KZ750H-023187 Engine no. KZ750 EE040914
The machine's mechanical condition is unknown. Offered for restoration, the machine displays a total of c.12,700 miles on the odometer and sold strictly as viewed. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding. Offered with old photocopy images. Accompanying documentation consists of old style V5 and various bills/invoices.
£500 - 800
€580 - 930
No Reserve

59
1986 HONDA VFR750F
Registration no. C226 CRU (see text)
Frame no. RC24-1000334 Engine no. unable to locate
The machine's mechanical condition is unknown. Offered for restoration and sold strictly as viewed. Displaying a total of 23,250km on the odometer. It should be noted the vehicle registration number 'C226 CRU' appears on the HPI database however, the machine is offered without documents. Accordingly prospective bidders must satisfy themselves as to the validity of the VRN, condition, age, completeness and originality prior to bidding.
£500 - 700
€580 - 810
No Reserve

60
1987 HONDA 499CC VT
Registration no. E680 HPX (see text)
Frame no. PC11-2103792* Engine no. PC11E-210381
The machine's mechanical condition is unknown. Offered for restoration, the machine displays a total of 48,642 miles on the odometer and sold strictly as viewed. It should be noted the vehicle registration number 'E680 HPX' appears on the HPI database however, the machine is offered without documents. Accordingly prospective bidders must satisfy themselves as to the validity of the VRN, condition, age, completeness and originality prior to bidding.
£500 - 800
€580 - 930
No Reserve

61

66

62

67

63

68

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70

61
C.1982 HONDA CX500
Registration no. FGP 383X
Frame no. CX500-231674 Engine no. unable to access
The machine's mechanical condition is unknown. Offered for restoration, the machine displays a total of 17,392 miles on the odometer and sold strictly as viewed. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding. Accompanying documents consists of old style V5/V5C, expired MoT's and Haynes workshop manual.
£800 - 1,200
€930 - 1,400
No Reserve

62
C.1974 HONDA CB250
Registration no. not registered
Frame no. CB250-1000668 Engine no. CB250E-1000613
The machine's mechanical condition is unknown. Offered for restoration and sold strictly as viewed. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding.
£400 - 600
€460 - 700
No Reserve

63
C.1982 KAWASAKI GPZ550
Registration no. XVT 175X
Frame no. KZ550H-013433 Engine no. KZ550OE02450
The machine's mechanical condition is unknown. Offered for restoration, the machine displays a total of 48,300 miles on the odometer and sold strictly as viewed. It should be noted the vehicle registration number 'XVT 175X' appears on the HPI database however, the machine is offered without documents. Accordingly prospective bidders must satisfy themselves as to the validity of the VRN, condition, age, completeness and originality prior to bidding.
£500 - 800
€580 - 930
No Reserve

64
C.1987 YAMAHA YSR50
Registration no. not registered
Frame no. JYA2RR004HA005738 Engine no. 2RR-005738
The machine's mechanical condition is unknown. Offered for restoration and sold strictly as viewed. There is evidence of ally corrosion throughout. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding. Accompanying documentation consists of a New York Certificate of Title.
£700 - 1,000
€810 - 1,200
No Reserve

65
C.1971 HONDA Z50 MINI TRAIL
Registration no. not registered
Frame no. Z50A-292284
Engine no. Z50AE77865
The machine's mechanical condition is unknown. Offered for restoration and sold strictly as viewed. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding. There are no documents offered with this Lot.
£800 - 1,200
€930 - 1,400
No Reserve

66
C.1997 JINCHENG JC50Q-7
Registration no. not registered
Frame no. *DHV1000101* Engine no. *DKV000116*
The machine's mechanical condition is unknown. The machine displays a total of 7 miles from new and sold strictly as viewed. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding. There are no documents with this Lot.
£400 - 600
€460 - 700
No Reserve

67
KAWASAKI MT1 MINI BIKE
Registration no. not registered
Frame no. MT-031010 Engine no. MTE 29980
The machine's mechanical condition is unknown. Offered for restoration and sold strictly as viewed. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding. There are no documents offered with this Lot.
£600 - 1,000
€700 - 1,200
No Reserve

68
1988 HONDA Z50R CROSS
Registration no. not registered
Frame no. JH2AB0203JS900741 Engine no. AB02E-5900832
The machine's mechanical condition is unknown. Offered for re-commissioning and/or restoration and sold strictly as viewed. This Z50R is believed to have seen very little use since new. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding. There are no documents offered with this Lot.
£800 - 1,200
€930 - 1,400
No Reserve

69
1968 HONDA PC50
Registration no. UPD 674F
Frame no. unable to locate Engine no. PC50EA E03819
The machine's mechanical condition is unknown. Offered for restoration, the machine displays a total of 5,762 miles on the odometer and sold strictly as viewed. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding. Accompanying documentation consists of a V5C Registration Certificate and old style V5.
£400 - 600
€460 - 700
No Reserve

70
1979 HONDA 50CC CAMINO DX MOPED
Registration no. GAH 439T
Frame no. V1097911 Engine no. PA50E-E1175982
The machine's mechanical condition is unknown. Offered for re-commissioning and/or restoration, the machine displays a total of 4,512 miles on the odometer and sold strictly as viewed. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding. Accompanying documentation consists of V5C Registration Certificate and expired MoT's.
£400 - 600
€460 - 700
No Reserve

71

71
1972 HONDA CB500
Registration no. not registered
Frame no. CB500-2008347 Engine no. CB500E-2008570
The machine's mechanical condition is unknown. Incomplete and distressed this Honda is offered for restoration and sold strictly as viewed. The machine displays a total of 5,329miles on the odometer. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding.
£400 - 600
€460 - 700
No Reserve

72

72
1973 HONDA CB500
Registration no. TRR 120L
Frame no. CB500-2030936 Engine no. CB550E-1154665
The machine's mechanical condition is unknown. Offered for restoration, the machine displays a total of 19,510 miles on the odometer and sold strictly as viewed. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding. Accompanying documentation consists of a V5C Registration Certificate.
£400 - 600
€460 - 700
No Reserve

73

73
2003 BMW 176CC C1 'FAMILY FRIEND'
Registration no. HS03 ASZ
Frame no. RC88134 Engine no. RC88134
The machine's mechanical condition is unknown. It should be noted the HPI database records this vehicle as an Insurance Write Off (Category C) and is therefore sold strictly as viewed and for restoration. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding. There are no keys with this Lot. Accompanying documentation consists of V5C Registration Certificate, expired MoT's (most recent 2017), BMW Service invoice's and a handwritten purchase receipt.
£800 - 1,200
€930 - 1,400
No Reserve

74

74
LAMBRETTA SX200 COMBINATION
Registration no. not registered
Frame no. SX200584246 Engine no. none visible
The machine's mechanical condition is unknown and sold strictly as viewed. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding. Offered with a German registration document.
£400 - 600
€460 - 700
No Reserve

75

75
1992 JAWA 50CC MOPED
Registration no. J125 CAK
Frame no. TLV210273LKR021741 Engine no. none visible
The machine's mechanical condition is unknown. Offered for restoration, the machine displays a total of 7 miles on the odometer and sold strictly as viewed. Accordingly prospective bidders must satisfy themselves as to the condition, age, completeness and originality prior to bidding.
£400 - 600
€460 - 700
No Reserve

76 - 100
NO LOTS

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

Motorcycle Spares and Memorabilia

Saturday 9 October at 2.30pm
Lots 101 - 238

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

109

101◊
A QUANTITY OF PETROL TANKS
all in varying conditions and for different marques, close inspection advised.
(Qty)
£300 - 400
€350 - 460

102◊
A QUANTITY OF PETROL TANKS
all in varying condition and different marques, close inspection advised.
(Qty)
£300 - 400
€350 - 460

103◊
A QUANTITY OF PETROL TANKS
for Moto Guzzi and other makes, condition and completeness unknown, close inspection advised.
(Qty)
£300 - 500
€350 - 580

104◊
A QUANTITY OF PETROL TANKS
for Norton, Triumph and Matchless together with other makes, condition and completeness unknown, close inspection advised.
(Qty)
£300 - 500
€350 - 580

105
A BROUGH SUPERIOR PETROL TANK
numbered 3506, for restoration, close inspection advised.
£400 - 600
€460 - 700

106
A QUANTITY OF SPEEDOMETERS
together with Rev counters, various conditions and sizes, close inspection advised.
(Qty)
£300 - 500
€350 - 580

107◊
AN AUTOJUMBLERS LOT
comprising of a BSA 3 speed gearbox; cylinder head; cylinder barrels; crankshafts and other assorted items, close inspection advised.
(Qty)
£300 - 400
€350 - 460

108
A QUANTITY OF ACETYLENE LAMPS
condition and completeness unknown, close inspection advised.
(Qty)
£250 - 350
€290 - 410

109◊◊
A TRIUMPH ILLUMINATED SIGN
double sided Perspex, 124cm x 76cm x 26cm, close inspection advised.
£300 - 500
€350 - 580

110
A TRIUMPH ILLUMINATED SIGN
single sided with lettered perspex panel, fitted within a metal box with black paint, close inspection advised.
£250 - 350
€290 - 410

111
A NEW-HUDSON MOTOR CYCLES – BICYCLES ADVERTISING POSTER, BRITISH, LATE 1920S
printed in black and orange on white paper by Dobson, Molle & Co Ltd of London, folded for posting, with old fold marks and creases, framed and glazed.
£400 - 800
€460 - 930

112◊
A NEW HUDSON ENAMELLED SIGN
130cm x 84cm single sided in red, white and blue, with some missing enamel and evidence of rusting, close inspection advised.
£400 - 600
€460 - 700

113
A BSA 'LEADERS IN BICYCLE VALUE' ILLUMINATED SIGN
for restoration; 47cm x 37cm x 17cm; neon tubes in need of repair, close inspection advised.
£250 - 350
€290 - 410

114◊◊
A MICHELIN MOTORCYCLE TYRE STAND
together with a Michelin banner; two Michelin signs and two Embassy Tires support racks, close inspection advised.
(6)
£800 - 1,200
€930 - 1,400

115◊
A TRIUMPH SPRUNG HUB
together with assorted wheel rims and a believed BSA twin leading shoe brake, close inspection advised.
(Qty)
£300 - 400
€350 - 460

116
A BELIEVED AJS 7R/ MATCHLESS G45 REAR BRAKE PLATE AND HUB
together with another hub, believed 7R/ G45, cast in magnesium, condition and completeness unknown, close inspection advised.
£500 - 700
€580 - 810

117
A BELIEVED NORTON TYPE 'JOHN TICKLE' FRAME
numbered MTF110 to the headstock, possibly indicating that this may be a John Tickle type frame. Close inspection advised, prospective bidders should satisfy themselves as to the date, manufacture and suitability prior to bidding.
£1,500 - 2,000
€1,700 - 2,300

118◊
TWO CYCLEMASTER ENGINES
together with a Honda engine (unnumbered), close inspection advised.
(3)
£300 - 500
€350 - 580

119
A BSA WINGED WHEEL
together with a Cyclemaster wheel, close inspection advised.
(2)
£250 - 350
€290 - 410

120◊
A BSA WINGED WHEEL
unnumbered together with an unidentified engine (unnumbered), condition and completeness unknown, close inspection advised.
£250 - 350
€290 - 410

121◊
AN ARIEL SQUARE FOUR CUTAWAY ENGINE
numbered PL 346, mounted on wooden base, close inspection advised.
£400 - 600
€460 - 700

122◊
A BARR & STROUD CUTAWAY ENGINE
numbered 22899, mounted on wooden base, close inspection advised.
£250 - 350
€290 - 410

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.

123◊
THREE CUTAWAY ENGINES
all mounted on wooden bases, numbered 8262, POP8EAR and the other unnumbered, close inspection advised.
(3)
£250 - 350
€290 - 410

124◊
A VILLIERS DISPLAY ENGINE
together with three unidentified engines, in various conditions and completeness, close inspection advised.
(4)
£300 - 500
€350 - 580

125◊
AN UNIDENTIFIED ENGINE
unnumbered, mounted on metal base, condition and completeness unknown, close inspection advised.
£400 - 600
€460 - 700

126◊
A BLACKBURNE ENGINE
numbered OCA1856 (overstamped) together with an unidentified engine; unnumbered and mounted on a metal base, close inspection advised.
(2)
£250 - 350
€290 - 410

127◊
A BEARDMORE PRECISION ENGINE
numbered 352, condition and completeness unknown, close inspection advised.
£300 - 500
€350 - 580

128◊
A JAP ENGINE
numbered 1/R 46660/S, condition and completeness unknown, close inspection advised.
£250 - 350
€290 - 410

129◊
A JAP V-TWIN SIDE VALVE ENGINE
no engine number visible, condition and completeness unknown, close inspection advised.
£400 - 600
€460 - 700

130◊
A NEW HUDSON ENGINE
numbered 0T8411, mounted on metal base; condition and completeness unknown, close inspection advised.
£250 - 350
€290 - 410

131◊
A NEW IMPERIAL ENGINE
numbered 92/26025/ 23, condition and completeness unknown, close inspection advised.
£250 - 350
€290 - 410

132◊
AN AJS ENGINE
numbered 552027742, condition and completeness unknown, close inspection advised.
£400 - 600
€460 - 700

133◊
AN AJS ENGINE
numbered 49/16M 10862, condition and completeness unknown, close inspection advised.
£300 - 500
€350 - 580

134◊
AN AJS ENGINE
numbered 50/18 13078, no engine internals present, condition and completeness unknown, close inspection advised.
£250 - 350
€290 - 410

135◊
A BSA ENGINE
numbered HB24.2212, mounted on metal base, close inspection advised.
£300 - 400
€350 - 460

136◊
A DOUGLAS ENGINE
numbered 466, condition and completeness unknown, close inspection advised.
£500 - 700
€580 - 810

137◊
A BELIEVED DOUGLAS ENGINE
for restoration, unnumbered, condition and completeness unknown, close inspection advised.
£250 - 350
€290 - 410

138◊
AN ENFIELD ENGINE
numbered 12184, mounted on wooden base; condition and completeness unknown, close inspection advised.
£250 - 350
€290 - 410

139◊
AN ENFIELD ENGINE
numbered GTE /314, condition and completeness unknown, close inspection advised.
£250 - 350
€290 - 410

140◊
A PANTHER ENGINE
numbered 9K116A, condition and completeness unknown, close inspection advised.
£250 - 350
€290 - 410

141◊
A NORTON ENGINE
numbered 17/110999/P, condition and completeness unknown, close inspection advised.
£300 - 500
€350 - 580

142◊
A TRIUMPH ENGINE
numbered 21 H1925, condition and completeness unknown, close inspection advised.
£300 - 400
€350 - 460

143◊
A TRIUMPH ENGINE
numbered 8-5T 11835, condition and completeness unknown, close inspection advised.
£300 - 400
€350 - 460

144◊
A TRIUMPH ENGINE
numbered 6T 35709, condition and completeness unknown, close inspection advised.
£300 - 400
€350 - 460

145◊
A TRIUMPH ENGINE
numbered 5T 74242, mounted on metal base, condition and completeness unknown, close inspection advised.
£300 - 400
€350 - 460

146◊
A TRIUMPH ENGINE
numbered 47 3T 88708, condition and completeness unknown, close inspection advised.
£300 - 400
€350 - 460

147◊
A TRIUMPH ENGINE
numbered 5T 62159, condition and completeness unknown, close inspection advised.
£300 - 400
€350 - 460

148◊
A TRIUMPH ENGINE
numbered T100 19576NA, condition and completeness unknown, close inspection advised.
£400 - 600
€460 - 700

152

153

154

155

156

149◊
A TRIUMPH ENGINE
numbered 6T 12644 NA, condition and completeness unknown, close inspection advised.
£400 - 600
€460 - 700

150◊
A VELOCETTE MAC ENGINE
numbered MAC 24554 and crankcase mating numbers G76, for restoration, close inspection advised.
£300 - 400
€350 - 460

151◊
A VELOCETTE KSS ENGINE
numbered KSS 9087, incomplete, with BTH magneto attached, completeness and condition unknown, close inspection advised.
£300 - 500
€350 - 580

152◊◊
A C.1939 BELIEVED VELOCETTE KSS PROJECT
including frame numbered CMS 6327, engine numbered KSS 8224 together with wheels, petrol tank, toolbox, oil tank, silencer, mudguards and other sundry parts, completeness and condition unknown, close inspection advised. There are no documents with this Lot. It should be noted that the registration number 'FTV 166' 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.
(Qty)
£1,800 - 2,200
€2,100 - 2,600

153◊◊
A BSA GOLD STAR FRAME
numbered CB32 10267 with swinging arm, attached stand and Gold Star crankcases numbered DBD.34.GS.5770, completeness and condition unknown, close inspection advised.
(3)
£1,200 - 1,500
€1,400 - 1,700

154◊◊
A BSA GOLD STAR FRAME
numbered CB32 9815 with swinging arm and Gold Star crankcases numbered DBD.34. GS.5423 (the final two digits of which have been altered, and this is believed to be a factory alteration), completeness and condition unknown, close inspection advised.
(3)
£1,200 - 1,500
€1,400 - 1,700

155◊
A BSA GOLD STAR FRAME
numbered CB32 7604, with swinging arm, completeness and condition unknown, close inspection advised.
(2)
£500 - 700
€580 - 810

156
A BSA GOLD STAR DBD34 CYLINDER HEAD
with rocker box attached, completeness and condition unknown, close inspection advised.
£700 - 900
€810 - 1,000

157
A BSA GOLD STAR DBD34 CYLINDER HEAD
with rocker box attached, completeness and condition unknown, close inspection advised.
£600 - 800
€700 - 930

158
A BSA GOLD STAR DB34/DBD34 CYLINDER BARREL
with alloy finned tappet cover, completeness and condition unknown, close inspection advised.
£250 - 350
€290 - 410

159
THREE BSA GOLD STAR TYPE CYLINDER BARRELS
two BB32 type and a BB34 type (with a damaged fin), completeness and condition unknown, close inspection advised.
(3)
£600 - 800
€700 - 930

160
A BSA GOLD STAR DB34/DBD34 CYLINDER BARREL AND TIMING COVER
with tachometer drive and gearbox attached completeness and condition unknown, close inspection advised.
(2)
£300 - 400
€350 - 460

161
A BSA GOLD STAR TYPE ZB34 CYLINDER HEAD
completeness and condition unknown, close inspection advised.
£250 - 350
€290 - 410

162
A BSA GOLD STAR TYPE CRANKSHAFT
completeness and condition unknown, close inspection advised.
£250 - 350
€290 - 410

163
A BSA GOLD STAR TYPE CYLINDER HEAD AND ROCKER BOX
BB32 type, some damage to fins, completeness and condition unknown, close inspection advised.
£250 - 350
€290 - 410

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.

164◊
BELIEVED BSA M24 GOLD STAR ENGINE COMPONENTS
comprising crankcases numbered JM24.303 (with damage), cylinder head, cylinder barrel and rocker box, completeness and condition unknown, close inspection advised
(Qty)
£400 - 600
€460 - 700

165◊
A SELECTION OF BSA AND MATCHLESS ENGINE COMPONENTS
including crankcases numbered 52/G80S20276 and ZB32.GS.6014 (number partially altered) together with three crankshafts and a flywheel, completeness and condition unknown, close inspection advised.
(Qty)
£250 - 350
€290 - 410

166◊
A QUANTITY OF MAINLY AJS/MATCHLESS COMPONENTS
including oil tanks, toolboxes, engine covers, cylinder head and other sundry parts, completeness and condition unknown, close inspection advised
(Qty)
£250 - 350
€290 - 410

167◊
MATCHLESS ENGINE CASTINGS
including crankcases numbered 54/G80S1645C together with cylinder barrel, cylinder head, rocker box cover, completeness and condition unknown, close inspection advised.
£250 - 350
€290 - 410

168◊
AN AMC GEARBOX
numbered M4196 together with two Burman gearboxes, numbered G1 D46 and GB26 B 55 and a BSA gearbox numbered CR, completeness and condition unknown, close inspection advised.
(4)
£250 - 350
€290 - 410

169
A BSA GEARBOX
numbered RRT2, middle case numbered 42 3084, completeness and condition unknown, close inspection advised.
£700 - 900
€810 - 1,000

170◊
A QUANTITY OF MAINLY BSA GEARBOX PARTS
together with mostly Amal carburettors, crankshaft and centre stand, completeness and condition unknown, close inspection advised.
(Qty)
£250 - 350
€290 - 410

171◊
A QUANTITY OF MAINLY BSA PARTS AND TINWARE (SOME GOLD STAR)
including fork yokes, mudguards, silencers, exhaust pipes and other sundry parts, completeness and condition unknown, close inspection advised
(Qty)
£250 - 350
€290 - 410

172
A QUANTITY OF PRIMARY CHAINCASES
including BSA, Royal Enfield and AJS/Matchless, completeness and condition unknown, close inspection advised.
(Qty)
£250 - 350
€290 - 410

173◊
A SELECTION OF MAINLY BSA PARTS
comprising seats, seat pans, swinging arm, oil tanks, toolbox and rear number plate.
(Qty)
£250 - 350
€290 - 410

174◊
A QUANTITY OF MAGNETOS, MAGDYNOS AND DYNAMOS
mainly Lucas and BTH, including Lucas KNC1 competition magneto numbered 257 42348D and BTH KC1-G4 magneto numbered 7D532104, all in varying conditions, completeness and condition unknown, close inspection advised.
(Qty)
£300 - 400
€350 - 460

175
AN AMAL GRAND PRIX CARBURETTOR
numbered T3GP1 1½ with alloy Amal twist grip attached, completeness and condition unknown, close inspection advised.
£300 - 500
€350 - 580

176
AN AMAL GRAND PRIX CARBURETTOR
numbered T3GP1 1½, completeness and condition unknown, close inspection advised.
£300 - 500
€350 - 580

177◊
A QUANTITY OF FRONT FORK COMPONENTS
including two girder fork blades, AJS/Matchless, BSA and Triumph, completeness and condition unknown, close inspection advised.
(Qty)
£300 - 400
€350 - 460

169

175

178
A BSA 190MM FRONT WHEEL
with brake plate and Dunlop WM1 x 19" alloy rim, completeness and condition unknown, close inspection advised.
£400 - 600
€460 - 700

179
A BSA GOLD STAR 4-GALLON STEEL PETROL TANK
for restoration, completeness and condition unknown, close inspection advised.
£400 - 600
€460 - 700

180
AN UNIDENTIFIED RACING ALLOY PETROL TANK
completeness and condition unknown, close inspection advised.
£250 - 350
€290 - 410

181◊◊
FOUR PETROL TANKS
including two alloy, two Fibreglass, together with a quantity of wheels, including AJS/Matchless, BSA and Triumph, completeness and condition unknown, close inspection advised.
(Qty)
£300 - 400
€350 - 460

182◊
AN AUTOJUMBLERS LOT
including brake plates, fork yokes, chain guards, engine components and sundry other parts, completeness and condition unknown, close inspection advised.
(Qty)
£250 - 350
€290 - 410

197

183◊◊
AN AUTOJUMBLERS LOT
including instruments, clip-ons, lighting and electrical components, clutch and associated components, engine parts, oil pumps and other sundry parts, completeness and condition unknown, close inspection advised.
(Qty)
£250 - 350
€290 - 410

184
TWO BORRANI ALLOY WHEEL RIMS
sizes WM2/1.85 19/40, close inspection advised.
(2)
£250 - 350
€290 - 410

185
ONE NEW AND UNUSED PETROL TANK SUITABLE FOR AN ARIEL SQUARE FOUR
close inspection advised.
£250 - 350
€290 - 410

186
SIX VINCENT REAR WHEEL SPROCKETS
complete set and believed unused, close inspection advised.
(6)
£250 - 350
€290 - 410

187
ONE VINCENT REAR SUSPENSION DAMPER
large diameter type, close inspection advised.
£250 - 350
€290 - 410

188
ONE VINCENT CLUTCH COVER
drilled for cooling and painted black.
£250 - 350
€290 - 410

189
ONE SMITHS REV COUNTER DRIVE ATTACHED TO A VINCENT BACKPLATE
close inspection advised.
£250 - 350
€290 - 410

190
ONE NEW AND UNUSED PETROL TANK SUITABLE FOR AN ARIEL
close inspection advised.
£250 - 350
€290 - 410

191
A PAIR OF TRIUMPH RODARK STEEL PANNIERS
with keys and two rear crash bars, bracketry to mount on a pre-unit duplex swinging-arm Triumph, and painted in Bonneville colours, condition and completeness unknown, close inspection advised.
(4)
£250 - 350
€290 - 410

192
AN EARLY VELOCETTE KTT PETROL TANK
with cap, condition and completeness unknown, close inspection advised.
£400 - 600
€460 - 700

193
AN EARLY VELOCETTE KTT OIL TANK
together with a KTT stainless steel exhaust pipe, condition and completeness unknown, close inspection advised.
(2)
£100 - 200
€120 - 230

194
AN ML MAGNETO
type C.K.2, condition and completeness unknown, close inspection advised.
£250 - 350
€290 - 410

195
SEVEN MAGNETOS
including BTH, Lucas and AEI together with a Lucas Magdyno, condition and completeness unknown, close inspection advised.
(7)
£250 - 350
€290 - 410

196◊
AN AJS ENGINE
numbered G8406, condition and completeness unknown, close inspection advised.
£400 - 600
€460 - 700

197◊
A 1947 NORTON 490CC 'ES2' ENGINE
numbered B3 8982, completeness and condition unknown, close inspection advised.
£150 - 250
€170 - 290

198◊
A PANTHER MODEL 120 ENGINE
numbered 59 ZA 494A, condition and completeness unknown, close inspection advised.
£400 - 600
€460 - 700

199
A JAP CRANKCASE
with flywheel assembly and piston, numbered JOS73902B together with a JAP crankcase (unnumbered), cylinder head, barrels and timing cover, close inspection advised.
(Qty)
£250 - 350
€290 - 410

200
AN EARLY VELOCETTE KTT CYLINDER HEAD
with valves and springs fitted, condition and completeness unknown, close inspection advised.
£400 - 600
€460 - 700

201
A SELECTION OF BELIEVED NORTON PISTONS
completeness and condition unknown, close inspection advised.
(Qty)
£150 - 250
€170 - 290

202
A QUANTITY OF BELIEVED NORTON PISTONS
in used condition, completeness and condition unknown, close inspection advised.
(Qty)
£150 - 250
€170 - 290

203
AN ALBION-EXCELSIOR GEARBOX
together with a Manxman cambox shell and a selection of Manxman valve-gear driveshaft components, close inspection advised, condition and completeness unknown.
£400 - 600
€460 - 700

204
A PRE-WAR STURMEY ARCHER GEARBOX
together with a speedo drive and cable, condition and completeness unknown, close inspection advised.
(3)
£300 - 500
€350 - 580

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.

205
A SELECTION OF AMAL CARBURETTORS
including float bowls and other associated spares, all in varying conditions, completeness and condition unknown, close inspection advised.
(Qty)
£150 - 250
€170 - 290

206
A QUANTITY OF CARBURETTORS
including Amal together with various float chambers and bowls, and a Binks carburettor (numbered 3857), close inspection advised.
(Qty)
£250 - 350
€290 - 410

207
A SELECTION OF HEADLAMP SHELLS
including Lucas and Wipac together with an acetylene lamp and generator, close inspection advised
(Qty)
£250 - 350
€290 - 410

208
A LUCAS KING OF THE ROAD HEADLAMP
close inspection advised.
£250 - 350
€290 - 410

209
A BONNIKSEN 50MPH SPEEDOMETER
patent number 2052/12, numbered B3186 to back plate, condition and completeness unknown, close inspection advised.
£300 - 400
€350 - 460

210
A BONNIKSEN 50MPH SPEEDOMETER
patent number 2052/12, missing the front glass, rim and trip dials, numbered 5142 to back plate, condition and completeness unknown, close inspection advised.
£100 - 200
€120 - 230

211◊◊
AN AUTOJUMBLERS LOT
including saddles, brake plate, mudguards, alloy top yoke and other assorted spares, close inspection advised.
(Qty)
£300 - 400
€350 - 460

212◊◊
AN AUTOJUMBLERS LOT
comprising of an oil tank; exhaust pipe; rear sprockets; headlamp shell; a selection of books and handbooks for various makes and models; a Belstaff jacket and Barbour jacket together with other assorted spares and literature, close inspection advised.
(Qty)
£400 - 600
€460 - 700

209

213◊◊
AN AUTOJUMBLERS LOT
consisting of 5 boxes of assorted parts, including Norton Manx tubular brackets for retaining a Peel Mountain Mile fairing, Smiths 9,000rpm revolution counter, Lucas voltage regulator, and a pair of Norton telescopic fork stations and bearings.
(Qty)
£250 - 350
€290 - 410

214
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)
£60 - 80
€70 - 90

215◊
A QUANTITY OF HONDA DEALERSHIP MOTORCYCLE SERVICE INFORMATION MANUALS
and Service Promotion Bulletins contained in binders, as supplied to official Honda dealerships, believed to date from the late 1970s, condition and completeness unknown, close inspection advised.
(Qty)
£400 - 600
€460 - 700

216
A QUANTITY OF MOTORCYCLING MEMORABILIA
comprising of a quantity of TT Sound Stories for various years; reproduction posters and cutaway drawings; Motor-cycling personalities; various lapel badges and other assorted items, close inspection advised.
(Qty)
£250 - 350
€290 - 410

218

217
SALLON: MOTOR-CYCLING PERSONALITIES PAST AND PRESENT, A MULTIPLE SIGNED COPY
ring bound and with signatures throughout from different riders including Harold Daniell, Rem Fowler, Bob Foster, Dickie Davies and others, close inspection advised.
£300 - 500
€350 - 580

218
AN ISLE OF MAN TT TROPHY AWARDED TO H. J. WILLIS
depicting the Mercury figure, complete with caduceus, mounted on a black wooden base applied with plaque inscribed 'Tourist Trophy Races 1928 2nd H J Willis 67.16 MPH' awarded to Harold Willis for 2nd place on the Velocette, 27cm high.
£500 - 700
€580 - 810

219
AN ISLE OF MAN TT REPLICA TROPHY
depicting the Mercury figure, complete with caduceus, mounted on a black wooden base applied with plaque inscribed 'Auto-Cycle Union 1951 Lightweight Race 250cc 1st R.W.Dearden T I Wood 1h 51 mins 15secs 81.39mph' awarded to T Woods for 1st place in the 1951 Lightweight TT.
£300 - 500
€350 - 580

220
A BRITISH MOTORCYCLING RACING CLUB BROOKLANDS BRONZE WINNERS PLAQUE
awarded to Douglas Davidson for the winner of the 3 lap scratch race, class E 16/4/1921.
£250 - 350
€290 - 410

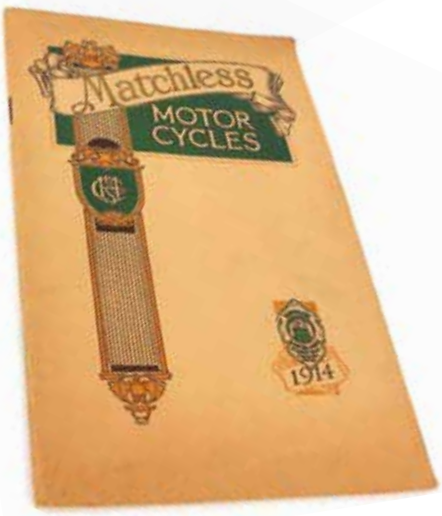
221

222 (front)

222 (reverse)

222

222



224

221
A SILVER ASHTRAY AWARDED TO G. BROUGH
presented to G. Brough December 26-27 1922 emblazoned with the Motor Cycling Club crest.
£250 - 350
€290 - 410

222
BROOKLANDS - A 1913 B.M.C.R.C. SILVER MEDAL AWARDED TO W G HOWARD FOR THE 1,000CC 10 MILE RECORD RACE
dated 9th August 1913, hallmarked and in fitted case, with two postcards depicting W G 'Billie' Howard on his competition Matchless Model 6 (with a Model 5 pictured in the background), the second image, believed to be have been taken in Weybridge, shows an outfit on two wheels whilst Billie balances the machine. Also included in the lot is a hand annotated newspaper cutting, dated 5th July 1913, showing Billie pushing Charles Collier at the start of the Colwyn Bay Speed Trial.

Born in Walton-on-Thames in 1893, William George 'Billie' Howard worked in his father's undertakers shop but his great love was motorcycles. He joined The Royal Army Service Corps in 1915 riding motorcycles, transferring as a Lieutenant to the Royal Garrison Artillery. He died in 1917 of shrapnel wounds and was buried at The Nine Elms British Cemetery near Ypres. He is forever remembered on the Walton-on-Thames War Memorial.
£300 - 500
€350 - 580

223
FORMERLY THE PROPERTY OF WILLIAM 'BILLIE' HOWARD, A 1913 MATCHLESS MOTOR CYCLES CATALOGUE
gold embossed grey card covers, 32 numbered pages, with details, specifications and competition successes. Well illustrated, including images of the factory floor, events, Models 2B, 5, 5G, 6 TT, 7B, 8 and sidecars.
£300 - 500
€350 - 580

224
FORMERLY THE PROPERTY OF WILLIAM 'BILLIE' HOWARD, A 1914 MATCHLESS MOTOR CYCLES CATALOGUE
gold embossed cream card covers, 40 numbered pages, with details, specifications and competition successes. Well illustrated, including images of the factory floor, events, Models 2B, 8, 8B and 8B Combination, as well as well-known riders and their machines and the shop fronts for the UK agencies.
£300 - 500
€350 - 580

225
JOIN THE REGULAR ARMY - AN ORIGINAL 1950S MILITARY RECRUITMENT POSTER
depicting a soldier on a Triumph TRW riding alongside a Thornycroft Antar, with text below in red letters. Prepared for the War Office by the Central Office of Information. Printed for Her Majesty Stationery Office by Fosh & Cross Ltd., London. Size 75.5x 51cm.
£500 - 700
€580 - 810

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225

226

227

226
AN ORIGINAL BRANDS HATCH POSTER FOR THE NATIONAL OPEN MEETING RACE ON WHIT MONDAY
listing Mike Hailwood, Cyril Smith and Bill Boddice as star entries and featuring a stylised MV Agusta Four with bikini fairing. Size 76 x 51cm.
£250 - 350
€290 - 410

227
A LARGE ORIGINAL 1920S ADVERTISING POSTER FOR RUDOLF PILAT
featuring illustrations of their products, including Steyr bicycles, motorcycles, phonographs, weapons, sewing machines, radio, musical instruments, prams and sporting goods. Featuring bold black text set over yellow background, and illustrations of a sewing machine, car and motorcycle, man in hunter's uniform with rifle, a couple on the beach enjoying music, a lady on a bicycle, and a couple on a sofa listening to music. Size 94 x 61cm.
£250 - 450
€290 - 520

228
IT'S A GREAT LIFE. DON'T THROW IT AWAY - KEEP TO THE HIGHWAY CODE. AN ORIGINAL 1960S ROAD SAFETY POSTER
the poster features a photograph of a couple riding a scooter and a blurred image of a bypassing motorcyclist. White, pink, and black text over grey background. RoSPA logo in the bottom left corner. Published by RoSPA, 52 Grosvenor Gardens, London, SW1. Printed by Loxley Brothers Limited, London and Sheffield. Size 76 x 51cm.
£180 - 240
€210 - 280

229
OVERTAKING? CHECK AHEAD & BEHIND, GEAR, SIGNAL. AN ORIGINAL 1960S ROAD SAFETY POSTER
featuring a black and white illustration of a scooter rider looking to overtake a truck. Text in black and red over white background. RoSPA logo in the bottom left corner. Published by RoSPA, Terminal House 52 Grosvenor Gardens, London. Printed by Loxley Brothers Limited Sheffield. Size 76 x 51cm.
£180 - 240
€210 - 280

228

229

230

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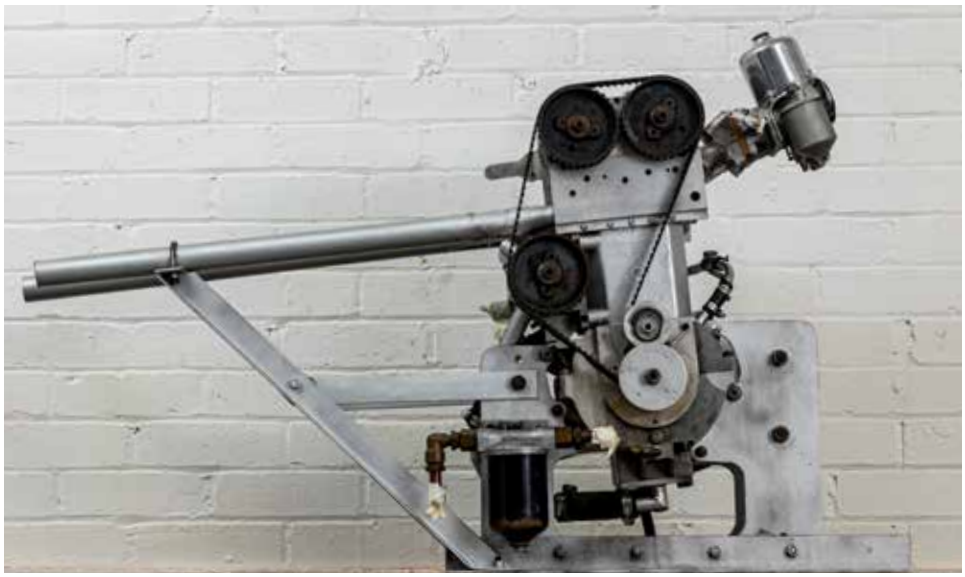
230
GET THERE SAFELY – SOME DON'T. AN ORIGINAL 1960S ROAD SAFETY POSTER, featuring a colourful seaside illustration of men and women on scooters and Honda motorcycle with a pier in the background, with another illustration below in white of people and a police officer leaning over the victim of an accident. Text and illustration in stylised red and black speech bubbles. RoSPA logo in the bottom left corner. Published by RoSPA, Terminal House, 52 Grosvenor Gardens, London. Printed by Loxley Brothers Limited London and Sheffield. Size 76 x 51cm.
£180 - 240
€210 - 280

231
GET FIT FOR THE ROAD. TURNING RIGHT? SIGNAL IN GOOD TIME. AN ORIGINAL 1960S ROAD SAFETY POSTER, featuring a monochrome illustration of a man on a scooter signalling right. Text in yellow, white and black over blue, white, and yellow background. RoSPA logo in the bottom right corner. Published by RoSPA, Terminal House, 52 Grosvenor Gardens, London. Printed by Loxley Brothers Limited London and Sheffield. Size 76 x 51cm.
£180 - 240
€210 - 280

232
HER SAFETY DEPENDS ON YOU. AN ORIGINAL 1960S ROAD SAFETY POSTER, featuring a monochrome illustration of a man in a face covering, helmet and leather jacket on a motorcycle looking forward and a lady in a helmet and leather jacket behind him looking at the spectator. Text in black and red over white background. RoSPA logo in the bottom left corner. Published by RoSPA, Terminal House, 52 Grosvenor Gardens, London. Printed by Loxley Brothers Limited London and Sheffield. Size 76 x 51cms.
£180 - 240
€210 - 280

233
CLASSIC 'BAGGY BUM' RACE LEATHERS in good overall condition, suitable for someone who is 5ft 8 inches, together with a pair race boots, UK size 9/10 Eur 43.
(3)
£250 - 350
€290 - 410

234



235

236

237

238

234
A SET OF EX-PETER WILLIAMS JOHN PLAYER NORTON RACING LEATHERS
made by Bates of California, race-worn and distressed, together with a Bell helmet and John Player Norton T-shirt both signed by Williams, and two magazine cover photographs of Williams believed to be wearing the same leathers, which also display stitching marks thought to have been for the attachment of a TT racing number, condition and completeness unknown, close inspection advised.
(3)
£400 - 600
€460 - 700

235◊◊
A C.1974 NVT 'COSWORTH' PROTOTYPE ENGINE
The experimental engine offered here appears to be a test-bed for Cosworth's DOHC four-valves-per-cylinder technology applied to a water-cooled twin-cylinder engine with separate gearbox; as such, it might have been conceived as an update for the Commando engine that would have been cheaper than tooling up for the all-new Cosworth-designed Challenge. This engine and the NVT prototype motorcycle in this auction were purchased at NVT's liquidation sale by Bob Joiner and Cyril Chell respectively. The vendor bought both the motorcycle and engine from Messrs Joiner and Chell, and the engine has been on static display ever since. We are advised by the vendor that he has had the engine apart to check components and that they are all present. The engine's mechanical condition is not known. There is no engine number.
£3,000 - 5,000
€3,500 - 5,800

236◊◊◊
C.1954 VINCENT AMANDA WATER-SCOOTER
Engine serial number T20AUM 22F 5513 to plaque. Suitable for restoration and sold strictly as viewed.
£800 - 1,400
€930 - 1,600

237◊◊◊
VINCENT AMANDA WATER SCOOTER
Engine serial number TO/AU/M10 1885 to plaque. Suitable for restoration and sold strictly as viewed.
£400 - 800
€460 - 930

238◊◊◊
VINCENT AMANDA WATER SCOOTER
Engine serial number T10 AUM 11F 4717 to plaque. Suitable for restoration and sold strictly as viewed.
£400 - 800
€460 - 930

239 - 300
NO LOTS

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Motorcycles - Day 2

Collectors' Motorcycles

Sunday 10 October at 10am
Lots 301 - 527

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

301

303

302

304

301
Property of a deceased's estate
C.1968 RALEIGH 49CC WISP MOPED
Registration no. not registered Frame no. none visible Engine no. R172
Britain's best-known bicycle maker, Raleigh also manufactured motorcycles from 1899 to 1905 and from 1919 to 1933. More recently, the Nottingham company offered a range of mopeds plus a scooter in the late 1950s/1960s, the majority of the moped range being built-under-license Mobylettes. An exception though, was the 12"-wheeled Wisp, which, its engine excepted, was Raleigh's own design. The engine was carried beneath a tubular spine frame; the latter was rigid, as were the forks, and the Wisp was stopped by drum brakes. Fuel was carried in a cylindrical tank beneath the saddle. The Wisp was still catalogued when production of all Raleigh's mopeds ceased in 1969. Seemingly almost complete, albeit seriously corroded, this Wisp is offered for restoration and sold strictly as viewed. There are no documents with this Lot.
£80 - 120
€90 - 140
No Reserve

302
Property of a deceased's estate
C.1951 NORMAN 98CC MODEL C AUTOCYCLE
Registration no. not registered (see text)
Frame no. V70 Engine no. 801 6201
Norman motorcycles were built in Ashford, Kent, well away from the industry's traditional Midlands home. Originally enamellers and platers, Norman turned to bicycle manufacture in the mid-1930s and exhibited its first powered two-wheelers - the 98cc Motobyk autocycle and a 122cc lightweight motorcycle - in 1938, both of which were Villiers powered. Missing its voluminous engine enclosure, this Model C autocycle was purchased in 1978 and is offered for restoration. The machine carries a tax disc that expired in July 1975, which is almost certainly when it was last on the road. Despite displaying the VRN 'PKR 737' the frame number does not match the HPI database and is therefore offered without documents and a valid claim to the VRN. Accordingly prospective bidders must satisfy themselves as to the validity of the VRN prior to bidding.
£200 - 400
€230 - 460
No Reserve

303
Property of a deceased's estate
1956 VINCENT 48CC FIREFLY CYCLEMOTOR
Registration no. not registered (see text)
Frame no. 3750 Engine no. 55959
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. 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, and must represent by far the cheapest route to Vincent ownership. Purchased in March 1978, this seemingly complete Firefly is offered for restoration and sold strictly as viewed (the engine does not turn over). Despite displaying the VRN 'WKR 984' the frame number does not match the HPI database and is therefore offered without documents and a valid claim to the VRN. Accordingly prospective bidders must satisfy themselves as to the validity of the VRN prior to bidding.
£500 - 700
€580 - 810
No Reserve

304
Property of a deceased's estate
1958 ROYAL ENFIELD 499CC 'BIG HEAD' BULLET
Registration no. VGH 427 Frame no. 14648 Engine no. 1910
"So long as the British motorcycle industry continues to produce machines of the calibre of the current Royal Enfield Bullet, there is no need to debate upon 'the survival of the single'." Written in 1960, Motor Cycling's words would turn out to be extraordinarily prophetic, as least as far as the Bullet's survival was concerned, as variants of it remain in production in India to this day. The motorcycle offered here is an original example of the later 'Big Head' 499cc Bullet, so called because of its increased cylinder head finning. Purchased in March 1975 by the late owner, the machine is offered for restoration and sold strictly as viewed (the engine does not turn). Accompanying documentation consists of an old-style continuation logbook and an old V5.
£300 - 500
€350 - 580
No Reserve

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305

307

306

308

305
Property of a deceased's estate
1960 ROYAL ENFIELD 693CC CONSTELLATION
Registration no. 572 PPK Frame no. 5965 Engine no. CM6159QB
Like BSA and Triumph, Royal Enfield went on to enlarge its 500cc twin, eclipsing its rivals with the 700cc Meteor, Britain's largest vertical twin when introduced for 1953. Extensive revisions to the engine and the adoption of a new frame (shared by the Bullet singles) ushered in the Super Meteor version in the autumn of 1955. While the Super Meteor was a fine performer, Enfield's next development - the Constellation - was outstanding. This distressed example of one of Britain's rarer parallel twins was purchased in November 1974, only two months after its last tax disc expired. Offered for restoration and sold strictly as viewed (the engine does not turn), the machine comes with an old-style continuation logbook and an old V5.
£700 - 1,000
€810 - 1,200
No Reserve

306
Property of a deceased's estate
1960 ROYAL ENFIELD 693CC CONSTELLATION
Registration no. RHM 526 Frame no. 8583 Engine no. QC20088
Like BSA and Triumph, Royal Enfield went on to enlarge its 500cc twin, eclipsing its rivals with the 700cc Meteor, Britain's largest vertical twin when introduced for 1953. Extensive revisions to the engine and the adoption of a new frame (shared by the Bullet singles) ushered in the Super Meteor version in the autumn of 1955. While the Super Meteor was a fine performer, Enfield's next development - the Constellation - was outstanding. Based on its immediate predecessor, the new sports roadster featured a 51bhp engine, a revised frame, and a handsome 4.25-gallon fuel tank. Supplied new by Gander & Gray and purchased in the 1970s, this apparently complete example of one of Britain's rarer parallel twins is offered for restoration and sold strictly as viewed. The machine comes with an old-style continuation logbook and an old V5.
£600 - 800
€700 - 930
No Reserve

307
Property of a deceased's estate
1958 ROYAL ENFIELD 693CC SUPER METEOR
Registration no. not registered Frame no. 0895 Engine no. SM 4758 OA
Launched in 1948, Royal Enfield's twin followed orthodox lines, though the use of separate barrels and 'heads, and the oil tank's incorporation within the crankcase - a feature inherited from the firm's singles - was unusual. Just like BSA and Triumph, 'Enfield went on to enlarge its twin, eclipsing its rivals with the (nominally) 700cc Meteor for 1953, Britain's largest vertical twin at that time. The crankcase remained fundamentally unchanged, but the bore/stroke dimensions and engine top-end were those of the 350 Bullet, doubled up and restyled. Extensive revisions to the engine and the adoption of a new frame (shared by the Bullet singles) ushered in the Super Meteor in the autumn of 1955. This incomplete Super Meteor is offered for restoration and sold strictly as viewed. There are no documents with this Lot.
£400 - 600
€460 - 700
No Reserve

308
Property of a deceased's estate
C.1964 ROYAL ENFIELD 248CC CONTINENTAL
Registration no. not registered Frame no. 70024 Engine no. n/a
A development of the popular Crusader, the Continental was introduced for 1963. The newcomer used the Super 5's tuned, 20bhp engine and five-speed gearbox but eschewed the latter's leading-link fork in favour of conventional telescopics while adding a rev counter, fly screen, dropped handlebars and (on some bikes) an Italian-style 'jelly mould' tank to the package. This policy of including as standard all the performance-orientated extras that customers might want to fit later was an enormous success. With its café racer styling, brisk performance and excellent handling, the GT was every young motorcyclist's dream and a well-deserved success for the Redditch concern. This engine-less Continental was purchased in February 1975 having last been taxed in December 1974. There are no documents with this Lot, which is offered for restoration and sold strictly as viewed.
£400 - 600
€460 - 700
No Reserve

309

310

311

312

309
Property of a deceased's estate
1937 BSA 248CC B22 EMPIRE STAR
Registration no. HV 7914 Frame no. none visible Engine no. HB22.1362.
During the 1930s BSA concentrated on producing a range of dependable, well-made, competitively priced motorcycles. The firm's single-cylinder range was redesigned by Val Page for 1937, the engines taking on many of the characteristics they would retain in the post-war era, most notably dry-sump lubrication, rear-mounted magneto and that distinctively shaped timing cover. There were three new offerings in the 250 class: the sidevalve B20 and a pair of overhead-valve models – B20 and B22 - the latter designation being adopted for the top-of-the-range Empire Star. This B22 Empire Star was purchased part restored in February 1975. Incomplete, the machine is offered for restoration and sold strictly as viewed. Accompanying documentation consists of an old-style continuation logbook and an old-style V5.
£300 - 500
€350 - 580
No Reserve

310
Property of a deceased's estate
C.1942 BSA 496CC M20
Registration no. not registered
Frame no. 73379 WM20 Engine no. WM20.35127
BSA launched a new single-cylinder range 1937. Intended mainly for the sidecar enthusiast, the two biggest sidevalve models were the 496cc M20 and 596cc M21, both of which came with rigid frames, girder forks and four-speed, hand-change gearboxes. Ruggedly built and endowed with copious low-speed pulling power, both models were highly successful in their intended role as sidecar tugs and many M20s did sterling service as despatch riders' mounts with Allied forces during WW2. The duo were regularly updated, important developments prior to WW2 including the adoption of a foot-change gearbox and, in the M21's case, a change to a longer-stroke 591cc engine. M20 production ceased in 1955. Purchased in March 1978, this incomplete and distressed wartime M20 is offered for restoration and sold strictly as viewed. There are no documents with this Lot.
£700 - 1,000
€810 - 1,200
No Reserve

311
Property of a deceased's estate
1961 BSA 499CC GOLD STAR
Registration no. not registered
Frame no. CB31 6242 (see text) Engine no. DBD.34.GS.6323
Possibly the most successful production racing motorcycle ever, the BSA Gold Star formed the mainstay of Clubman's racing in the 1950s. In fact, it was the model's domination of the Clubman's TT which led to the event being dropped after Gold Star rider Bernard Codd's 1956 Senior/Junior double victory. The ultimate 500 Gold Star, the DBD, appeared in 1956 when the famous RRT2 gearbox and 190mm front brake became standard equipment. From then on BSA's much-loved sporting single changed little until its demise in 1963. This Gold Star was bought in July 1974 and last taxed in September 1976. The machine is offered for restoration and sold strictly as viewed (the engine does not turn). It should be noted that the frame number stamping is not correct and that it has the standard gearbox.
£2,000 - 2,500
€2,300 - 2,900
No Reserve

312
Property of a deceased's estate
1971 BSA 740CC ROCKET III
Registration no. FYH 76J
Frame no. HD00225 A75 Engine no. HD00225 A75R
Essentially a 'Tiger-and-a-half', the Triumph and BSA 750cc Triples were launched in 1969. BSA-Triumph had learned a lot about engine development from racing the 500cc twins, and the Triples were the most powerful machines in their class. Today they enjoy an enthusiastic following worldwide and are supported by numerous recognised specialists and a first rate owners' club – the TR3OC – whose annual Beezumph Rally is highly recommended. Purchased in November 1977, this Rocket III comes with an old V5 and its original old-style logbook showing that the BSA was first registered to Lee Scooter Centre of London SE3. The late owner is listed as '6th Change'. 'FYH 76J' was last taxed in November 1976 and displays a total of 26,163 miles on the odometer. Incomplete and distressed, the machine is offered for restoration and sold strictly as viewed.
£2,000 - 2,500
€2,300 - 2,900
No Reserve

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313

315

314

316

313
Property of a deceased's estate
1957 BSA 148CC BANTAM MAJOR
Registration no. 428 AKO
Frame no. CD3 17942 Engine no. BD3B 25075
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 - 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. Purchased in March 1978, this Bantam Major is offered for restoration and sold strictly as viewed. Equipped with leg shields and luggage rack, and apparently complete, the machine comes with an old-style continuation logbook and an old V5 document.
£500 - 700
€580 - 810
No Reserve

314
Property of a deceased's estate
1957 BSA 123CC BANTAM D1
Registration no. 186 AKM
Frame no. BD2 62952 Engine no. DDB 7191
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 singly-cylinder two-stroke engine grew first to 148cc and then to 172cc. Plunger rear suspension became available as an option in 1950, as did battery electrics powered by a 6-volt Lucas alternator, direct lighting having been relied upon hitherto. Purchased in March 1978, this plunger-suspended Bantam D1 was supplied new by G E Tunbridge Ltd of Tunbridge Wells, Kent. Missing some parts (carburettor, exhaust, gearchange, kickstart, etc) the machine is offered for restoration and sold strictly was viewed. Accompanying documentation consists of the original old-style buff logbook and an old V5.
£500 - 700
€580 - 810
No Reserve

315
Property of a deceased's estate
1957 BSA 148CC BANTAM MAJOR
Registration no. YKP 146
Frame no. CD3 8175 (see text) Engine no. 59347 (see text)
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 - on the D3 Bantam Major, introduced for 1954 - and then to 172cc. Purchased in March 1978, this Bantam Major is offered for restoration and sold strictly as viewed. The machine comes with an old-style continuation logbook and an old V5, and it should be noted that the latter incorrectly records the frame number as 'CD3 817S'. It should also be noted that the engine has been changed and that it does not turn.
£300 - 500
€350 - 580
No Reserve

316
Property of a deceased's estate
1950 BSA 123CC BANTAM D1
Registration no. HVB 389
Frame no. YD1 S 32873 Engine no. 32545 YD
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 - 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. Purchased in March 1978, this plunger-suspended D1 Bantam is offered for restoration and sold strictly as viewed (the engine does not turn). Accompanying paperwork consists of an old-style continuation logbook and an old V5.
£200 - 400
€230 - 460
No Reserve

317

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317
Property of a deceased's estate
1939 TRIUMPH 493CC MODEL 5H DE LUXE
Registration no. not registered
Frame no. TH 9891 Engine no. 9 5H 522891
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 covers for the magneto gear drive - 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 near top-of-the-range model produced between 1937 and 1939, this incomplete 5H De Luxe is offered for restoration and sold strictly as viewed (the engine does not turn). The machine was purchased from Brian Verrall in March 1977.
£2,000 - 2,500
€2,300 - 2,900
No Reserve

318
Property of a deceased's estate
1961 TRIUMPH 649CC T120 BONNEVILLE
Registration no. 513 BYX
Frame no. D14761 Engine no. T120R D14761
Graced by one of the most evocative model designations in the history of motorcycling, the Triumph Bonneville owes its existence to record-breaking successes achieved on the eponymous Utah salt flats in 1958, when a Tiger 110 set a new 650cc production machine record of over 147mph. A new alloy cylinder head with inlet ports splayed wide to accommodate twin carburettors had become available as a tuning aid early in 1958 and it was, chiefly, this innovation that enabled the specially prepared T110 to so far eclipse the performance of the standard version. Purchased in February 1975, this incomplete Bonneville is offered for restoration and sold strictly as viewed (the engine does not turn). The machine comes with an old-style continuation logbook and an old V5.
£2,000 - 2,500
€2,300 - 2,900
No Reserve

319
Property of a deceased's estate
1960 TRIUMPH 649CC T120 BONNEVILLE
Registration no. 292 ALT
Frame no. D7504 (Overstamped) Engine no. T120 D7504
Graced by one of the most evocative model designations in the history of motorcycling, the Triumph Bonneville owes its existence to record-breaking successes achieved on the eponymous Utah salt flats in 1958, when a Tiger 110 set a new 650cc production machine record of over 147mph. A new alloy cylinder head with inlet ports splayed wide to accommodate twin carburettors had become available as a tuning aid early in 1958 and it was, chiefly, this innovation that enabled the specially prepared T110 to so far eclipse the performance of the standard version. Triumph lost no time in capitalising on its technological breakthrough, announcing a new model equipped with the splayed 'head and twin Amal carburettors in September 1958: the Bonneville. This incomplete and distressed Bonneville is offered for restoration and sold strictly as viewed. The machine comes with an old-style V5.
£2,000 - 2,500
€2,300 - 2,900
No Reserve

320
Property of a deceased's estate
1967 TRIUMPH 649CC T120 BONNEVILLE
Registration no. RYO 726E (see text)
Frame no. T120 DU 54301 Engine no. TR6R DU 11033
Unitary construction of the engine/gearbox had been a feature of Triumph's 350 and 500 twins since 1957 and that innovation duly appeared on the 650s in 1963. This particular T120 Bonneville dates from 1967, by which time the handling problems associated with earlier versions had been sorted and 12-volt electrics standardised. The engine is from a later TR6R Trophy, fitted with a Bonneville cylinder head. Currently displaying a total of 23,717 miles on the odometer, the Bonnie is offered for restoration and sold strictly as viewed (the engine does not turn). The machine comes with a V5 document. It should be noted the VRN 'RYO 726E' does not appear on the HPI/DVLA database. Accordingly prospective bidders must satisfy themselves as to the validity of the VRN prior to bidding.
£1,000 - 1,400
€1,200 - 1,600
No Reserve

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321

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321
Property of a deceased's estate
1951 TRIUMPH 499CC TIGER T100
Registration no. PPD 862
Frame no. none visible Engine no. T100 3296NA
The Tiger 100 sports version of Edward Turner's trend-setting Speed Twin was launched in 1938, reappearing in 1946 with telescopic forks in place of the original girders, and separate dynamo and magneto instead of the pre-war version's magdyno. Produced almost unchanged for the next three years, the Tiger gained Triumph's distinctive headlamp nacelle in 1949 when the range was restyled. An alloy cylinder head and barrel were adopted for 1951, these and other engine improvements boosting power to 32bhp, while a swinging-arm frame and 8"-diameter front brake (first seen on the 650cc Tiger 110) were fitted from late 1953 onwards. Bought in March 1977 and apparently still complete, this sprung hub-equipped T100 is offered for restoration and sold strictly as viewed. The machine comes with an old-style continuation logbook and an old V5.
£2,000 - 2,500
€2,300 - 2,900
No Reserve

322
Property of a deceased's estate
1955 TRIUMPH 499CC TIGER T100
Registration no. unregistered
Frame no. 67422 Engine no. T100 47750
The Tiger 100 sports version of Edward Turner's trend-setting Speed Twin was launched in 1938, reappearing in 1946 with telescopic forks in place of the original girders, and separate dynamo and magneto instead of the pre-war version's magdyno. An alloy cylinder head and barrel were adopted for 1951, these and other engine improvements boosting power to 32bhp, while a swinging-arm frame and 8"-diameter front brake were fitted from late 1953 onwards. A splayed-port cylinder head with twin carburettors became available from the start of the 1957 model year, and this would represent the ultimate development of the Tiger 100, which in mid-1959 was replaced by the new, unitary construction Tiger 100A. Purchased in May 1974 (receipt available), this incomplete T100 is offered for restoration and sold strictly as viewed.
£2,000 - 2,500
€2,300 - 2,900
No Reserve

323
Property of a deceased's estate
C.1955 TRIUMPH 499CC TR5 TROPHY
Registration no. not registered
Frame no. 29181 Engine no. TR5 14841 NA
From the time of its introduction in 1948, the 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 twin-cylinder engine's power worked to its advantage and its weight was less of a handicap. Nevertheless, the TR5 remained an extremely competent and stylish roadster until the end of production in 1958. Consisting of non-matching frame and engine, the former dating from 1952 and the latter from 1951, this incomplete Trophy is offered for restoration and sold strictly as viewed. The machine was purchased from a Government sale at Ruddington in May 1974.
£1,500 - 1,800
€1,700 - 2,100
No Reserve

324
Property of a deceased's estate
C.1954 TRIUMPH 499CC TIGER T100
Registration no. not registered
Frame no. 36479 Engine no. T100 09735
The Tiger 100 sports version of Edward Turner's trend-setting Speed Twin was launched in 1938, reappearing in 1946 with telescopic forks in place of the original girders, and separate dynamo and magneto instead of the pre-war version's magdyno. Produced almost unchanged for the next three years, the Tiger gained Triumph's distinctive headlamp nacelle in 1949 when the range was restyled. An alloy cylinder head and barrel were adopted for 1951, these and other engine improvements boosting power to 32bhp, while a swinging-arm frame and 8"-diameter front brake were fitted from late 1953 onwards. There are no documents with this Lot, which is offered for restoration and sold strictly as viewed.
£1,300 - 1,600
€1,500 - 1,900
No Reserve

325

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325
Property of a deceased's estate
C.1954 TRIUMPH 499CC SPEED TWIN/TIGER T100
Registration no. not registered
Frame no. 48237 Engine no. 5T 58286
The Tiger 100 sports version of Edward Turner's trend-setting Speed Twin was launched in 1938, reappearing in 1946 with telescopic forks in place of the original girders, and separate dynamo and magneto instead of the pre-war version's magdyno. Produced almost unchanged for the next three years, the Tiger gained Triumph's distinctive headlamp nacelle in 1949 when the range was restyled. An alloy cylinder head and barrel were adopted for 1951, these and other engine improvements boosting power to 32bhp, while a swinging-arm frame and 8"-diameter front brake were fitted from late 1953 onwards. A 'sprung hub' model, this Triumph special consists of a frame dating from 1954 and a 1955 Speed Twin engine fitted with a Tiger 100 all-alloy top end. There are no documents with this Lot, which is offered for restoration and sold strictly as viewed.
£1,300 - 1,600
€1,500 - 1,900
No Reserve

326
Property of a deceased's estate
1966 TRIUMPH 490CC T100SS
Registration no. JDT 160D
Frame no. T100SS H41843 Engine no. T100SS H41843
Introduced for the 1960 season, the Tiger 100A was the first sports version of Triumph's unitary construction 500 twin, the 5TA. A raised compression ratio and 'hotter' cams helped the Tiger to a top speed in the region of 90mph, while the retention of a single carburettor meant that fuel economy did not suffer unduly. The T100A'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. Purchased in March 1978, this incomplete and distressed T100SS is offered for restoration and sold strictly as viewed. The machine comes with an old-style continuation logbook and an old V5.
£1,200 - 1,600
€1,400 - 1,900
No Reserve

327
Property of a deceased's estate
C.1956 TRIUMPH 650CC THUNDERBIRD
Registration no. not registered
Frame no. 73264 Engine no. 6T 30871
Announced in September 1949, the 650 Thunderbird was Triumph's response to demands for more power emanating from American racers and British sidecarists alike. A spectacular launch stunt saw three Thunderbirds lap the Montlhery circuit at over 90mph for 500 miles, after which they each achieved a flying lap of 100mph-plus and were ridden back to the Meriden factory. An interesting change to the Thunderbird for 1952 was the adoption of an SU carburettor in place of the original Amal, a specially prepared machine managing a staggering 155mpg at a steady 30mph on a factory organised economy run. This incomplete Thunderbird consists of a 1952 engine in a 1956 frame. There are no documents with this Lot, which is offered for restoration and sold strictly as viewed.
£600 - 800
€700 - 930
No Reserve

328
Property of a deceased's estate
C.1955 TRIUMPH 498CC 'SPEED TWIN'
Registration no. not registered
Frame no. 58766 Engine no. 46 5T 78527
Edward Turner's Triumph Speed Twin caused a sensation when it appeared in 1937, and the design would prove immensely influential, all of Britain's major motorcycle manufacturers adopting the parallel twin formula 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. Performance proved exemplary for a road-going 500, better than 100mph being attainable under favourable conditions. This incomplete post-war Triumph consists of an unidentified swinging-arm frame dating from 1956 and a Speed Twin engine dating from 1946. There are no documents with this Lot, which is offered for restoration and sold strictly as viewed.
£500 - 700
€580 - 810
No Reserve

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329
Property of a deceased's estate
1977 TRIUMPH 740CC T160 TRIDENT
Registration no. not registered
Frame no. T160 XK0182 Engine no. T160 XK0182
Essentially a 'Tiger-and-a-half', the Triumph and BSA 750 triples were launched in the UK in 1969, just in time to be up-staged by Honda's four-cylinder CB750. 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's cylinder block was slightly inclined. This T160 was purchased new by the late owner from Elite Motors of Tooting in April 1977 (see receipt and owner's notes on file). The machine had been built in 1975 as an export model destined for Canada, hence the high 'bars and large tank. There are no documents with this Lot, which is offered for restoration and sold strictly as viewed. A total of 4,453 miles is displayed on the odometer.
£2,000 - 2,500
€2,300 - 2,900
No Reserve

330
Property of a deceased's estate
1958 TRITON 650CC 'CAFE RACER'
Registration no. 66 WRF
Frame no. unable to locate (see text) Engine no. T110 D13676
A happy marriage of Triumph power and Norton roadholding, courtesy of the latter's peerless Featherbed frame, the Triton is rightly regarded by enthusiasts as the quintessential British sports special. This hybrid first emerged in the 1950s and continues to be built by professionals and amateurs alike, enjoying marque status today. Purchased in December 1976, the example offered here incorporates the frame from a 1958 Norton Model 50; a pre-unit Triumph Tiger 110 engine; and an AMC gearbox. Other notable features include an eight-stud cylinder head; twin Amal Monobloc carburettors; and a Suzuki front brake. The headlight and instruments are missing. Offered for restoration and sold strictly as viewed, the machine comes with an old-style continuation logbook and an old-style V5. It should be noted that the frame number is obscured, but is recorded in the V5 as 'N13 76219'.
£1,500 - 1,800
€1,700 - 2,100
No Reserve

331
Property of a deceased's estate
1958 TRIUMPH 349CC TWENTY ONE
Registration no. 200 CDE Frame no. H4995 Engine no. 21 H4995
Triumph re-entered the '350' class in 1957 with the introduction of the 'Twenty One', its arrival ushering in Triumph's unitary construction era. The model took its name from the engine's approximate cubic capacity in inches. 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 incomplete and distressed Twenty One was last taxed in 1972 and purchased in May 1974. Offered for restoration and sold strictly as viewed, the machine comes with an old-style continuation logbook and an old V5.
£500 - 700
€580 - 810
No Reserve

332
Property of a deceased's estate
C.1959 TRIUMPH 490CC 5TA SPEED TWIN
Registration no. not registered (see text)
Frame no. H10454 Engine no. 5TA H5873
When Triumph adopted unitary construction for its vertical twins, the 5TA Speed Twin would be the second model of this new family, joining the 350cc Twenty One (also known as the 3TA) launched the previous year. The 5TA 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 colour scheme. Purchased in 1979, this incomplete 5TA is offered for restoration and sold strictly as viewed. There are no documents with this Lot. It should be noted the VRN '466 ERL' does not appear on the HPI/DVLA database. Accordingly prospective bidders must satisfy themselves as to the validity of the VRN prior to bidding.
£500 - 700
€580 - 810
No Reserve

333

334

333
Property of a deceased's estate
C.1954 TRIUMPH 'ROLLING CHASSIS'
Registration no. not registered
Frame no. 47909 Engine no. n/a
This Lot consists of a swinging-arm frame dating from the 1954 model year, the first year that Triumph made this form of rear suspension available. As such, it could have been fitted to any one of the existing 500cc or 650cc models when it left the factory. The engine and rear wheel are missing, but the front forks, front wheel, shock absorbers, rear mudguard, solo saddle and gearbox (number '6599') are in place, as is the oil tank. There are no documents with this Lot, which is offered for restoration and sold strictly as viewed.
£200 - 400
€230 - 460
No Reserve

334
Property of a deceased's estate
1959 TRIFIELD 500CC SPECIAL
Registration no. WFK 741
Frame no. 11163 (see text) Engine no. T100A H17701
While the best known British sports special is the Norton/Triumph hybrid - the Triton - closely followed by the TriBSA (Triumph/BSA), NorBSA (Norton-BSA) and Norvin (Norton/Vincent), the Trifield (Triumph/Royal Enfield) is comparatively rare. This example of the latter appears to consist of Royal Enfield Bullet or Meteor Minor cycle parts and a unitary construction Triumph Tiger 100 engine. Purchased in February 1975, the Trifield carries a tax disc that expired in December 1974, which is almost certainly when it was last used. Offered for restoration and sold strictly as viewed, the machine comes with and old V5 document and an old-style continuation logbook, both of which share the same clerical error: recording the frame number as '11763' instead of '11163'.
£500 - 700
€580 - 810
No Reserve

335

336

335
Property of a deceased's estate
C.1963 GREEVES-TRIUMPH 350CC PROJECT
Registration no. not registered
Frame no. DJT3 (see text) Engine no. T90 H30010
One of the most popular of all off-road specials, the Greeves-Triumph (or 'Tri-Greeves') has become established as a marque in its own right. Although Greeves' chassis was widely recognised as among the best, there were many riders unwilling to put up with the two-stroke's sometimes wayward temperament. The obvious solution was to fit a four-stroke engine; Triumph's compact 350cc twin was a relatively easy fit and rapidly became the unit of choice. Purchased in March 1977, this incomplete example is powered by a 1963 Triumph Tiger 90 engine, which is mounted in an unidentified Greeves frame (the number is not a factory stamping). There are no documents with this Lot, which is offered for restoration and sold strictly as viewed.
£300 - 500
€350 - 580
No Reserve

336
Property of a deceased's estate
1984 YAMAHA 981CC TR1
Registration no. B675 JMV
Frame no. *5A8-007293* Engine no. *5A8-007293*
A model developed with European riders in mind, the TR1 was the sensation of the 1980 Cologne Show. Looking like two XT/SR500 singles mounted on a common crankcase at 75 degrees, the TR1's v-twin motor was suspended beneath a fabricated spine frame and acted as a stressed chassis member. There was a fully enclosed rear chain and air-assisted springing at both ends – by means of a De Carbon mono-shock at the rear – while the 'italic' spoked alloy wheels were another feature also found on Yamaha's contemporary LC two-strokes. Offered for restoration and sold strictly as viewed, this TR1 displays a total of 2,315 miles on the odometer and comes with a V5 document.
£300 - 500
€350 - 580
No Reserve

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1979 BMW 785CC R80/7 PROJECT

Registration no. DRC 688T Frame no. 6030330 Engine no. 6030330

BMW's first 'R80' (nominally 800cc) model was the R80/7 introduced in 1977. Like its 750cc R75/7 predecessor, the R80/7 was powered by BMW's traditional air-cooled flat-twin engine coupled to low-maintenance shaft final drive transmission. Engineered to BMW's customarily high standards, the R80/7 was far from cheap and at £1,999 (in 1978) cost around 40% more than Yamaha's similarly shaft-driven XS750 tourer. Currently displaying a total of 39,366 miles on the odometer, this partly dismantled R80/7 was purchased in the 1990s in running condition from a dealer in Nottingham. The machine was used for some years before mechanical issues meant it had to be taken off the road. It should be noted that various components have been removed or are loosely fitted, and that the machine's mechanical condition is not known. Sold on account of the vendor's ill health, the machine is offered for restoration and sold strictly as viewed. Offered with a V5C document. Prospective bidders must satisfy themselves as to the condition, completeness, and originality of the Lot.

£500 - 700
€580 - 810
No Reserve

338

C.1992 YAMAHA XT600E TÉNÉRÉ PROJECT

Registration no. not registered
Frame no. unable to locate Engine no. 3TB-041854

Superseding the trail-blazing first of the line, the XT500, the XT600 Ténéré enduro roadster was first introduced in 1983. With its disc brakes, four-valve engine, mono-shock rear suspension and superior 12-volt electrics, the XT600 represented a significant advance over the out-going XT500. The previous owner modified this XT600 as it looks today, and the machine was passed on to the current vendor when the previous owner passed away. Dry stored for approximately four years and sold on account of the owner's ill health, the machine is offered for restoration and sold strictly as viewed. Its mechanical condition is not known. There are no documents with this Lot. Prospective bidders must satisfy themselves as to the condition, completeness, and originality of the Lot.

£400 - 600
€460 - 700
No Reserve

339

340

339

1984 KAWASAKI GPZ1100 PROJECT

Registration no. A982 TCR (see text)
Frame no. JKA7XBA11EA013910 Engine no. KZTI0BE034267

Topping Kawasaki's range for 1981 were two new 1,089cc models: the Z1100A tourer and GPz1100 sports roadster. While the former boasted shaft drive and carburettor induction, the latter was chain driven and fitted with fuel injection, an innovation Kawasaki had first tried on the Z1000H a year or so previously. We are advised by the vendor that this incomplete and distressed GPz1100 was modified in 'street-fighter' style by the previous owner and then passed on to the current vendor when the previous owner passed away. Dry stored for approximately four years and sold on account of the vendor's ill health, the machine is offered for restoration and sold strictly as viewed. A total of 30,181 miles is showing on the odometer. The machine's mechanical condition is not known. There are no documents with this Lot; accordingly, prospective purchasers must satisfy themselves with regard to this motorcycle's registration status prior to bidding.

£400 - 600
€460 - 700
No Reserve

340

1989 YAMAHA XJ900 PROJECT

Registration no. F373 KNU (see text)
Frame no. 58L-031135 Engine no. none visible

Yamaha certainly came up with a winning formula when it introduced the XJ900 way back in 1983, as this conservatively styled and engineered all-rounder would remain in production for a further 20 years, only disappearing from the range, as the XJ900S Diversion, at the beginning of 2004. Not that the XJ's arrival was without hiccup though, as the original's handlebar-mounted nose fairing contributed to frightening high-speed instability that was only cured with the introduction of a frame-mounted version for '84. Currently displaying a total of 84,100 miles on the odometer, and sold on account of the vendor's ill health, this XJ900 is offered for restoration and sold strictly as viewed, its mechanical condition being unknown. A spare cockpit fairing is included in the sale. There are no documents with this Lot; accordingly, prospective purchasers must satisfy themselves with regard to this motorcycle's registration status prior to bidding.

£400 - 600
€460 - 700
No Reserve

341
Property of a deceased's estate
1952 SUNBEAM 500CC S8
Registration no. JSL 570
Frame no. S8-6347
Engine no. S8 10199

A wartime design, 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. Apparently, an older restoration, this S8 was purchased in July 2020 and currently displays a total of 3,143 miles on the odometer. Sadly, the owner never got the chance to ride the 'Beam before he passed away in August 2020, since when it has been dry stored. There is some pitting to the exhaust and the machine would respond well to detailing, though it should be noted that compression is weak. Following a period of inactivity and having not been used since acquisition, its mechanical condition is not known and thus is sold strictly as viewed, the machine comes with a V5C document.
£4,000 - 6,000
€4,600 - 7,000
No Reserve

342
Property of a deceased's estate
1966 TRIUMPH 349CC TIGER 90
Registration no. FER 97D
Frame no. T90 H46463
Engine no. T90 H46463

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 '500' version, the 5TA Speed Twin. The latter was first to undergo the 'sports' treatment in the form of the Tiger 100SS, the equivalent '350' not appearing for another five years. Launched in October 1962, the Tiger 90 featured a tuned engine equipped with a revised ignition system that used points instead of the previous distributor. The 'baby' Tiger looked smart and went well too, its top speed under favourable conditions being a genuine 90mph. It was also impressively economical. Apparently, an older restoration, this Tiger 90 was purchased in July 2020 and currently displays a total of 3,085 miles on the odometer. Sadly, the owner never got the chance to ride the Tiger before he passed away in August 2020, since when it has been dry stored. Last taxed in October 2014, following a period of inactivity and having not been used since acquisition, its mechanical condition is not known and thus is sold strictly as viewed, the machine comes with a V5C document.
£3,500 - 4,500
€4,100 - 5,200
No Reserve

343
Property of a deceased's estate
2007 HONDA CRF 250X
Registration no. WX07 PZJ
Frame no. JH2ME11AX6M200778
Engine no. unable to locate

Honda's family of CRF competition-orientated four-stroke off-roaders commenced in 2000, replacing the preceding series of CR two-strokes. The first model released was the CRF450R, followed in 2004 by the CRF250R, both intended for moto-cross competition. Both of them would prove highly successful in that sport, the larger model being voted 'Best Motocrosser' by Cycle World magazine for eight consecutive years (2002-2009). Designated by an 'X' suffix, enduro models also featured in the range and came equipped with electric starting. The CRF250X's four-valve 'Unicam' (SOHC) engine was based on that of the R model and could rev past 12,000rpm – some going for a 250cc four-stroke single. The engine and transmission oils were kept separate in this engine, which went into an aluminium twin-spar frame, based on that of the R model and equipped with similarly top quality Showa suspension. This CRF 250X was acquired in 2014 and appears well used: there is some corrosion throughout, and it is believed that the graphics have been replaced. Prior to its owner's death the Honda had been dry-stored for approximately 12 months. Following a period of inactivity, the machine will require re-commissioning to a greater or lesser extent and thus is sold strictly as viewed. The machine is offered with expired MoT certificates; a V5C registration document; and an original owner's maintenance manual.
£1,500 - 2,000
€1,700 - 2,300
No Reserve

344
Property of a deceased's estate
2010 KTM 990 ADVENTURE
Registration no. DK60 DNF
Frame no. VBKVA7400AM966458
Engine no. to be advised

In little more than two decades, KTM has gone from being a niche maker of highly successful moto-cross and enduro machines to Europe's largest motorcycle manufacturer. Perhaps not surprisingly given its off-road heritage, the Austrian brand first made an impact in the 'Big Trailie' or 'Adventure' market, commencing with single-cylinder models in the early/mid-1990s before introducing its first twin-cylinder model, the 950 Adventure, in 2003. Powered by a 942cc water-cooled 8-valve 75-degree v-twin, the 950 Adventure boasted sharp, eye-catching styling and an off-road capability superior to that of the market-leading BMW R1200GS. Its successor, the broadly similar 990 Adventure, introduced in 2006, took its more powerful (105bhp claimed) 999cc fuel-injected engine from the crazy 990 Super Duke 'Hyper Naked'. ABS was standard. Used often and serviced regularly since its acquisition in 2013 by its late (second) owner, this 990 Adventure has been dry-stored since August 2020 when the deceased passed away. Following a period of inactivity, the machine will require re-commissioning to a greater or lesser extent and thus is sold strictly as viewed. Noteworthy features include metallic paintwork, a Touratech sports seat, and Akrapovic silencers, and the machine also comes with Hepco & Becker KTM side cases. The Adventure also comes with its original KTM wallet/case containing the owner's manual; service booklet; expired MoTs and tax discs; current V5C document, etc.
£4,500 - 6,500
€5,200 - 7,500
No Reserve

345
Property of a deceased's estate
1989 SUZUKI GSX-R750 SLINGSHOT
Registration no. G805 OEO
Frame no. GR7AA-102138
Engine no. R716-105404

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; lighter than a 600 and as powerful as a 1000, it made all other super-sports 750s seem flabby and slow. Like its predecessor, this new-for-1988 second generation GSX-R benefited from experience gained in racing, featuring a much stiffer frame and swinging arm; larger-diameter forks; larger front brakes; 4-pot brake callipers; 17" wheels; and a more aerodynamically efficient fairing. The engine had a shorter stoke; bigger valves; larger oil radiator; 4-into-2 exhaust system; and 36mm flat-slide 'Slingshot' carburettors that gave the model its nickname. One of the modern era's few instant classics, 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 well preserved examples becoming increasingly sought after by collectors. Currently displaying a total of 26,794 miles on the odometer, this Slingshot last ran in July 2020 and has been dry-stored since August 2020 when the late owner passed away. There is some corrosion present, and the bodywork shows signs of repairs. Following a period of inactivity, the machine will require re-commissioning to a greater or lesser extent and thus is sold strictly as viewed. Offered with a V5C document.
£3,000 - 4,000
€3,500 - 4,600
No Reserve

346
Property of a deceased's estate
1990 HONDA VRF400R TYPE NC30
Frame no. NC30-2000058
Engine no. to be advised

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 mini race-reps was the NC21, which was followed by the NC24 with RC30-style single-sided swinging arm. Restricted to a maximum of 59PS (59.8bhp) for the Japanese market, these models were not officially imported into the UK, unlike the successor NC30 which boasted a specification not far short of the RC's: alloy beam frame; single-sided swinger; close-ratio gearbox; twin-lamp fairing; RC-type brakes; and a 360-degree crankshaft. Testing a full power (62.5bhp) UK model in August 1991, Bike magazine recorded a top speed of 122.7mph into a strong headwind with the NC 1,000 revs short of the red line, indicating a probable maximum in excess of 130. Boasting RC30 looks and equally exemplary build quality, but at a fraction of the cost, the NC30 is fast becoming one of the most collectible classics of the 1990s. Offered from long-term ownership and last taxed in May 2012, this example last ran in July 2020 and has been dry-stored since August 2020 when the late owner passed away. Following a period of inactivity, the machine will require re-commissioning to a greater or lesser extent and thus is sold strictly as viewed. The odometer reading is 25,739 miles. Accompanying documentation consists of some expired MoTs; two V5C documents; and an owner's manual.
£3,000 - 5,000
€3,500 - 5,800
No Reserve

347
Property of a deceased's estate
2001 SUZUKI GSX-R600 K1
Registration no. Y622 KKE
Frame no. JS1BG111200105573
Engine no. N723-110777

Although it has suffered a decline in sales recently, the 600 Supersport class has been keenly contested over the last 30 years, with all of the Japanese 'Big Four' battling for supremacy in the showroom and on the racetrack. Throughout this period, Suzuki's GSX-R600 offerings have been characterised by a roominess and flexibility tailored for everyday road riding. First introduced in 1992, the GSX-R600 deployed a 599cc water-cooled four-cylinder engine in what was basically the chassis of the existing GSX-R750. That first model was never officially imported into the UK, where the more modern RF600R was the factory's offering in the 600 Supersport category. The 600 'Gixxer' then disappeared from the Suzuki range for a few years, re-emerging in 1997 in radically different SRAD form. For 2001 the model was redesigned again, receiving fuel injection, and carried on with very few changes until revamped for 2004. Believed originally finished in blue/white, this GSX-R600 has been repainted in Rizla livery and fitted with a Yoshimura end-can. Last taxed in April 2015, the Suzuki had been dry-stored for approximately 12 months when its owner passed away in August 2020. The machine would respond well to detailing and following a period of inactivity, the machine will require re-commissioning to a greater or lesser extent and thus is sold strictly as viewed. Accompanying documentation consists of a V5C Registration Certificate and a quantity of expired MoTs.
£1,500 - 2,000
€1,700 - 2,300
No Reserve

348
Property of a deceased's estate
1999 HONDA VFR800FI
Registration no. V668 EFR
Frame no. JH2RC46A2XM105834
Engine no. to be advised

Still in the range today as the VFR800F, Honda's best-selling, sports-touring all-rounder debuted way back in 1986 as the VFR750F. Regarded as an out-and-out sports bike at that time, the latter was an immensely important introduction for Honda, which was trying to shake off a reputation for unreliability gained by a succession of under-developed models in the early 1980s. The fact that the VFR is still around over 30 years later is a measure of how well they succeeded. In essence the VFR has changed little over time, gaining fuel injection and an increase in engine capacity to 782cc in 1998, plus VTEC two-stage valve operation in 2002, which was followed by linked, anti-lock brakes. There have, of course, been numerous styling changes along the way, plus a switch from conventional to under-seat exhausts, but the original's single-sided swinging arm and aluminium alloy beam frame remain part of this enduring, right-first-time package. Used frequently by the late owner, this VFR800FI has been dry-stored since August 2020 when he passed away. Following a period of inactivity, the machine will require re-commissioning to a greater or lesser extent and thus is sold strictly as viewed. It is offered with a history file, the contents of which include sundry bills; expired MoTs; V5C documents; and an owner's manual.
£1,500 - 2,000
€1,700 - 2,300
No Reserve

349 *

1971 HONDA CB750 K1

- *One of the all-time great classic motorcycles*
- *Sold new in Texas, USA*
- *Recent full service*

Registration no. not UK registered
Frame no. CB750-1054584
Engine no. CB750E-1052011

"Seldom has a road-test model attracted such a wide interest and appreciative comments from bystanders. That it justified the praise goes without saying. No manufacturer has come nearer than Honda to producing an ideal roadster." - Motor Cycle.

Fifty-plus years on, it is hard to imagine the impact the Honda CB750 had on the motorcycling world when it was unveiled to a stunned public at the Tokyo Show in October 1968. True, there had been plenty of four-cylinder motorcycles before, but these had been built in relatively small numbers and aimed at the wealthy few. Here for the first time was a mass-produced four within the financial reach of the average enthusiast, and one whose specification - overhead camshaft, disc front brake, five-speed gearbox, electric starter, etc - made the opposition look obsolete overnight.

Bike magazine summed up Honda's achievement thus: "Like BSA/Triumph's parallel twin and Ducati's desmodromic single, the Honda inline four is one of those engines which created a standard out of an ideal. The list of Honda's technical achievements is impressive but the appearance of a production four-barrel roadster at a Mr Everyman price was probably their greatest coup." A trend-setting design of immense significance and one of the truly great classic motorcycles, the CB750 is highly sought after by collectors.

Offered here is a fine example of the K1 model, introduced for 1971, which featured a larger fuel tank and a new oil tank, side panels and dual seat together with various cosmetic changes. Mechanically, the most significant advances were the adoption of a simplified and more efficient throttle operating system; stiffer rear suspension springs; and the provision of an oiler for the rear chain.

This K1 was purchased new in Smith County, Texas, USA. Nothing else is known of the Honda's early history prior to its sale to a resident of Queensland, Australia on 16th August 2012 (bill of sale on file). The new owner kept the Honda in excellent condition and on 30th May 2016 offered it for sale via a local auction where it was purchased by the current vendor (invoice available). Shipped to the UK especially for this Bonhams auction, the machine has been fully serviced and benefiting from a new battery. The odometer reading of 669 miles is believed the distance covered since the Honda's restoration in the USA.

£8,000 - 12,000
€16,000 - 21,000

* Import VAT Low Rate: Import tax at the reduced rate of 5% of the Hammer Price and Buyers Premium will apply should the lot remain in the UK.

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.

350
1973 HONDA CB250 K4
Registration no. WDT 179M
Frame no. CB250-5029967
Engine no. CB250E-5030629

The Honda CB250 superseded the Japanese manufacturer's hugely successful CB72 quarter-litre twin when it arrived in 1968. Although retaining its predecessor's basic architecture, being an air-cooled single-overhead-camshaft design, the new engine was styled differently, with cylinders virtually upright, and went into a new tubular cradle frame that replaced the earlier spine type. In addition, there were now five speeds in the gearbox plus a powerful twin-leading-shoe front brake, and with a claimed 30bhp on tap at 10,250rpm, the new CB250 was good for a top speed of around 90mph. Benefiting from new spark plugs, ignition points and condenser, this CB250 was last run in May of this year. Finished in purple/black, the machine is offered with keys, expired MoTs, sundry bills, and a V5C registration document. A total of 17,332 miles is currently displayed on the odometer.
£1,500 - 2,000
€1,700 - 2,300
No Reserve

351
1980 HONDA CD200 BENLY
Registration no. RWC 902W
Frame no. MA01-2007482
Engine no. MA01E-2001978

Introduced for 1979 and based on the preceding CD175 and CD185 models, the Honda CD200 was aimed squarely at the market sector that regarded motorcycles merely as cheap and convenient transport rather than thrilling lifestyle accessories. Not exactly an exciting performer, the CD200 would nevertheless cruise comfortably at 65mph while at the same time delivering around 70 miles to every gallon. A lengthy production run of over 20 years proved the rightness of the basic concept. The private vendor advises us that this CD200 has been restored over a period of time, benefiting from a new alternator, tank rubber, clutch lever, clutch springs, exhaust pipe joint, headlight, and various nuts, bolts, screws, O-rings, etc (bills available). The machine last ran in May of this year. It should be noted that the speedometer was swapped for a second-hand one at 42,168 miles (the current odometer reading is 25,060 miles). Offered with a V5C Registration Certificate (the engine number recorded on the V5C is MA01E-2013477) expired MoT and sundry invoices. Please note this machine is recorded as an Insurance Write Off on the HPI database: Category C Insurance Loss. Vehicle Extensively Damaged But Repairable in 2015. The V5C states "this vehicle has been salvaged because the estimate cost of commercial repair was more that the value of the vehicle". Prospective bidders must satisfy themselves as to the condition, completeness, and originality of this Lot.
£800 - 1,200
€930 - 1,400
No Reserve

352

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352
1963 HONDA 247CC CB72
Registration no. 547 FFR
Frame no. 314793 Engine no. 314806
Introduced in 1960, the CB72 retained the basic layout of the preceding C70 and 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 340lbs, the CB72 possessed an excellent power-to-weight ratio endowing it with performance challenging that of many British 500s. Boasting an overhead-camshaft engine, electric starter, rev counter and twin-leading-shoe brakes, the CB72 was unmatched by any of its rivals and is one of the most desirable of early Japanese classics. This CB72 is described by the private vendor as in generally good condition, benefiting from new wheel rims and overhauled speedometer and rev counter. Run in February 2020, the machine is offered with sundry bills, old/current V5C documents, and an expired MoT (2014).
£3,000 - 4,000
€3,500 - 4,600

353
Property of a deceased's estate
1973 HONDA CB450 K5
Registration no. CMN 450K (Isle of Man)
Frame no. CB450 5006487 Engine no. CB450E 5006495
The Honda CB450's arrival in 1965 dispelled any lingering doubts about Japan's intention to compete in all sectors of the market. 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. This Honda CB450 was imported from the USA and first registered in the UK on 10th April 2014. The machine had only one keeper in the UK before being purchased by its late owner in February 2016 and exported to the Isle of Man. The CB has seen little use since purchase. Its three UK MoT certificates are on file and the Honda also comes with copies of its Ohio Certificate of Title; invoices for shipping services and spare parts; and an Isle of Man Vehicle Registration Certificate.
£2,800 - 3,500
€3,300 - 4,100

354
1975 HONDA 174CC CB175 K6 SUPER SPORT
Registration no. HNN 273N
Frame no. CB175-7050658 Engine no. CB175E-7043378
In 1964, Honda's 150 engine was increased to 160 for the CB160, and subsequently, in 1967, the capacity was further enlarged for the CD175, although it took another year for the CB175 sports version to arrive. The deceased owner acquired HNN 273N in 1984, and used the machine regularly every year thereafter, until two years ago. It was maintained as required throughout that period and used in conjunction with his other machines for regular transport, and also trips to the Isle of Man. Standing for the last two years, the Honda, which is presently on SORN, will require re-commissioning and safety checks prior to returning to the road. It should be noted that the V5C incorrectly lists the engine number as CB175E-7053705. Documentation includes a current V5C, an older-type V5C, an old V5, quantities of old tax discs and expired MoT certificates, plus miscellaneous papers.
£600 - 1,200
€700 - 1,400
No Reserve

355
1978 HONDA 174CC CD175
Registration no. HCX 517S
Frame no. CD175-4049675 Engine no. CD175E-4051196
In 1964, Honda's 150 engine was increased to 160 for the CB160, and subsequently, in 1967, the capacity was further enlarged for the CD175, a model which became a mainstay of the range, being an indispensable commuter's machine. This example dates from the last year of production for the model. The deceased owner acquired HCX 517S in 1980, and used the machine regularly every year thereafter, until two years ago. It was maintained as required throughout that period and used in conjunction with his other machines for regular transport, and also trips to the Isle of Man. Standing for the last two years, the Honda will require re-commissioning and safety checks prior to returning to the road. It is presently on SORN. Documentation includes a current V5C, an older-type V5C, an old V5, quantities of old tax discs and expired MoT certificates, plus miscellaneous papers.
£600 - 1,200
€700 - 1,400
No Reserve

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356
1974 KAWASAKI 750CC H2
Registration no. KAU 506N
Frame no. H2F 42905
Engine no. H2E 43176

Kawasaki emphatically established its reputation for building uncompromising high-performance motorcycles with the launch of the stunning Mach III 500 in 1968. Low weight combined with a peaky 60bhp, and indifferent handling made the two-stroke triple an exciting machine to ride but one which nevertheless had the legs of just about everything under 750cc. In 1971 the original was joined by three more triples: the 250cc S1, 350cc S2 and 750cc H2. Although 11bhp more powerful than the Mach III, the H2 delivered its power less frenetically and, thanks to a longer wheelbase and revised frame geometry, was easier to ride fast. This H2 was restored earlier this year and is described by the private vendor as in very good condition throughout. Works carried out include fitting new tyres, tubes, and rim tape; new front brake pads and hoses; new rear brake shoes; new airbox filter and snorkel; new fuel pipes; and new carburettor rubbers. Parts re-chromed include the front mudguard and bridge; the exhaust down-pipes, silencers and clamps; and the headlamp 'ears'. Additionally, the wheels were rebuilt with new spokes and a new front rim; the carburettors stripped and cleaned; and the engine stripped and checked (a new service crankshaft had been fitted by a previous owner). The machine was last run in May 2021, following which the fuel tank was drained of petrol. Offered with a V5C document.
£11,500 - 14,000
€13,000 - 16,000

357
1997 HONDA VTR1000 FIRESTORM
Registration no. R541 ULL
Frame no. JH2SC36A4WM101570
Engine no. to be advised

First registered to Honda Motor Europe, this is one of six Firestorms built for racing, overseen by Russell Savory for Honda Britain, who in turn sold this one to the British Moriwaki importers. The bike was further tuned, incorporating Moriwaki parts such as the ultra-rare carburettors and exhaust system, and was raced by Mark Ditchfield in Powerbike and British Superbike events during 1998 under the Moriwaki Honda Britain Racing banner. Heavily modified, the bike features a Spondon-braced frame and many Spondon components: swinging arm, clip-ons, footrest hangers, adjustable yokes and both sub-frames. Other top quality chassis components include Dymag wheels (quick release); AP Racing brake callipers and discs; and a carbon fibre fairing, ram air tubes and airbox. The bike has recently been re-commissioned and serviced with all new fluids; Goodridge brake lines; reinforce fuel lines; Tsubaki chain; and fully rebuilt Penske rear shock and original Fireblade forks. The machine was last run in August 2021. With this lot comes a selection of Renthal sprockets and a pair of Spondon yoke inserts, enabling alteration of the steering offset. This racing Firestorm is a remarkable survivor that retains practically all its original, period-correct parts and could easily be returned to its original livery. Ideal for use as a classic parade, track-day or race bike, it represents a rare opportunity to acquire an original race-prepared example. Offered with a V5C document and copy original V5.
£8,000 - 10,000
€9,300 - 12,000

358

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358
1972 SUZUKI GT750J
Registration no. AWW 197K
Frame no. 28216 Engine no. 28431
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. This early drum-braked example was imported from the USA and purchased in 2019. The tank and side panels have been re-sprayed and a new petrol tap, wiring loom, ignition coils and condenser fitted. Other notable features include Higgspeed expansion chambers and sports air filters (original airbox included). Offered with a VJMC dating certificate and V5C document.
£6,000 - 8,000
€7,000 - 9,3000

359
1988 KAWASAKI GT750
Registration no. F584 NDX
Frame no. KZ750P-008488 Engine no. KZ750NE020639
In 1979 Kawasaki bored out the smaller of its two four-cylinder models – the Z650 - to create a new 750cc multi - the Z750E - using basically the 650's cycle parts with the addition of a second front disc brake. Soon there were 750cc fours in a variety of styles and model designations, the shaft-driven GT750 tourer being a new introduction for 1982. Its maintenance-free shaft drive made the GT750 a particular favourite with dispatchers, and the model would go on to be a considerable success, remaining in production until 1997. Little is known of this GT750's history, although two bills on file suggest that the machine was re-commissioned earlier this year. The vendor has had the Kawasaki running and it passed the MoT test in May 2021. Accompanying documentation includes some expired MoTs and a V5C Registration Certificate, and the machine also comes with a Haynes manual and a top-box.
£1,500 - 2,000
€1,700 - 2,300
No Reserve

360
1985 SUZUKI 589CC SP600F ENDURO
Registration no. B658 RRT
Frame no. JD1SN41AXF2101028 Engine no. N401-103469
The SP600F Enduro model appeared in the Suzuki range for one year only and was featured in the film 'The Delta Force' with Chuck Norris aboard. This example was imported from USA and purchased by the vendor in need of work in 2017. He advises us that he restored the machine during the subsequent year, stripping, checking, and rebuilding the engine, fitting new CDI unit, rectifier, tyres, chain, sprockets, rear suspension unit, wheel bearings, swinging arm bearings, battery and seat cover. The wheels were rebuilt with stainless spokes, and cycle parts were repainted or polished. The machine has covered only limited mileage since completion and will be MoT'd for the sale. A tool kit and copy service manual accompany the bike, together with the current V5C, various invoices and miscellaneous papers. The bike should need only the briefest of check-overs before use with a new owner.
£2,000 - 3,000
€2,300 - 3,500

361
2000 JINCHENG JC50 Q-7 MONKEY BIKE
Registration no. not registered
Frame no. to be advised Engine no. AADDY1002319
With the launch of the CZ100 in 1960, Honda created the class of motorcycle known as 'Monkey Bikes', so called because of their diminutive stature. They were originally intended for children to ride at amusement parks, and only later did Honda develop a more civilised road-going version. This Chinese monkey bike is manufactured by the Jincheng Group, which takes its name from a city in China's Shanxi province. A surprising number has been sold in the UK over the last 20-or-so years: in 2021 there were 39 licensed and 202 SORN'd. Currently displaying a total of only 57.5 miles on the odometer, the machine is described as in average age-related condition cosmetically. The engine turns over but the machine's mechanical condition is not known and thus it is sold strictly as viewed.
£400 - 800
€460 - 930
No Reserve

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362

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362
1996 HONDA 85CC CUB ECONOMY 90
Registration no. P38 OGT
Frame no. JH2HA02B2TK000712 Engine no. HA02E2305986
Introduced in 1958, Honda's classic Cub 'step-thru' moped gave millions of people the world over their first taste of two-wheeled mobility. Larger-engined versions of the original 50cc Super Cub were soon made available, the nominally 90cc C90 arriving in 1965. Better built, more powerful and more reliable than the majority of contemporary mopeds, while endowed with handling superior to that of the small-wheeled scooter, the Cub family set new sales records for motorcycle production and continues to be immensely popular today. This Cub displays a total of 41,379 miles on the odometer and is described by the vendor as running and in lovely original condition. The machine is offered with a V5C Registration Certificate and an HPI check sheet.
£600 - 1,000
€700 - 1,200
No Reserve

363
1979 HONDA C50
Registration no. KLA 947V
Frame no. C50-6179030 Engine no. C50E-6179025
Introduced in 1958, Honda's classic C100 'step-thru' scooterette gave millions of people the world over their first taste of two-wheeled mobility. Better built, more powerful, and more reliable than the majority of contemporary mopeds while endowed with handling superior to that of the small-wheeled scooter, the C100 set new sales records for motorcycle production and its descendants continue to be immensely popular today. This C50 version has the overhead-camshaft engine first introduced on the CS50 ultra-lightweight sports model. The machine was purchased from an estate sale in Portsmouth (the owner had had it from new but it had been stored for circa 20 years). Painted/tidied up a few years ago, the Honda displays a total of 8,469 miles on the odometer and is described as running by the vendor. SORN'd, it comes with a V5C and an HPI check sheet.
£500 - 800
€580 - 930
No Reserve

364
1975 HONDA 49CC Z50 MINI TRAIL 'MONKEY BIKE'
Registration no. not registered
Frame no. to be advised Engine no. Z50AE 277868
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. An ultra-short wheelbase, small wheels and a tiny 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. Off road-styled models, such as that offered here, were dubbed 'Mini Trail', although the 'off-road' features amounted to little more than knobbly tyres and an upswept exhaust. Currently displaying a total of 1,642 miles on the odometer, this Mini Trail is described as in average age-related condition cosmetically. The engine turns over but the machine's mechanical condition is not known and thus it is sold strictly as viewed.
£1,500 - 2,000
€1,700 - 2,300

365
2004 HONDA 49CC Z50 MONKEY BIKE
Registration no. not registered
Frame no. AB27-1402568 Engine no. CF50E-3099258
With the launch of the CZ100¬ in 1960, Honda created the class of motorcycle known as 'Monkey Bikes', so called because of their diminutive stature. They were originally intended for children to ride at amusement parks, and only later did Honda develop a road-going version. The engine was the C100 step-thru moped's reliable four-stroke single, while an ultra-short wheelbase, 5" wheels and a lack of suspension were all features of a machine which, in the case of the folding handlebar version, could be fitted into the boot of a car. Currently displaying a total of only 1,431 kilometres on the odometer, this Japanese-market Honda Monkey Bike was imported into the UK this year. It has been fitted with a three-speed semi-automatic engine, replacing the stock hand-clutch unit. Offered with a NOVA certificate.
£1,500 - 2,000
€1,700 - 2,300
No Reserve

366
1984 HONDA 49CC LIMITED EDITION GOLD MONKEY
Registration no. not registered
Frame no. Z50J-1603141 Engine no. Z50JE-1603124
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. In 1974, an important milestone in Monkey development was reached 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. Offered here is an example of the rare and collectible 1984 1st Series Honda Gold Monkey (there was a 2nd Series in 1997). A limited edition model, it is one of only 5,000 built for the Japanese market and not officially sold abroad. Currently displaying a total of only 709 kilometres on the odometer, the machine is exceptionally well preserved for its age, the gold finish being mostly untarnished, and appears to retain its original tyres. Recently imported from Japan and last run in September 2021, it would make an ideal Christmas present for someone. Offered with a NOVA declaration, this charming little machine is a 'must have' for the serious mini-bike collector.
£2,900 - 3,200
€3,400 - 3,700

367
1996 HONDA 49CC MAGNA
Registration no. P540 DEP
Frame no. AC13-1014764 Engine no. AC09E-2014727
This charming miniature cruiser is styled to look like Honda's full-size offerings in the V4-powered Magna family. No V4 in this one, though, as it's powered by a 49cc air-cooled four-stroke engine producing 3.9bhp, which drives via a four-speed gearbox. The model was produced (for Japan only) from 1995 to 2007. Built for the home market, this Honda Magna 50 was imported from Japan in 2017 and UK-registered in 2017. Currently displaying a total of 11,567 kilometres on the odometer, the machine was last run in September 2021 and is described by the vendor as in good condition throughout. Accompanying documentation includes an official Honda dating letter; another from the Francis-Barnett Owners Club; a V5C Registration Certificate; and a fresh MoT.
£1,200 - 1,500
€1,400 - 1,700
No Reserve

368
2003 SUZUKI TR50S STREET MAGIC MOPED
Registration no. FH03 BTF
Frame no. JS1AH311300102102 Engine no. 102078
The very embodiment of the term 'funky moped', though in fact it was more like a mini-bike, the Suzuki TR50 Street Magic first appeared in 1997 and was built until 2005 when the revised Street Magic II arrived. The Street Magic featured a 49cc fan-cooled two-stroke engine producing 7.1bhp, which was suspended beneath a spine-type frame. Currently displaying a total of 12,008 kilometres on the odometer, this Street Magic appears to have been well looked after throughout its life and is described by the vendor as running and ready to ride. Last run in September 2021, the Suzuki appears to be a UK model; not many were sold here as they were relatively expensive. The machine is offered with its original handbooks and manuals together with old MoTs, repair bills and tax discs in the original dealer's wallet.
£1,200 - 1,500
€1,400 - 1,700
No Reserve

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

369

371

370

372

369
1977 HONDA 408CC CB400F
Registration no. WGF 39R
Frame no. CB400F-1073263 Engine no. CB400FE-1068852
Always hugely popular, Honda's CB400F was a stunning design which brought their four cylinder glamour to the middleweight market in a smaller, more manageable, more affordable, but still aspirational package. This 400 4 was acquired in 2014 from the late Howard German, the well-known vintage racer. Little more is known of the history of this example, but a friend of the late owner recalls that it was last ridden about 2 years ago and says that at that time it was apparently running well, with a quiet engine. The recorded milage is 46,074. The frame appears to have been re-painted. Marzocchi rear shocks are fitted. A V5C registration document is supplied. After a period of inactivity re-commissioning will be required before further use. Prospective bidders should satisfy themselves as to the motorcycle's completeness and mechanical condition. Sold strictly as viewed.
£2,000 - 2,600
€2,300 - 3,000
No Reserve

370
1965 HONDA 247CC C72
Registration no. CBF 85C
Frame no. C72.105617 (see text) Engine no. CB72E102527
The engine number of this iconic early Honda, which was purchased in December 2019, suggests that it is fitted with at least the crankcases from the more powerful CB72 engine. The recorded mileage is 2183. The frame and tinware appear to have been repainted, which may account for our failing to find the frame number on our initial inspection. A V5C registration document is supplied, along with two MoT certificates, an original Honda parts list, and a reproduction workshop manual. A friend of the late owner recalls that it was ridden shortly before the first lockdown, at which time there may have been a charging or battery problem. The tail-light lens is missing. After a period of inactivity re-commissioning will be required before further use. Prospective bidders should satisfy themselves as to the motorcycle's completeness and mechanical condition. Sold strictly as viewed.
£2,000 - 2,600
€2,300 - 3,000
No Reserve

371
1956 BMW 257CC R26
Registration no. SXB 587
Frame no. 341393 Engine no. 341393
This BMW R26 was acquired by its late owner in 2015. According to a friend of his, it was certainly ridden whilst in his ownership. Some work was obviously ongoing, because offered with the machine are a pair of newly painted mudguards, a tail-light, an apparently new dual seat etc. Also supplied are various invoices, photocopies, an original repair manual, and a V5C, which with various other photocopies enable all 5 previous owners to be identified. Robert Tucker, the first owner, apparently kept it for 35 years, and there are some lovely period photos which indicate that he used it in long distance trials between 1958 and 1964. The recorded mileage is 16933. After a period of inactivity re-commissioning will be required before further use. Prospective bidders should satisfy themselves as to the motorcycle's completeness and mechanical condition. Sold strictly as viewed.
£2,000 - 2,600
€2,300 - 3,000
No Reserve

372
1965 ROYAL ENFIELD 248CC CONTINENTAL GT
Registration no. GWE 16C
Frame no. 69906 Engine no. GT 17317
Royal Enfield's Continental GT has a good claim to be considered the ultimate post-war British pushrod 250. This very attractive example was acquired by its late owner in late 2015 and is believed to have been restored by a previous owner. It is supplied with a V5C registration document and a 2009 invoice from Royal Enfield specialists, Hitchcocks, for various gaskets, an oil filter element, and a new primary chain. Hagon rear shocks are fitted, and the wheel rims appear to be relatively recent replacements. The recorded mileage is 5723. A friend of the late owner recalls it last being ridden three or four years ago. After a period of inactivity re-commissioning will be required before further use. Prospective bidders should satisfy themselves as to the motorcycle's completeness and mechanical condition. Sold strictly as viewed.
£2,800 - 3,500
€3,300 - 4,100
No Reserve

373
C.1962 ROYAL ENFIELD 700CC SUPER METEOR PROJECT
Registration no. not registered
Frame no. 7056
Engine no. indecipherable

Just like BSA and Triumph, Royal Enfield went on to enlarge its original twin-cylinder model, eclipsing its rivals with the 700cc Meteor for 1953, Britain's largest vertical twin at that time. The crankcase remained fundamentally unchanged, but the bore/stroke dimensions and engine top-end were those of the 350 Bullet, doubled up and restyled. Extensive revisions to the engine and the adoption of a new frame (shared by the Bullet singles) ushered in the Super Meteor in the autumn of 1955. Sold on account of the vendor's ill health, this Super Meteor is offered for restoration and sold strictly as viewed. The machine's mechanical condition is not known, and it should be noted the seat and rear mudguard are loose. The detached primary drive case is included in the sale. The machine comes with sundry bills; two Royal Enfield workshop manuals; and a spare parts book. Prospective bidders must satisfy themselves as to the condition, completeness, and originality of the Lot.
£2,000 - 3,000
€2,300 - 3,500
No Reserve

374
1968 NORTON 750CC COMMANDO FASTBACK
Registration no. ULR 785F
Frame no. none (see text)
Engine no. 20M3/126962

This very early Norton Commando was in its current specification when purchased by the vendor in 1973, complete with later silencers and a Norvil front brake. The machine was in a sorry state when acquired, and the owner has been working on it, on and off, over the last 40-plus years. It should be noted that the frame is unnumbered and may have been changed earlier in the machine's life as a result of a cracked headstock. Last run some 18 months ago and is only offered for sale because the current Vendor no longer has the strength to handle it. Accompanying paperwork consists of old/current V5/V5C documents and an expired (1979) MoT certificate.
£6,000 - 8,000
€7,000 - 9,300

375
Property of a deceased's estate
1980 BMW 650CC R65
Registration no. BMW 483V
Frame no. 6346364
Engine no. 6346364

BMW extended its range of horizontally-opposed twins in the late 1970s with the introduction of the R45 and R65. Looking very much like scaled down versions of BMW's larger models, the duo shared identical cycle parts and featured sharper, more modern styling while both weight and overall dimensions were reduced. "The R65 really is an amazing all-rounder," declared Bike magazine's tester back in 1982. "There's 100mph perform¬ance, 57mpg if you're gentle and 41mpg if you're not..." Previously registered 'GPL 11V', this R65 was registered to its late owner on 9th July 2008. The current odometer reading is 31,903 miles and the machine would respond well to detailing. Re-commissioning to a greater or lesser extent will be required before returning it to the road. The machine is offered with a V5C document; SORN paperwork; sundry invoices; Rider's Handbook; and some old MoTs (most recent expired 2005).
£1,400 - 1,800
€1,600 - 2,100
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.

376
1954 FRANCIS-BARNETT 125CC KESTREL PROJECT
Registration no. LJF 669
Frame no. U2650
Engine no. 618A 6900

After WW2 Francis-Barnett concentrated on the production of lightweight two-strokes powered firstly by Villiers engines, though from 1957 AMC's own power units were fitted to many models. First introduced in the autumn of 1953, the Kestrel used the 125cc Villiers 13D engine, which was housed in a plunger-suspended frame with telescopic front fork. This un-restored Kestrel has belonged to the vendor's family since 1974. The Excelsior was used a little off-road in the late 1970s, since when it has formed part of a private museum collection. The machine has not been run but the engine turns over. Offered for restoration and sold strictly as viewed, it comes with an old-style V5 document and an old-style buff logbook.
£600 - 1,000
€700 - 1,200
No Reserve

377
1959 EXCELSIOR 98CC CONSORT PROJECT
Registration no. UJF 118
Frame no. SC9 677
Engine no. 606B 8963

Excelsior's Consort first appeared in 1953 as the F4, with Villiers 4F engine and two-speed gearbox, changing to the 6F unit for 1956 when a plunger-suspended version joined the range. The Consorts continued in production until the end of 1957 when they were replaced by the new Consort CA8, a more up-to-date design featuring a telescopic front fork and swinging-arm frame. This un-restored Consort has belonged to the vendor's family since April 1974. The Excelsior was used a little off-road in the late 1970s, since when it has formed part of a private museum collection. The machine has not been run but the engine turns over. Offered for restoration and sold strictly as viewed, it comes with an old-style V5 document.
£800 - 1,200
€930 - 1,400
No Reserve

378
1961 NORTON 350CC TYPE 50
Registration no. XDL 299
Frame no. 13 100063
Engine no. 13 100063

Introduced in 1933, the single-cylinder Model 50 was Norton's first production overhead-valve machine in the 350 class, the '50' and its twin-port brother '55' being junior versions of the 490cc Models 18 and 20 respectively. Norton's sporting 350 single was built in several versions and continuously developed during a production run lasting until 1963. This Model 50 was acquired by the current owner in 1977 and used occasionally in the later 1970s, since when it has formed part of a museum collection. The machine was last run 40 years ago but the engine has been turned over regularly. Re-commissioning will be required before it returns to the road. Offered with an old-style logbook and an old-style V5.
£2,600 - 3,600
€3,000 - 4,200

379

The last Commando sold by Andover Norton

C.1975 NORTON 850 COMMANDO MKIII INTERSTATE

- *Assembled between 1975-1977 and released in 1982*
- *Fully authenticated*
- *c.1.7 push miles*

Registration no. not registered
Frame no. 336456
Engine no. 336456

When Norton Villiers Triumph's Wolverhampton factory went into receivership/liquidation, circa 1975, there were around 1,500 MkIII Commandos in the process of final production, upon which work immediately ceased. Over the next 18 months these machines were effectively owned by the official Administrator and remained untouched, but secure, inside the locked Marston Road factory. By 1977, Dennis Poore's freshly funded company, NVT Ltd, with premises at Shenstone and Andover, was beginning to purchase many of the former group's assets; including the brand names and intellectual rights, as well as machine tools and the original spares stock held at the time of the closure. As the successor company, NVT Ltd was under intense pressure to meet the huge demand for Commando spares, and set up a subsidiary, Andover Norton Ltd, to continue the Norton spares business.

Following its 1977 formation, Andover Norton Ltd consisted of a warehouse and a nearby retail premises. It was during this period that Poore negotiated a deal with the liquidator to buy all the 'work in progress' within the long-shut Wolverhampton plant, but primarily the 1,500 unfinished MkIII Commandos. John Pedley, the factory's former works director, was charged with engaging 100 former key personnel, who would ensure that the stock of MkIIIs, once completed, emerged from Shenstone with the correct specification. Sales were entrusted to Mike Jackson at Andover.

Following their introduction, the MkIIIs sold well in the UK; so well in fact that certain London dealers began an unnecessary 'discounting' campaign, much to NVT's annoyance. In response, NVT decided to retain a batch of MkIIIs, to be sold at top retail price through their Andover shop. Andover Norton was in no hurry, so it took several years to sell them all.

The final machine went to Mr David Hughes of St Austell, who appointed legendary Norton tuner/entrant Ray Petty to collect the bike. That motorcycle is offered here today and comes with Mike Jackson's 2010 letter to David Hughes confirming its provenance.

The collection was made in 1982 and Ray Petty was pictured seated on the Commando in Motor Cycle News' 14th July edition (page 72). This machine is also pictured on page 105 of the accompanying Norton Buyer's Guide. When Andover Norton Ltd were appointed the UK concessionaires for the Goodyear Eagle tyre, this Commando was used for the launch and photographed with former 500cc Motorcycle World Champion Kenny Roberts seated on it (copy on file). By time of the Hughes purchase, the Shenstone factory had long since completed its last Commando, the final machine, '336539', assembled towards the end of 1977, being retained by John Pedley.

David Hughes kept the Commando in his private collection of 'zero' miles machines in St Austell, Cornwall until, due to failing health, he decided to entrust it to North Cornwall Motorcycles to find a suitable buyer on his behalf in 2014. The current vendor purchased it as a display piece for the lobby of his 'British Themed' hotel, where it was installed in a glass case and has remained on display ever since.

This unique and historic machine comes with the aforementioned authenticating paperwork and a Rider's Manual.
£25,000 - 35,000
€29,000 - 41,000

Photographed with former 500cc Motorcycle World Champion Kenny Roberts seated on the Commando and Mike Jackson stood on the far right.
© Goodchilds LTD

380

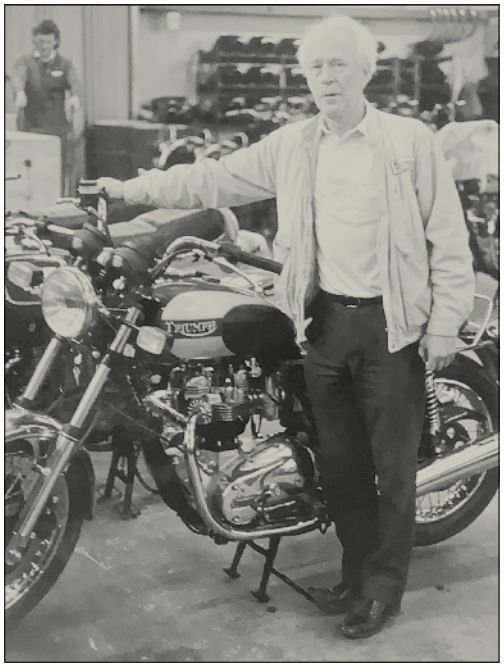
The last Meriden-type Triumph Bonneville made

1988 TRIUMPH 750CC BONNEVILLE

- *One owner from new*
- *Fully documented*
- *16 miles recorded*

Registration no. not registered
Frame no. SCXB7550 4JN001258
Engine no. 001258

Les Harris pictured with the motorcycle © Mortons Archive



The final phase of the Triumph twin's development began in 1972 with the first appearance of the new enlarged-to-750cc version of the Bonneville, the increase in bore size necessitating a new crankcase to accommodate the larger barrel. Other improvements included a new ten-stud cylinder head, triplex primary chain, stronger transmission and a disc front brake. A five-speed gearbox, introduced on the preceding 650 Bonneville, was standard equipment on the 750.

After the Meriden debacle, Triumph continued with the Bonneville as its main model, ringing the changes to produce a succession of special and celebratory editions, while significant technological developments included the adoption of electronic ignition and the introduction of models with electric starting and an 8-valve cylinder head. It was, of course, too little too late and the company folded in the early 1980s, its remains passing into the hands of entrepreneur John Bloor. While the Bloor-owned company developed an entirely new range of up-to-the-minute models, Les Harris was licensed to produce Triumph Bonnevilles at his factory in Newton Abbot, Devon from 1985.

The last Bonneville produced, this machine left the Newton Abbot production line on 9th March 1988 and was purchased by the late owner on 6th December 1988 for delivery on the 6th January 1989. The Triumph was purchased from Jack Lilley Ltd and comes with their invoice for £5,000 and letter confirming that this is the last Bonneville made; the machine also comes with a letter confirming same signed by Les Harris. Also included is a Certificate for Car Tax from Triumph Motorcycles dated 15th December 1988 (signed by Les Harris) and a copy of an article on Les Harris published in The Classic Motor Cycle (June 2004 edition). The last Bonneville is pictured with Les on page 66. The Bonnie also comes with six keys; its original unstamped warranty book; and an owner's handbook (1987).

This historic machine has a recorded mileage of only 16 miles and still has its original engine tag with details of the frame number, engine number, and general specification with 'RIP' under Remarks. A 'must have' for the serious Triumph collector.

£5,000 - 8,000
€5,800 - 9,400

381
C.1974 NVT 'COSWORTH' EXPERIMENTAL PROTOTYPE
Registration no. not registered
Frame no. none
Engine no. none

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, applicable to both a production roadster and a race-bike. First shown in 1975, the Challenge water-cooled unitary construction 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. The Commando-based machine offered here appears to be a test-bed for Cosworth's DOHC four-valves-per-cylinder technology applied to a water-cooled twin-cylinder engine with separate gearbox; as such, it might have been conceived as an update for the Commando engine that would have been cheaper than tooling up for the all-new Challenge. Interestingly, the machine is marked 'P89' to a plate between the instruments, the Challenge project being coded 'P86'. The right-side primary drive and final drive, using a reversed Norton gearbox, are particularly worthy of note. Owned by the vendor for over 30 years, the machine was purchased from Stafford-based motorcycle dealer Cyril Chell, who had bought it at NVT's liquidation sale. The machine has not been used since purchase and its mechanical condition is not known.
£6,000 - 8,000
€7,000 - 9,300

382
1974 NORTON COMMANDO 850 MKIIA
Registration no. PFE 860P
Frame no. 320166
Engine no. 320166

The Commando's vibration-beating Isolastic frame enabled Norton Villiers successfully to prolong the life of their ageing parallel twin. Launched in 1967, the Commando used the preceding Atlas model's 750cc engine and AMC gearbox, and was an instant hit, being voted Motor Cycle News 'Machine of the Year' for five consecutive years. A little down on top speed compared to rivals such as BSA-Triumph's 750cc triples and Honda's CB750 four, the Commando more than made up for this minor deficiency with superior mid-range torque and steadier handling. 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. In 1974, a mildly revised MkII version was introduced featuring new colour schemes, while the MkIIA came with a quieter exhaust and larger airbox enabling it to meet European noise regulations. Restored in 2019, this matching-numbers Commando comes with a Norton Certificate of Authenticity. The machine was manufactured in late 1974 for the export market (Sweden) and sold in 1976 (hence the 'P' registration). We are advised by the vendor that it is totally original with the exception of the side panels (commonly changed in the 1980s) and the front disc brake. Classed as an Historic Vehicle, the machine is exempt from MoT and road tax. The vendor says that it starts and runs very well, with no leaks or anything serious to report.
£9,000 - 12,000
€11,000 - 14,000

383

1976 NORTON COMMANDO 850 MKIII

Registration no. RCL 633R
Frame no. 332064
Engine no. 332064

- *Present ownership since 1986*
- *Professionally restored 2012-2013*
- *Circa 38,000 miles from new*
- *Circa 4,500 miles since full restoration*

This Norton Commando 850 MkIII electric start model was first registered on 11th October 1976 and was purchased by the current vendor on the 7th December 1986. The Commando was used only occasionally as the vendor owned a collection of over 20 bikes at the time. By 2012, aged 71, the vendor had sold most of his collection, but not the Commando, which he decided to have 100% restored. He was fortunate in having a professional motorcycle mechanic friend to do the work. The brief was to restore the bike to excellent road going condition as it was to be used, and the vendor advises us that the result is a very smart machine. The rebuild commenced in June 2012, at which time the odometer reading was 33,304 miles.

The machine was stripped right down to the last nut and bolt, and the engine, gearbox and clutch completely rebuilt with all new parts. All re-chroming and polishing was carried out by recognised specialists, and all painted parts were sprayed black as per original specification before new transfers were affixed. Other parts renewed include the wiring harness; carburettors; control cables; front brake disc; bearing of all types; rear sprocket; drive chains; brake pipes; rear master cylinder; front master cylinder seals; fork bushes and seals, etc.

The speedometer and rev counter were sent away to be reconditioned with strict instructions that the speedometer must not be reset to zero. Having been plagued by his bikes' chromed wheels rusting and spokes discolouring over time, the vendor decided to purchase polished stainless steel wheel rims and spokes from CWC, Birmingham, complementing the stainless mudguards. The master cylinder was professionally modified to improve its operation, while the original feeble starter motor has been replaced with a superior Norvil item. Two new tyres were fitted and the rebuild completed with countless stainless steel nuts/bolts/fasteners, new exhaust system, etc, etc.

Labour costs were charged at 'mates' rates', so the bills available (totalling approximately £7,200) represent only the cost of parts purchased. The rebuild was completed in March 2013 and since then the Commando has covered just under 4,500 trouble-free miles. As well as copies of the bills, the machine also comes with a selection of restoration photographs; copies of old MoTs and tax discs; (copy) V5C documents; and MoT to September 2022.

£8,000 - 10,000
€9,300 - 12,000

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.

384

1966 VELOCETTE 499CC VENOM THRUXTON

Registration no. EUG 12D
Frame no. RS18824
Engine no. VMT 336

- *Full matching numbers: frame, engine, registration*
- *Fully restored in 2010*
- *Highly original*

"Prestige machine of the pushrod range was the Venom Thruxton 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 Thruxton 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 Thruxton 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 Thruxton 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 Thruxton'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 Thruxton is one of the most sought after of post-war Velocettes.

Previously forming part of a well-known collection, this genuine, early, matching-numbers Thruxton was delivered new to one of the most famous of all Velocette dealers, L Stevens Ltd of Goldhawk Road, Shepherd's Bush, London W12, on 1st April 1966 finished in silver with a blue frame. The machine has covered a mere 338 miles since a full restoration in 2010, which included an engine bottom-end rebuild by Nick Payton. Recently fettled in the present ownership, which included tuning the Amal GP carburettor, the machine is said to start easily and run and sound like it should.

The Thruxton is described by the vendor as highly original, retaining correct finishes on components and fasteners (the majority of the latter are the Rubery Owen originals). Other noteworthy features include new shock absorbers (originals included); original Dunlop alloy wheel rims shod with new tyres; BTH TT magneto; original Lucas dynamo; and rebuilt Smiths instruments. Used regularly and described by the enthusiast vendor as in excellent condition, this rare and desirable Thruxton is offered with an old-style logbook, restoration invoices, dating letter, and a V5C document.

£22,000 - 28,000
€26,000 - 33,000

385 *N
1973 TRIUMPH 740CC T150 TRIDENT
Registration no. not UK registered
Frame no. T150V GH05804
Engine no. T150T EE00980

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 Triumph in his opinion as: "It is very fast and impressively stable on the road." Following a period of inactivity, the machine may require re-commissioning to a greater or lesser extent before returning to the road and thus sold strictly as viewed. 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.
£4,500 - 6,500
€5,200 - 7,500

* Import VAT Low Rate: Import tax at the reduced rate of 5% of the Hammer Price and Buyers Premium will apply should the lot remain in the UK.

386
1957 PANTHER 598CC MODEL 100
Registration no. 4811 U
Frame no. 26184
Engine no. 58MS029B

By 1923, the first bikes named Panther, rather than P&M, appeared as sports machines with a reputation for a decent turn of speed, and reliability to boot. Throughout the twenties the company thrived, although the lightweight end of the range, with Villiers engines, proved to be less popular than the larger models, and were eventually dropped. In the early 1930s the Red Panthers gave way to the Redwings and the ubiquitous big-finned sloper engine, so familiar in post-WWII years. During World War II, Phelon and Moore turned their attention to making parts for some of the aircraft manufacturers involved in War production. Post-War, the Panther range included the 250 and 350 models, and eventually were added to, once again, by Villiers-engined models, but the mainstay of the line-up remained the big sloper Model 100, and from 1958 onward, the larger capacity 650cc Model 120. The deceased owner acquired 4811 U in running order in approximately 1995, and used the machine regularly every year thereafter, until two years ago. It was maintained as required throughout that period and saw use in tandem with his other machines. It has been improved by the addition of indicators, for use in modern traffic, although one of the front ones has been damaged at some time. Standing for the last two years, the Panther will require re-commissioning and safety checks prior to returning to the road. It is presently on SORN. Documentation includes a current V5C, an older-type V5C, an old V5, a quantity of old tax discs, and miscellaneous papers.
£3,000 - 4,000
€3,500 - 4,600

387
Property of a deceased's estate
1955 BSA 499CC GOLD STAR
Registration no. VKO 806
Frame no. CB32 1971
Engine no. DB.34 GS505

The Gold Star did not return to BSA's post-WW2 range until 1949. First displayed at the Earls Court Show in 1948, the B32 Goldie boasted the telescopic front fork first introduced for 1946 and came equipped with a new alloy cylinder barrel and 'head. For 1950 a 500cc version – the B34 – was added to the range and this larger Goldie was the first to switch to the new die-cast top-end, with separate rocker box, in 1951. The 350 followed suit in 1952 and the pair continued as the 'BB' Gold Stars after the new swinging-arm frame was introduced in 1953, changing to 'CB' designation for 1954. This change marked the introduction of the classic 'big fin' engine, but the designation lasted only until the arrival of the 'DB' series in the autumn of 1955. The 'DB' incorporated a much-improved lubrication system and, in the case of the 350 only, a stronger cylinder assembly; as such it would represent the 'Junior' Goldie in its final form. Registered to the late owner on 16th February 1992, this nicely presented example would respond well to detailing and re-commissioning after a period of inactivity (the engine turns over with good compression). The machine is offered with old/current V5C documents; SORN paperwork; some marque-related literature; and a quantity of MoTs (most recent expired in 2012).
£8,000 - 12,000
€9,300 - 14,000

388
1956 ARIEL 998CC SQUARE FOUR
Registration no. 101 AWL
Frame no. GM 455
Engine no. ML 500

The vendor has owned this Square Four on three occasions! He first bought '101 AWL' in 2000 following its restoration, which is believed to have been finished around 1998. He sold the Ariel in 2007, regretted it immediately and bought it back in 2010, only for a change of circumstances to enforce its sale again in 2011. Invoking 'first refusal' when the bike was next sold, he bought it back again in 2018 with only 300 more miles on the odometer. The current odometer reading is 1,932 miles, which is the distance covered since the 1999 restoration. The vendor advises us that engine runs cool, uses no oil, starts easily and makes all the right noises. The gearbox (for a Burman) is said to be very nice; the clutch does not slip or drag; and the Squariel is described as a pleasure to ride. Cosmetically, this older restoration has the usual small chips, dings, etc but nevertheless presents very nicely. The only work required recently concerned the oil pump, the notoriously fragile Mazac-bodied unit being replaced with a billet one from Hepolite. The tyres too are fresh. Ridden regularly, mainly on local rides, this beautiful Square Four comes with a substantial history file containing sundry bills, an old-style buff logbook, V5C document, etc.
£10,000 - 14,000
€12,000 - 16,000

The Hans Schifferle Collection

Lots 389 - 431

Hans Schifferle 1957 - 2021

Born in Munich in 1957, Hans Schifferle was an acclaimed film critic and essayist, working for the Süddeutsche Zeitung and for the fan and trade magazine Steadycam, as well as contributing to books and catalogues. Hans' second love was his prized collection of motorcycles, assembled over decades. Together with his wife, Gudrun, and friend Helmut Lichtenberg, Hans would travel far and wide, tirelessly hunting for the best original components to restore and maintain his impressive collection of motorcycles. Hans disliked the internet, much preferring to visit Europe's leading autojumbles: Imola, Mannheim, Stuttgart, Nuremberg and every event in between in order to secure rare parts for his restorations.

Veteran mechanic, aviation specialist and former Grand Prix racer (in the 1980s) Helmut Lichtenberg is himself an immensely passionate collector to whom Hans invariably entrusted his restorations. Helmut formerly ran the classic motorcycle division at Schmid Höhenkirchen where Hans acquired many of the machines in his collection. Hans closely supervised a rolling 'exercise' programme for most of the machines, with each maintained and generally ridden circa 100 miles annually.

Close inspection of the machines is highly recommended. Indeed, many of the motorcycles on offer are without doubt some of the finest restored examples extant.

Following a period of inactivity, all of the machines will require re-commissioning and safety checks to a greater or lesser extent before use. Accordingly, prospective purchasers must satisfy themselves with regard to the condition, integrity, originality and correctness of all lots prior to bidding.

389 * N
1954 PUCH SV 175
Registration no. not registered
Frame no. 1300380 Engine no. 1535709

The motorcycle part of the Austrian Steyr-Daimler-Puch combine, Puch introduced its first motorcycle in the early 1900s, amalgamated with Daimler in 1928 and then Steyr in 1934. Puch also built cars, commercial vehicles, and railway locomotives in its early years but these days the firm is best remembered for its pioneering Doppelkolben (twin-piston) 'split-single' two-stroke motorcycles, the first of which was developed during the 1920s. Designed by an Italian engineer, Giovanni Marcellino, this unusual engine used two pistons on a two-piece (master/slave) connecting rod, the cylinders sharing a common combustion chamber. The chief advantage of this arrangement was asymmetrical port timing, resulting in improved economy, steadier idling, and greater torque at the expense of greater complication and weight. Four-stroke models were catalogued during the 1930s but after WW2 Puch built two-strokes only, commencing with split-singles in 125, 150, 175 and 250cc capacities, and the range remained in production well into the 1960s. This Puch SV 175 was Hans Schifferle's preferred 'go-to' bike because it was always easy to start. Purchased circa 1995, the machine was rebuilt by Helmut Lichtenberg and is very nicely presented, having covered only 1,651km since restoration. Some detailing would improve it still further. Accompanying documentation consists of a German Fahrzeugschein; an expired TüV (MoT) certificate and correspondence; and a Puch owner's manual.
£1,800 - 2,500
€2,100 - 2,900
No Reserve

* Import VAT Low Rate: Import tax at the reduced rate of 5% of the Hammer Price and Buyers Premium will apply should the lot remain in the UK.

390 * NMT N
1959 HOREX PARILLA 99CC SLUGHI
Registration no. not registered
Frame no. 993031 Engine no. 4121

In 1957, Moto Parilla embarked on a new venture, introducing a range of lightweight motorcycles powered by outwardly similar two-stroke and four-stroke horizontal engines of unitary construction. The first of these was the fully enclosed Slughi model, which debuted at the 1957 Milan Show with production commencing in 1958. Engines were suspended beneath a spine-type frame, with the swinging arm pivoting directly in the gearbox casing. Named after a type of hound (saluki in English), the Slughi featured jet fighter-inspired streamlined bodywork and bore more than a passing resemblance to Aermacchi's Chimera, which had appeared the previous year. It was sold in the USA as the Ramjet or Ramjet Streamliner. A conventional un-enclosed model followed. The Horex-badged example offered here was discovered in a Munich Horex dealership unregistered and unused. The Horex factory had closed early in 1958, leaving its dealers with nothing to sell, which perhaps explains the Horex badge on this Moto Parilla. The machine appears to be totally original and un-restored (cosmetically). Helmut Lichtenberg was tasked with registering the bike circa 2007. Note the single set of footrests fitted (rear footrests were an optional extra). After re-commissioning the machine, Helmut was permitted to exercise it for a few kilometres, covering 177 in the process. Accompanying documentation consists of a German Fahrzeugbrief, expired TüV (MoT) certificate and correspondence; Horex data sheet; and a Slughi 99 Instruction Manual.
£2,500 - 3,500
€2,900 - 4,100
No Reserve

* Import VAT Low Rate: Import tax at the reduced rate of 5% of the Hammer Price and Buyers Premium will apply should the lot remain in the UK.

NMT: New Means of Transport (HMRC) Tax at the rate of 20% of the Hammer Price will apply should the lot remain in the UK. This applies to imported vehicles displaying less than 6,000km from new.

391 *N
1955 CM FRANCOLINO 175
Registration no. not registered
Frame no. CM583
Engine no. CM175 583

CM was founded in Bologna in 1930 by rider/engineers Oreste Drusiani (whose son Alfonso would later find fame with Mondial) and Mario Cavedagna. Powered by overhead-valve and overhead-camshaft engines of various capacities up to 500cc, CM's motorcycles soon gained a reputation for both indestructibility and speed, its 'cammy' 350 ridden successfully by Guglielmo Sandri in the mid-1930s being particularly noteworthy. The company kept faith with the four-stroke engine in the immediately post-war years and then in 1949 introduced the first of a range of two-strokes, the ultimate expression of which was a 250cc twin. But the company was not yet done with four-stroke models, launching the overhead-cam Francolino 175 sports roadster in 1956. Belatedly climbing aboard the scooter bandwagon in 1958, the firm had ceased production by the decade's end. This CM Francolino had already been restored when it was purchased in September 2006 (it is believed the rebuild included the engine but this cannot be known for certain). An ASI sticker to the rear suggests the CM was purchased from Italy. Only 136 kilometres have been covered since the restoration and the machine is very nicely presented. Accompanying documentation consists of a German Fahrzeugbrief and an expired TüV (MoT) certificate and correspondence.
£1,800 - 2,500
€2,100 - 2,900
No Reserve

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392 *N
1953 CM 125CC GRAN SPORT 2T
Registration no. not registered
Frame no. CM2658
Engine no. Sport CM2658

CM was founded in Bologna in 1930 by rider/engineers Oreste Drusiani (whose son Alfonso would later find fame with Mondial) and Mario Cavedagna. Powered by overhead-valve and overhead-camshaft engines of various capacities up to 500cc, CM's motorcycles soon gained a reputation for both indestructibility and speed, its 'cammy' 350 ridden successfully by Guglielmo Sandri in the mid-1930s being particularly noteworthy. The company kept faith with the four-stroke engine in the immediately post-war years and then in 1949 introduced the first of a range of two-strokes, the ultimate expression of which was a 250cc twin. But the company was not yet done with four-stroke models, launching the overhead-cam Francolino 175 sports roadster in 1956. Belatedly climbing aboard the scooter bandwagon in 1958, the firm had ceased production by the decade's end. Purchased from Jurgen Kaiser in October 2018, this 125cc CM two-stroke appears to be an older restoration that would benefit from detailing. (The grease-filled shock absorbers are a particularly interesting feature.) Only 15 kilometres have been covered since the restoration and the machine is very nicely presented. Accompanying documentation consists of a German Fahrzeugbrief: an expired TüV (MoT) certificate and correspondence; the purchase receipt; and a photocopy Italian registration document.
£1,600 - 2,200
€1,900 - 2,600
No Reserve

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393 *N
1954 FB MONDIAL 200CC SPORT
Registration no. not registered
Frame no. 3240
Engine no. 3240

Few marques have achieved so fine a competition record in so short a time as FB Mondial, whose period at the pinnacle of Grand Prix racing encompassed the years 1949-51 plus a gloriously successful comeback in 1957. Mondial was founded in the aftermath of WW2 by the Boselli family, whose first venture into powered transport had been with the F B (Fratelli Boselli) three-wheeled delivery van in the 1930s. The name 'Mondial' first appeared on a motorcycle in 1948 when the Bosellis introduced a revolutionary double-overhead-camshaft 125cc racer. Mondial's miniature masterpiece duly brought the Bologna manufacturer its first World Championship the following year and proved equally dominant in 1950 and '51. After a relatively lean spell, Mondial returned to Grand Prix glory in 1957, taking both the 125cc and 250cc World Championships. Not surprisingly, Mondial's passion for racing rubbed off on its road range, which was exquisitely engineered and beautifully constructed in a manner unmistakably Italian. This 200cc Sport was restored by Helmut Lichtenberg (circa €3,500 spent on paintwork alone) with some work done by Fritz Egli. The machine was purchased circa 2003 from a Mr Bruno Ciacci (believed from Imola). The frame is additionally stamped 'M2440' and the engine is additionally stamped '3186'. Beautifully presented, having covered only 743 kilometres since restoration, the machine is offered with a German Fahrzeugbrief and expired TüV (MoT) certificate/correspondence.
£3,000 - 4,000
€3,500 - 4,600
No Reserve

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394 *N
1957 MOTO MORINI 175 SUPER SPORT
Registration no. not registered
Frame no. S15921
Engine no. S15921

Moto Morini founder Alfonso Morini split from MM in 1937 setting up a foundry in Bologna. Post-WW2 he returned to motorcycle manufacture, commencing with a 125cc two-stroke and then a similar-sized SOHC four-stroke single. The company was active in racing right from the start and won the Italian national 125 championship in 1949. Something more sophisticated was required for the World Championships however, a new DOHC design being introduced for 1952. 175cc and 250cc twin-cam racers followed, but although the firm did achieve a few successes in Grands Prix, it lacked the resources for a sustained attack on the Championship. Although never a Grand Prix category, the 175cc class was an important one in Continental Europe and for this Moto Morini offered the Rebello DOHC racer alongside its simpler road models such as the 175 Super Sport offered here. The machine was purchased in 2005 from a Turin-based collector and restored by Helmut Lichtenberg, who together with Hans visited countless autojumbles to source suitable parts including the correct type 'black spokes'. (Remember, Hans refused to use the internet!) Only 303 kilometres have been covered since the restoration. The machine is said to smoke a little (like a two-stroke) but ran well when last used and is easily capable of 130km/h (80mph). Accompanying documentation consists of a German Fahrzeugbrief and an expired TüV (MoT) certificate and correspondence.
£2,000 - 3,000
€2,300 - 3,500
No Reserve

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395 *N
1952 ALPINO 125CC
Registration no. not registered
Frame no. S1449
Engine no. 125/03492

Having manufactured motorcycles from 1925 to 1929, Pietro Trespidi returned to the business of two-wheeled transport in 1944 with a highly successful cyclemotor. He set up a new factory at Stradella in Lombardy, where his company Motobici Srl commenced production of Alpino motorcycles, offering a range of ultra-lightweight two-strokes ranging from 48cc mopeds to a 98cc motorcycle. In 1951 the company introduced its first 125cc motorcycle, derived from the existing 98cc model, extending the range with two new versions of the 125 for 1952. That same year Alpino bagged several world speed records in the 50cc and 75cc classes using an egg-shaped streamliner. Scooters were added to Alpino's line-up in the early 1950s and a couple of years later the company introduced its largest four-stroke model in the popular 175cc class. Production of Alpino motorcycles ceased in 1962, Motobici's main export market in Argentina having collapsed. This extremely rare example of one of Italy's lesser known marques was purchased circa 2013 in its current state and is believed to be an earlier restoration (its mechanical condition is unknown). Hans planned to restore it but, sadly, time did not allow. Currently displaying a total of 9,674 kilometres on the odometer, the machine is offered with a German Fahrzeugschein; expired TüV (MoT) certificate and correspondence; copy Alpino Instruction Manual; and some transfers.
£1,400 - 2,000
€1,600 - 2,300
No Reserve

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396 *N
1955 BIANCHI 175CC TONALE
Registration no. not registered
Frame no. 217524
Engine no. 217524

Founded in the late 1890s, Bianchi made little impact outside Italy before WW2 despite an innovative approach which saw a team of unitary construction, twin-overhead-cam 350s entered in the 1926 Isle of Man TT, 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 Sandro Colombo-designed Tonale. Styled as only the Italians know how and featuring a unitary construction overhead-cam engine, duplex loop frame and full-width alloy hubs, the Tonale must have seemed light years in advance of its British contemporaries. The Tonale also spearheaded Bianchi's return to competition, winning the 1956 Giro d'Italia with works rider Osvaldo Perfetti riding. Perfetti's works bike also won the 175cc race at the 1957 Italian Grand Prix at Monza, leading home a quartet of Bianchis. Purchased by Hans in 2006 and restored by Helmut Lichtenberg, with some assistance from Fritz Egli, this Tonale has covered only 32 kilometres since restoration and is presented in beautiful condition. The 'air cushion' rear dampers are an interesting feature. Accompanying documentation consists of a German Fahrzeugschein and an expired TüV (MoT) certificate and correspondence.
£1,800 - 2,600
€2,100 - 3,000
No Reserve

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397 *N
1958 BETA 175
Registration no. not registered
Frame no. 11035
Engine no. 11035

Best known for its hugely successful trials and enduro models, the Italian firm that would become Beta was founded in Via Bellariva in 1904 by Giuseppe Bianchi and began life making high-quality bicycles. The company later moved to Firenze (Florence). 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. In 1948 the firm commenced making clip-on motors for attachment to bicycles before producing its first proper motorcycle in 1950. Proprietary engines were used at first before Beta progressed to making its own power units. Long-distance races on public roads were immensely popular in Italy at this time and Beta's products did well in events such as the Milan-Taranto and Moto Giro d'Italia. This 175cc Beta was purchased by Hans Schifferle circa 2003. It has covered a mere 282 kilometres since restoration and is presented in truly beautiful condition, boasting lovely paintwork and an after-market silencer. The machine is offered with a German Fahrzeugschein; an expired TüV (MoT) certificate and correspondence; and a spare gasket.
£2,000 - 3,000
€2,300 - 3,500
No Reserve

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398 *N
1958 MOTO GUZZI 235CC LODOLA GRAN TURISMO
Registration no. not registered
Frame no. RBR48
Engine no. RBR25

Carlo Guzzi's final design, the 176cc Lodola (lark) arrived in 1956. The 175cc class had long been established as one of the most important in Italy, and the Lodola's arrival at last gave Moto Guzzi a foothold in the category. Powered by a single-overhead-camshaft engine inclined in a duplex loop frame, the Lodola combined adequate performance with excellent fuel economy and sound handling. A Sport version followed and then in 1959 the model was enlarged to 235cc, becoming the Lodola Gran Turismo. Pushrod valve operation was adopted for the heavily revised bigger engine, which produced 11bhp, an output good enough for a top speed a whisker over 70mph. Lodola production ceased in 1966. Believed to be an earlier restoration, this Moto Guzzi Lodola GT was in running condition when purchased circa 2007; however, it has not been run in recent years. Sadly, Hans never got around to restoring it to his exacting standards. There are some scuffs to the paintwork; the handlebars and some brightwork are pitted; and the rear saddle security bolt is missing. Nevertheless, the machine is well presented and could easily be improved by the next owner. A total of 14,640 kilometres is displayed on the odometer. The machine is offered with a German Fahrzeugschein and an expired TüV (MoT) certificate and correspondence.
£1,800 - 2,500
€2,100 - 2,900
No Reserve

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399 *N
1958 DUCATI 175 SPORT
Registration no. not registered
Frame no. 78207
Engine no. 78234

Designed by Fabio Taglioni, the first Ducati overhead-camshaft single - the 100 Gran Sport - appeared on the racetrack in 1954 and soon proved unbeatable in its class. Taglioni's versatile design proved capable of considerable enlargement, being produced in various capacities from the original 98cc up to 450cc. The 175cc class was popular in Continental Europe and Ducati's first offerings in that category appeared towards the end of the 1950s. A pair of 175cc roadsters was introduced for the 1956 season, the Sport version of which (known as the 'Silverstone' in the UK) was capable of more than 80mph in road trim and close to the 'ton' when stripped for racing, an astonishing achievement at the time and one that helped establish the giant-killing reputation long enjoyed by Ducati's miniature masterpieces. Manufactured for only a few seasons, these 175cc roadsters are today quite rare. An older restoration, believed acquired circa 2002, this Ducati 175 Sport was purchased 'as is' and has never been run while in Hans' ownership. Borrani wheel rims and a Silentium silencer are notable features. A total of 23,185 kilometres is diplayed on the odometer. The machine is offered with a German Fahrzeugschein; an expired TüV (MoT) certificate and correspondence; and photocopy Italian registration papers.
£2,800 - 3,500
€3,300 - 4,100
No Reserve

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400 *N
1960 GILERA 175 SUPER SPORT
Registration no. not registered
Frame no. 189 03920
Engine no. 189 03920

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. The '175' first appeared in 1956 and would go on to be built in Sport, Super Sport, Regolarita (enduro) and Cross (scrambles) variants. The Super Sport weighed 110kg (242.5lb) and had a top speed of 73mph. Testing a Gilera 175 in 1958, Motor Cycling found it to be "an amazingly economical, high-performance race-bred sports lightweight". The Gilera 175 Super Sport was purchased circa 2006 from a Turin-based collector. The machine was in good cosmetic condition when acquired, although the engine needed overhauling and was rebuilt by Helmut Lichtenberg. Only 153 kilometres have been covered since the rebuild. The machine is offered with a German Fahrzeugschein and an expired TüV (MoT) certificate and correspondence.
£2,000 - 3,000
€2,300 - 3,500
No Reserve

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401 *N
1965 BENELLI 125CC LEONCINO
Registration no. not registered
Frame no. L1 88865
Engine no. L9895S

Italy's oldest surviving motorcycle manufacturer, Benelli was founded in 1911 by the six Benelli brothers. Now Chinese owned, Benelli is presently re-establishing itself in the motorcycle market place with a range of all-new models. The Italian marque is best known for its Grand Prix successes in the 1950s and 1960s when it secured two 250cc World Championships, and also for its outrageous six-cylinder road bikes of the 1970s. The Italian manufacturer has, of course, always produced less exotic fare such as the Leoncino lightweight offered here, a model that won its class in the 1953 Moto Giro d'Italia. Unusually, the Leoncino was offered in both two-stroke and four-stroke variants. Alongside the twin-cylinder Leonessa '250', introduced in 1952, the two Leoncino models formed the mainstay of Benelli production throughout the later 1950s. A model rarely seen outside its home country, this Leoncino two-stroke has covered only 247 kilometres since restoration and is presented in beautiful condition. The rear suspension is a particularly interesting feature. Hans purchased the Benelli in 2003. The machine is offered with a German Fahrzeugschein and an expired TüV (MoT) certificate and correspondence.
£1,400 - 1,800
€1,600 - 2,100
No Reserve

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402 *N
1970 MV AGUSTA 250B
Registration no. not registered
Frame no. MV250B 21101258
Engine no. 21101207

Introduced in October 1967, the MV 250cc 2 Cilindri was MV's second production twin-cylinder roadster, the first being the short-lived 166cc Arno GT of 1964/1965. The 2 Cilindri '250' 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 the top speed in excess of 80mph. In addition to the usual roadster models, the 2 Cilindri was also available as a street scrambler. An improved and slightly more powerful 250B version followed in January 1969 and in this form the 2 Cilindri carried on until 1971. This 250B had already been restored when Hans purchased it in 2006. Only 0.8 'push' kilometres have been covered since restoration and the machine is presented in outstanding condition. The indicators (a German safety requirement) are quite in keeping with the machine, which also has a German-type silencer. Accompanying documentation consists of a German Fahrzeugschein and an expired TüV (MoT) certificate and correspondence.
£2,800 - 3,500
€3,300 - 4,100
No Reserve

* Import VAT Low Rate: Import tax at the reduced rate of 5% of the Hammer Price and Buyers Premium will apply should the lot remain in the UK.

403 * N

1974 DUCATI 750SS

Registration no. not registered
Frame no. DM750SS *075105
Engine no. 075122 DM750.1

- *Landmark Ducati model*
- *Correct numbers and stamps*
- *An older restoration*
- *Owned by Hans Schifferle since 2002*

It was, without question, Paul Smart's famous victory at Imola in April 1972 that really put Ducati's new v-twin on the map. It was a particularly sweet occasion for hitherto un-fancied Ducati, as the Bologna factory defeated not only the race-proven Triumph Tridents of Percy Tait, John Cooper and Ray Pickrell, but also the works 750 MV Agusta of Giacomo Agostini. With such an outstanding pedigree, the 750SS was a natural choice for racing's Superbike category, and later on proved highly competitive in AMA 'Battle of the Twins' (BOTT) and club Super Street racing in the 1980s.

Smart's bike was based on the 750 Sport roadster introduced that same year. The racer's cycle parts remained close to stock - even the centre stand lugs were retained! - merely being up-rated with triple Lockheed disc brakes while the engine gained desmodromic cylinder heads, high-compression pistons and stronger con-rods. When the definitive production version - the 750SS - appeared in 1974 it differed little in overall conception from the Imola '72 bikes, among the most obvious external differences being the adoption of a centre-axle fork and Brembo front brakes. The big 'Imola' fuel tank and humped racing seat both featured on the road bike, which wore a cockpit faring rather than the racer's fuller streamlining.

The 750SS received rave reviews in the motorcycling press, being hailed by Cycle magazine as "a bike that stands at the farthest reaches of the sporting world - the definitive factory-built café racer". Today the 750SS is regarded as a true landmark model and is one of the most sought-after of all Ducatis.

A letter on file from Helmut Lichtenberg states that Hans Schifferle bought this Ducati 750SS in June 2002 from the Turin-based collector, Genni Carelli. It is believed that the machine had been restored by Mario Sassi (see tank sticker). The motorcycle was sent directly from Italy to the Schmid car dealership in Höhenkirchen, Germany where Helmut Lichtenberg was responsible for the motorcycle department. He inspected the Ducati thoroughly on behalf of Mr Schifferle, recommissioned it and prepared it for the German TüV (MoT equivalent). The original wheels including the rims, spokes and wheel bearings were found to be in excellent condition. New rim tape was fitted together with new Pirelli tyres and inner-tubes.

The motorcycle passed the TüV without problems and was registered in Germany on 14th May 2003, since when it has been rarely and carefully used. Only 3,670 kilometres have been covered since restoration. Helmut Lichtenberg stated that in 2010 the Ducati was in excellent mechanical and cosmetic condition (see aforementioned letter on file).

Marque specialist Ian Falloon has confirmed that he knows this 750SS and that there is no problem regarding its provenance and authenticity. The numbers and stamps are correct, and the machine is recorded in his registry. Both rare and highly desirable, this iconic Ducati is offered with a 1974 Ducati 750cc spare parts catalogue; German Fahrseugschein and Fahrzeugbrief (de-registered); expired TüV certificate; assorted correspondence; and the aforementioned letter from Helmut Lichtenberg.

£90,000 - 130,000
€100,000 - 150,000

* Import VAT Low Rate: Import tax at the reduced rate of 5% of the Hammer Price and Buyers Premium will apply should the lot remain in the UK.

404 * N

1969 MV AGUSTA 592CC 4C TOURER

Registration no. not registered
Frame no. MV4C6*199 0127
Engine no. 199-045

- *One of 135 made*
- *Already restored when purchased in 2019*
- *191 kilometres since restoration*

"By building a version of his fabulous dohc racing four engine into a touring frame, Count Agusta has created a unique, weird and wonderful collector's dream." - Cycle magazine.

Developed from MV Agusta's long line of successful multi-cylinder racers, the first road-going four - a twin-carburettor, 592cc tourer - appeared in 1965 at the Milan Show. With its touring cycle parts, shaft drive, and unappealing styling - more Japanese than European - the new MV 4C was not what enthusiasts expected from a marque with its roots deep in motorcycle racing. Nevertheless, MV's ugly duckling was an advanced design for its day, boasting an electric starter and twin front disc brakes, the latter a mechanical design by Campagnolo. And there was no denying that its engine looked gorgeous. As Mick Walker remarks in his book ('MV Agusta Fours'): 'Instantly recognisable as associated with its GP brothers, it was in many ways almost worth putting up with the look of the motorcycle just to have that legendary engine in your garage.'

Production proper commenced in the summer of 1967, with the price in the USA set at $2,889. (When it went on sale a year or so later, Honda's 750cc four cost less than $1,500). Not surprisingly, customers were few, and only 135 examples of MV's first four-cylinder roadster had found customers before production ceased a few years later. Bowing to public demand for something more exciting from MV, the Gallarate marque duly obliged in 1969, upping capacity to 743cc and further boosting maximum power by fitting a quartet of Dell'Orto carburettors to the revised 750GT tourer and sporting 750S.

First registered on 8th January 1969 in Palermo, Italy, this original example of one of MV's rarest roadsters had already been restored when purchased in 2019 from a Turin-based collector, who had purchased it in 2009. The MV has covered only 191 kilometres since restoration and is presented in very nice condition. Accompanying documentation consists of a German Fahrzeugbrief; the 2019 purchase receipt; an expired TüV (MoT) certificate and correspondence; an old Italian registration document; and an MV4C6 spare parts catalogue and range literature.
£35,000 - 45,000
€41,000 - 52,000

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405 * N

1973 MV AGUSTA 750GT

Registration no. not registered
Frame no. MV4C75*2140321*
Engine no. 214-0262

- *Rare MV model*
- *Believed restored by Kay Engineering*
- *Only 1,811 kilometres since restoration*
- *Regularly exercised until eight months ago*

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

It was followed a few years later by the 750GT (Gran Turismo) which, as its name suggests, was intended for touring. In keeping with the latter role the 750GT featured a dual seat, conventional handlebars and forward-mounted footrests in place of the single seat, clip-on 'bars and rear-set footrests of the 750S. Curiously though, it also gained a higher compression ratio and lower overall gearing - both surprising features given its intended purpose.

Other noteworthy features included a slab-sided fuel tank, fork gaiters, front 'crash' bars, and a distinctive white and bronze colour scheme. Predictably, anyone sufficiently wealthy to buy a four-cylinder MV opted for the more stylish sports version, with the result that only 50 750GTs found customers. Although relatively unpopular in its day, the ultra-rare 750GT is now one of the most sought-after of MV roadsters.

This 750GT was purchased restored from a Turin-based collector circa 2005 (together with the 1941 Indian Four in the collection). Hans was advised that marque specialists Kay Engineering had restored the machine, which has covered only 1,811 kilometres since the rebuild. Wonderfully presented, it must be one of very few remaining 750GTs that has not been modified or converted into a special. Hans Schifferle rode the MV for approximately 100 kilometres annually until approximately eight months ago. The machine is offered with German Fahrzeugschein and Fahrzeugbrief (de-registered); expired TüV (MoT) certificate; and assorted correspondence.

£40,000 - 50,000
€46,000 - 58,000

* Import VAT Low Rate: Import tax at the reduced rate of 5% of the Hammer Price and Buyers Premium will apply should the lot remain in the UK.

406 * N

1955 VINCENT 998C BLACK KNIGHT

- *One of the final Vincent v-twins*
- *Matching numbers*
- *An older restoration*
- *6,409 miles since restoration*

Registration no. not registered (see text)
Frame no. RD12861/F
Rear frame no. RD12861/F
Engine no. F10AB/2/10961
Crankcase mating no. 157V

In September 1955 when it was revealed that production of Vincent motorcycles would cease, the news stunned the motorcycling world. By the time its demise was announced, Vincent's final twin - the Series-D - had been in production for just six months. The enclosed versions of the Rapide and Black Shadow were known as Black Knight and Black Prince respectively, and when production finally ceased in December 1955 around 460 Series-D twins had been built, some 200 of which were enclosed models.

This Vincent Black Knight was purchased from a Turin based collector circa 2000. Hans Schifferle and Helmut Lichtenberg then set about a full restoration, with all parts used in the rebuild being purchased from the Vincent Owners Club (VOC). The engine was totally rebuilt including new con-rods and pistons. Attention to detail is clearly evident: rather than applying the gold coachlines on top of the black paintwork, it was decided to paint the lower body panels in gold, before masking and painting the black top coats (image on file). The paintwork was entrusted to Helmut's preferred Munich-based specialist. The machine was registered in Germany in 2006 following its painstaking restoration, and since then has been exercised for circa 200 kilometres annually until approximately eight months ago. Only 6,409 miles have been covered since the restoration.

According to the VOC, this machine, with engine 'F10AB/2/10961' and frame 'RD12861/F', is a Series-D Black Knight manufactured in 1955. It is noted that the engine number appears to have had a 'B' stamped in it, i.e., '2B' and then the 'B' has been erased. This appears on several other Black Knight engines, and it is suspected that these were engines built and numbered to Black Prince specification and then used to fulfil orders for Black Knights, the 'B' being erased accordingly. The frame numbers confirm this is a Knight.

The machine is offered with German Zulassungsbescheinigung (Certificate of Approval/Registration Certificate); an expired TüV (MoT) certificate; assorted correspondence stating the machine is well maintained ('Das Fahrzeug ist außergewöhnlich gut gepflegt'); registration correspondence; and a VOC 2018 membership renewal form.

The Vincent was originally registered in the UK as 'RTX 958'; the VRN appears on the HPI database. Nevertheless, prospective purchasers must satisfy themselves with regard to this motorcycle's registration status prior to bidding. Re-registering the machine is the responsibility of the buyer.
£32,000 - 36,000
€37,000 - 42,000

* Import VAT Low Rate: Import tax at the reduced rate of 5% of the Hammer Price and Buyers Premium will apply should the lot remain in the UK.

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.

407 * N

C.1973 'SLATER' EGLI-VINCENT 989CC

Registration no. not registered (see text)
Frame no. CCSEV-1
Engine no. F10AB/2/10750
Crankcase mating no. G48V

- *Acquired in 2000*
- *Restored by Helmut Lichtenberg circa 2000*
- *Only 1,306 miles since restoration*

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

As Fritz Egli moved on to other projects, the machines continued to be produced in limited numbers by other specialists. This Egli-Vincent was purchased from a Turin based collector circa 2000. 'CCSEV-1' is believed to be the earliest Egli-type frame manufactured for Slater Brothers. However, the Vincent Owners Club (VOC) has advised us that 'CCSEV-1' does not fit in with any Slater numbering system or that of any other manufacturer. (It has been suggested that the frame was made by Eric Cheney.)

Engine 'F10AB/2/10750' was originally in a Series-D Rapide manufactured in 1955 and is described as to 'White Shadow' specification, although to what extent, if any, is not known.

Rebuilt by Helmut Lichtenberg circa 2000, including new pistons, carburettors, cams, etc, the machine features a 'fishtail' silencer; Campagnolo front disc brake; alloy wheel rims; and a Smiths 150mph speedometer. Beautifully presented, the machine was exercised for circa 200 kilometres annually until approximately eight months ago. Only 1,306 miles have been covered since the restoration.

The Egli was previously registered in the UK as 'NPU 67M', and the VRN appears on the HPI database, albeit permanently exported. Nevertheless, prospective purchasers must satisfy themselves with regard to this motorcycle's registration status prior to bidding. Re-registering the machine is the responsibility of the buyer. The machine is offered with German Zulassungsbescheinigung (Certificate of Approval/Registration Certificate); expired TüV (MoT) certificates; assorted correspondence; expired MoT (2000): and some tank transfers.

£25,000 - 35,000
€29,000 - 41,000

* Import VAT Low Rate: Import tax at the reduced rate of 5% of the Hammer Price and Buyers Premium will apply should the lot remain in the UK.

408 *N
1970 BSA 750CC ROCKET III
Registration no. not registered
Frame no. PC00584 A75R
Engine no. PC00384 A75R

Essentially a 'Tiger-and-a-half', the Triumph and BSA 750cc Triples were launched in the UK in 1969. Differences between the Triumph Trident and BSA Rocket III were more than just cosmetic: the two models used different frames and in BSA guise the motor's cylinder block was slightly inclined. BSA-Triumph had learned a lot about engine development from racing the 500 twins, and the Triples were the most powerful machines in their class. This BSA Rocket III was purchased circa 2002 from Atlantic Motorcycles in the UK and comes with a Certificate of Export. The machine required substantial restoration (mostly mechanical) and Helmut Lichtenberg set about rebuilding it. However, he could not get the engine to idle properly on its original carburettors, and so fitted a set of new Amal carburettors sourced from Egli (receipt on file). The machine has run well since. It was exercised for circa 200 kilometres annually until approximately eight months ago and has covered only 1,156 miles since the restoration. Accompanying documentation includes a German Fahrzeugschein; expired TüV (MoT) certificates; the 2002 purchase receipt; and assorted correspondence. It should be noted that the frame and engine numbers differ: '5' vs '3'). Prospective bidders must satisfy themselves regarding the reasons for this apparent discrepancy prior to bidding.
£6,000 - 8,000
€7,000 - 9,300

* Import VAT Low Rate: Import tax at the reduced rate of 5% of the Hammer Price and Buyers Premium will apply should the lot remain in the UK.

409 *N
1971 BSA 750CC ROCKET III
Registration no. not registered
Frame no. to be advised (see text)
Engine no. A75R HI 00943

Essentially a 'Tiger-and-a-half', the Triumph and BSA 750cc Triples were launched in the UK in 1969. Differences between the Triumph Trident and BSA Rocket III were more than just cosmetic: the two models used different frames and in BSA guise the motor's cylinder block was slightly inclined. BSA-Triumph had learned a lot about engine development from racing the 500 twins, and the Triples were the most powerful machines in their class; indeed, the UK's Bike magazine wound their road test Rocket III up to a top speed of 128mph. This beautifully presented BSA Rocket III was purchased from a Dr Thoma, who is believed to have bought the machine at a Stafford show. It has since been rebuilt by Helmut Lichtenberg, and we are advised the cylinder head should be torqued down following its 1,500-mile engine run-in. It should be noted that the frame number is heavily overpainted and does not appear to match the engine or to conform to BSA factory stampings. Accordingly, prospective purchasers must satisfy themselves with regard to the frame number stamping and the machine's authenticity or otherwise prior to bidding. Accompanying documentation consists of a German Fahrzeugschein, expired TüV (MoT) certificates/correspondence; the 2003 purchase receipt; and a TR3OC membership letter.
£6,000 - 8,000
€7,000 - 9,300

* Import VAT Low Rate: Import tax at the reduced rate of 5% of the Hammer Price and Buyers Premium will apply should the lot remain in the UK.

410 *N
1965 AJS 497CC MODEL 18
Registration no. not registered
Frame no. A87489 and 026010
Engine no. 18 135074

Associated Motor Cycles announced its post-war range of AJS and Matchless heavyweight singles in June 1945. Housed in a rigid frame with Teledraulic front fork, the rugged overhead-valve engine drove via a four-speed gearbox. Hairpin valve springs were adopted for 1949 and a swinging-arm frame introduced, models so-equipped being suffixed 'S'. Major changes to the engine were the big news for 1958, a switch from dynamo to alternator electrics necessitating the adoption of a cast-alloy primary chaincase. Battery/coil ignition arrived at the same time, so the distinctive magneto drive cover was deleted, and the timing gears contained within a smaller case. These revised models were also distinguished by shorter shock absorbers and chromed wheel centres. The next major revisions arrived on the 1964 range, which featured Norton hubs/brakes and Roadholder forks together with short-stroke (85.5mm) engines. Pushrod tunnels were made integral with the cylinder and the bottom-end bearing arrangements improved, resulting in a less leak-prone and more reliable engine. This AJS Model 18 was purchased from the Netherlands circa 2007 and restored by Helmut Lichtenberg. Items renewed included the wheel rims and spokes, and the machine was fitted with an after-market stand. Only 520 kilometres have been covered since the restoration. Very nicely presented, the machine is offered with a German Fahrzeugschein; an old South African registration document; and an expired TüV (MoT) certificate and correspondence.
£2,000 - 3,000
€2,300 - 3,500
No Reserve

* Import VAT Low Rate: Import tax at the reduced rate of 5% of the Hammer Price and Buyers Premium will apply should the lot remain in the UK.

411 *N
C.1961 MATCHLESS 646CC G12
Registration no. not registered
Frame no. A78998
Engine no. 61/G12X6028

The last of the major British motorcycle manufacturers to offer a parallel twin, Associated Motor Cycles did not announce its own until the Earls Court Motorcycle Show of 1948, and even then, production was for export only. Typed Model 20 (AJS) and G9 (Matchless), the two newcomers followed the established pattern of British parallel twins but were unusual in having an engine with a third, central, crankshaft main bearing. The new 498cc power unit was housed in the swinging-arm frame recently introduced on AMC's heavyweight singles. For once there was a fair amount of variation between the two marques, which featured their own individual tanks, seats and exhaust pipes in addition to the customary badge and colour scheme differences. 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. Hans purchased this G12 from a Swiss collector circa 2004. Helmut Lichtenberg rebuilt the engine, since when the machine has covered only 1,530 kilometres. Very nicely presented, the Matchless is offered with a German Fahrzeugschein; expired TüV (MoT) certificate and correspondence; an old Swiss registration document; and a range pamphlet.
£1,400 - 2,000
€1,600 - 2,300
No Reserve

* Import VAT Low Rate: Import tax at the reduced rate of 5% of the Hammer Price and Buyers Premium will apply should the lot remain in the UK.

412 *N
1966 TRIUMPH 650CC T120R BONNEVILLE
Registration no. not registered (see text)
Frame no. T120R DU34864
Engine no. T120R DU34864

"The famous Triumph Bonneville Road Sports twin carburettor motorcycle is the acknowledged choice of American riders who demand the finest all-round performance and handling. For 1966 the Bonneville features a new sporting look, with small slim gas tank, modern compact tail light assembly and polished stainless-steel fenders. Performance has been further increased, yet it still retains the reliability required by road riders under all conditions." - Triumph Motorcycle Company. The USA had long been Triumph's most important export market, and to cater for local tastes T120R and T120C versions of the Bonneville were offered there, the former having a more raised handlebar when compared to its European counterpart while the latter catered for the American rider's passion for off-road motorcycling. Helmut Lichtenberg bought this Bonneville circa 2000 (it is believed at the Stafford show) and sold it to Hans around 2007. Rebuilt by Helmut and very nicely presented, the machine is fitted with larger carburettors and an after-market seat. The Triumph was previously registered in the UK as 'PUA 192D', and the VRN appears on the HPI database, albeit exported. Nevertheless, prospective purchasers must satisfy themselves with regard to this motorcycle's registration status prior to bidding. Re-registering the machine is the responsibility of the buyer. Accompanying documentation consist of a German Fahrzeugschein und Fahrzeugbrief (de-registered); expired TüV (MoT) certificate; and assorted correspondence.
£6,000 - 8,000
€7,000 - 9,300

* Import VAT Low Rate: Import tax at the reduced rate of 5% of the Hammer Price and Buyers Premium will apply should the lot remain in the UK.

413 *N
1993 TRIUMPH SPEED TRIPLE 750
Registration no. not registered
Frame no. SMTTC337BEV045315
Engine no. none visible

Triumph's immensely successful streetfighter-style Speed Triple first appeared in 1993 as a 1994 model (this example was first registered in September 1993). Based on the successful Daytona super-sports model, the Speed Triple kept its progenitor's 885cc three-cylinder engine (in slightly de-tuned, 97bhp form) but dispensed with its race fairing in favour of a more aggressive, stripped-down look. In addition to the mainstream 885cc Speed Triple, there was also a 750cc version built for certain markets in Europe such as Germany. The original Speed Triple was replaced in 1996 by the T509, still with the 885cc motor (now producing 108bhp) but benefiting from a new aluminium-alloy frame. This Speed Triple 750 has had only two owners from new and was purchased by Hans in June 2010 (at 4,500 kilometres) from Häusler Automobile GMBH (a Honda dealer). Helmut Lichtenberg changed the exhaust system (the original was slightly discoloured) to bring the Triumph up to Hans' usual standard! The machine is very nicely presented but would benefit from detailing. Currently displaying a total of 6,207 kilometres on the odometer, the machine is offered with a German Fahrzeugbrief; the 2010 purchase receipt; an expired TüV (MoT) certificate and correspondence; and an owner's manual.
£2,000 - 3,000
€2,300 - 3,500
No Reserve

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414 * N
1975 BENELLI 500 QUATTRO
Registration no. not registered
Frame no. BI 2111
Engine no. BI 002421

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 1979: 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! Purchased in Rimini in 2006, this Benelli 500 Quattro displays a total of 7,570 kilometres on the odometer, though it is not known whether this is from new or since restoration. The machine has been repainted but the plastics, including the rear shock shrouds, are untouched. The restoration took over three years to complete due to delays in finding engine parts and a replacement exhaust system – remember Hans refused to source components via the internet! The machine is offered with a copy maintenance manual, German Fahrzeugschein; expired TüV (MoT) certificate and correspondence; and photocopy Italian registration documents.
£2,500 - 3,500
€2,900 - 4,100
No Reserve

* Import VAT Low Rate: Import tax at the reduced rate of 5% of the Hammer Price and Buyers Premium will apply should the lot remain in the UK.

415 Ω NMT N
2001 MOTO GUZZI 1,064CC CALIFORNIA EV
Registration no. not registered
Frame no. ZGUK2KDYM115706
Engine no. 020478

"An Italian with real history – the Moto Guzzi California 1100EV hasn't changed hugely since the 850cc version of 1972. But it's still a machine well worth considering. The California 1100EV is a cruiser/tourer that actually handles." – Motor Cycle News. An engine design that originated in the early post-war years, Moto Guzzi's venerable 90-degree v-twin is still around today, albeit much modified and updated, powering the company's latest generation of superbikes, tourers and cruisers. Guzzi's take on the latter first appeared in the mid-1970s in the form of the 850 T3 California. The styling was unashamedly American inspired: fat 'buddy' seat, cow-horn 'bars, king-size mudguards, foot boards, panniers, screen and lashings of chrome, all of which conspired to make it look like Italy's answer to the Harley-Davidson Electra Glide. The design has changed in detail over the years, the engine growing to 1,064cc and the cycle parts being upgraded with the latest kit, but the concept remains unchanged. "This isn't some faceless Japanese pretend cruiser, but an original," as Bike magazine observed in 1998. This Moto Guzzi California was purchased new 15th May 2001 (for long distance touring) from Motorradsport Schmid, costing 21,700 DM before extras. Currently displaying a total of 4,747 kilometres on the odometer, the machine is offered with a 2012 servicing invoice; German Fahrzeugschein; expired TüV (MoT) certificate and correspondence; and an owner's manual.
£2,000 - 2,600
€2,300 - 3,000
No Reserve

Ω Import VAT High Rate: Import tax at the higher rate of 20% of the Hammer Price and Buyers Premium will apply should the lot remain in the UK.

NMT: New Means of Transport (HMRC) Tax at the rate of 20% of the Hammer Price will apply should the lot remain in the UK. This applies to imported vehicles displaying less than 6,000km from new.

416 Ω NMT N

1997 DUCATI 996CC 916 SPS

Registration no. not registered
Frame no. ZDMH100AAVB000740
Engine no. ZDM996W4 000819

- *Number '0367' of the series*
- *Purchased new by Hans in Italy*
- *2,431 kilometres from new*

"Is the 916 sexy? Like no inanimate object has any right to be. It's cliché-ridden, but it's Italian, red, sculpted from sheer speed and Da Vinci nudes, demanding, expensive, sometimes cantankerous and it wears the soporific aphrodisiac of success effortlessly." – Bike magazine.

Introduced for 1994, the Massimo Tamburini-styled 916 superbike and its subsequent evolutions captured the motorcycling public's imagination and established Ducati as one of the world's foremost brand names. Universally recognised as icons of automotive art, Ducati motorcycles have been exhibited in some of the world's foremost museums, including the Guggenheim in New York and the Museum of Modern Art in San Francisco.

Within a short time the original 916 Strada had been superseded by the Biposto (two-seat) version and the higher-specification SP. The latter's engine remained at 916cc but added twin fuel injectors and bigger valves to the package for increased power and torque. The SP reverted to a single seat unit (with white number boards) while gaining superior Öhlins rear suspension.

Next came the ultra-exclusive 916 SPS ('Sport Production Special') derivative of which only 1,462 examples were made (plus 202 of the UK-only 'Fogarty Replica' version). Despite the name, the 916 SPS enjoyed the advantages of an over-bored engine displacing 996cc and delivering a mighty 132bhp at the rear wheel. The cost new was an equally staggering £18,400.

Of all the members of the 916 family, the SPS and closely related 'Fogarty Replica' are considered the most collectible.

Numbered '0367' (to the top yoke), this 916 SPS was purchased new by Hans and imported from Italy. The machine was subsequently registered in Germany on 8th April 1998. Very nicely presented, the Ducati retains its original tyres and has covered a mere 2,431 kilometres from new. Accompanying documentation consists of a German Fahrzeugschein; an expired TüV (MoT) certificate and correspondence; and a manufacturer's range brochure.

£6,000 - 9,000
€7,000 - 10,000

Ω Import VAT High Rate: Import tax at the higher rate of 20% of the Hammer Price and Buyers Premium will apply should the lot remain in the UK.

NMT: New Means of Transport (HMRC) Tax at the rate of 20% of the Hammer Price will apply should the lot remain in the UK. This applies to imported vehicles displaying less than 6,000km from new.

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417 Ω NMT N

1995 DUCATI 916 MONOPOSTO 'CARBON SPECIAL'

Registration no. not registered
Frame no. ZDM916S 004446
Engine no. ZDM916W4 004893

- *Believed purchased new by Hans*
- *MS Productions carbon fuel tank and body panels*
- *Öhlins front and rear suspension*
- *4,872 kilometres recorded*

Although Ducati's water-cooled 8-valve v-twin had been around in its original 851 and 888 incarnations for seven years, and indeed, had already won three World Superbike Championships, it was the arrival of the iconic 916 in 1994 that really captured the public's imagination. Styled by Massimo Tamburini, the 916 and its subsequent evolutions established Ducati as one of the world's foremost brand names. Universally recognised as icons of automotive art, Ducati motorcycles have been exhibited in some of the world's foremost museums, including the Guggenheim in New York and the Museum of Modern Art in San Francisco.

In developing the original 851, engineer Massimo Bordi created one of the finest motorcycle power plants ever. By the mid-1980s, Ducati's existing air-cooled 4-valve twins were approaching the end of the development, so Bordi started with a clean sheet in creating their water-cooled, 8-valve, fuel-injected successor. Ducati's trademark desmodromic valve actuation system, which closes the valves mechanically rather than relying on springs, was retained, as was the 90-degree angle between the cylinders. Wrapped around this outstanding engine was a frame, consisting of an intricate trellis of straight tubes, whose design has since become standardised throughout the Ducati range.

The integration of all these elements was the key to the 916's success; that and a brilliant on-road performance that eclipsed just about everything else around at the time. The Ducati 916 won the World Superbike Championship in its 1994 debut season and its evolutions three times after that. Enough said.

This example started life as a 916 Monoposto before Hans set about modifying the machine to 'carbon' specification, upgrading it with an MS Productions carbon fuel tank and body panels almost entirely throughout. He also fitted Öhlins front forks (believed to cost circa €10,000); Spiegler brakes; Marvic magnesium wheels; and an Öhlins rear shock. The guarantee booklet on file suggests Hans purchased the machine new (in July 1995) from KawaMotor (Kawasaki and Ducati dealer) in Munich. Hemut Lichtenberg advises that the cam belts have been changed every two years, the last occasion in 2019. It is recommended that the purchaser immediately change the belts again. Currently displaying a total of 4,872 kilometres on the odometer, the machine is offered with a German Fahrzeugschein; an expired TüV (MoT) certificate and correspondence; Guarantee and Warranty booklet; and an owner's manual.

£4,000 - 6,000
€4,600 - 7,000

Ω Import VAT High Rate: Import tax at the higher rate of 20% of the Hammer Price and Buyers Premium will apply should the lot remain in the UK.

NMT: New Means of Transport (HMRC) Tax at the rate of 20% of the Hammer Price will apply should the lot remain in the UK. This applies to imported vehicles displaying less than 6,000km from new.

418 *N
1978 HONDA CB400F
Registration no. not registered
Frame no. CB400F-1082608
Engine no. CB400FE-1078417

Now rightly regarded as one of the outstanding classics of the 1970s, the Honda CB400 Four first appeared in 1974. Described as 'the poor boy's muscle bike', the CB400F boasted a combination of a four-cylinder overhead-camshaft engine in a 250-sized package that endowed it with a performance better than many 500s. With a stylish four-into-one exhaust, six gears and rear-set footrests, it was every boy-racer's dream and a huge commercial success. Comparing it to the opposition, Bike magazine reckoned the CB400F "represents a brilliantly engineered concept. It retains its appeal on several fronts: it's a four-stroke, and an awful lot of people are biased towards four-strokes; it's as quick as the two-strokes, yet on average road use will give considerably better fuel consumption; its handling is noticeably better than the two-strokes; and who can dispute that it's easily the best sounding 400?" Currently displaying a total of 26,675 kilometres on the odometer, this beautifully presented CB400F was purchased by Hans circa 2002. Both the seat and carburettors were changed, to meet Hans' exacting standards, and a new-old-stock 4-into-1 exhaust obtained and fitted at great cost. The machine is offered with a German Fahrzeugschein; expired TüV (MoT) certificate and correspondence; 2011 servicing invoice; an owner's manual; and a workshop manual.
£2,800 - 3,500
€3,300 - 4,100
No Reserve

* Import VAT Low Rate: Import tax at the reduced rate of 5% of the Hammer Price and Buyers Premium will apply should the lot remain in the UK.

419 *N
1975 HONDA CB350F
Registration no. not registered
Frame no. CB350F-1045668
Engine no. CB350FE-1045744

Honda followed its sensational CB750 of 1968 with a range of smaller fours, the first of which - the CB500 - appeared in 1971. The half-litre newcomer was just as well specified as its larger brother, boasting an overhead-cam engine, five-speed gearbox, electric starter and disc front brake. A 347cc version appeared the following year catering for riders who valued the refinement of a four yet wanted the lower running and insurance costs of a '350'. Apart from a reduced cylinder bore and detail changes to tyre sizes, gearing, silencers and the rear brake, the CB350F was almost identical to the '500'. At the time, the CB350F was the smallest capacity multi-cylinder motorcycle ever to enter volume production. Produced into 1974, the model was sold in Europe but never officially imported into the UK where the CB350 twin was the factory's preferred offering. The twin was lighter and cheaper to produce but for many customers lacked the smoothness of its four-cylinder stablemate. Currently displaying a total of 20,631 kilometres on the odometer, this example of a Honda only rarely seen in the UK was purchased by Hans circa 2000 and rebuilt by Helmut Lichtenberg. Very nicely presented, the machine has some light surface corrosion and scuffs and would benefit from detailing. Accompanying documentation consists of a German Fahrzeugschein; expired TüV (MoT) certificate and correspondence; sundry invoices; and an owner's manual.
£2,400 - 3,200
€2,800 - 3,700
No Reserve

* Import VAT Low Rate: Import tax at the reduced rate of 5% of the Hammer Price and Buyers Premium will apply should the lot remain in the UK.

420 Ω N
1992 YAMAHA 1,197CC V-MAX
Registration no. not registered
Frame no. YA2WEE05NA022490
Engine no. to be advised

Few motorcycles attain cult status as soon as they are announced. Introduced in 1985, the Yamaha V-Max is one of those rarities but given the fact that it was conceived as a street-legal dragster perhaps that is not so surprising. 'Ballistic Muscle' was how Bike magazine entitled its first road test of the 143bhp monster, declaring: "When it comes to straight-line street rods, the V-Max is It." This example was manufactured in 1992 and thus is a desirable 1st Generation V-Max, the most sought-after by collectors. The machine was purchased new by Hans in July 1992 from Motorradsport Schmid of Munich (cost: 16,590 DM). Hans and Helmut Lichtenberg then set about extensively modifying it, fitting floating brake discs, Beringer brake callipers (6-pot at the front); BBS billet wheels, bespoke White Power front forks and adjustable rear shocks; Devil exhaust system; and improved engine plates to reduce vibration and stiffen the ride (said to be very 'tight'). To complete the picture, the brake reservoir, side panels, engine components, clutch cover and driveshaft were all chromium plated. Currently displaying a total of 8,103 kilometres on the odometer, the machine is offered with Goldfren brake pads (very rare) as supplied by Fritz Egli; German Fahrzeugschein; expired TüV (MoT) certificate and correspondence; 2002 invoice for new tyres; 2000 Motorradsport Schmid invoice for servicing: two VMX12U owner's manuals; and a Yamaha Riding Tips booklet.
£2,500 - 3,500
€2,900 - 4,100
No Reserve

Ω Import VAT High Rate: Import tax at the higher rate of 20% of the Hammer Price and Buyers Premium will apply should the lot remain in the UK.

421 Ω NMT N
1993 YAMAHA 1,197CC V-MAX
Registration no. not registered
Frame no. JYA2WEEOXPA035982
Engine no. 2WE-035982

Few motorcycles attain cult status as soon as they are announced. Introduced in 1985, the Yamaha V-Max is one of those rarities but given the fact that it was conceived as a street-legal dragster perhaps that is not so surprising. 'Ballistic Muscle' was how Bike magazine entitled its first road test of the 143bhp monster, declaring: "When it comes to straight-line street rods, the V-Max is It." This example was manufactured in 1993 and thus is a desirable 1st Generation V-Max, the most sought-after by collectors. The machine was purchased new by Hans in June 1993 from Motorradsport Schmid of Munich (where Helmut worked). Helmut had sourced this full power model from Canada, and he and Hans then set about extensively modifying it, fitting a BRA Pendelfreie (literally: 'pendulum free') reinforced frame kit/ engine mounts, developed for V-Max riders who wanted a more stable chassis. Other notable features of this unique V-Max include a PVM brake conversion; lightweight rear-sets, Öhlins shock absorbers; Akront wheel rims; titanium bolts; and lots of chrome: side panels, clutch cover, etc as detaled on the accompanying German Fahrzeugschein. Currently displaying a total of 5,343 kilometres on the odometer, the machine is offered with an expired TüV (MoT) certificate and correspondence; 2001 servicing invoice; owner's manual; and riding tips booklet.
£2,500 - 3,500
€2,900 - 4,100
No Reserve

Ω Import VAT High Rate: Import tax at the higher rate of 20% of the Hammer Price and Buyers Premium will apply should the lot remain in the UK.

NMT: New Means of Transport (HMRC) Tax at the rate of 20% of the Hammer Price will apply should the lot remain in the UK. This applies to imported vehicles displaying less than 6,000km from new.

422 * N
1982 YAMAHA XS1100
Registration no. not registered
Frame no. 2H9 140990
Engine no. 2H9 140990

"For straight line comfort and effortless speeding, there's little to match it," declared Bike magazine, summing up its first encounter with Yamaha's XS1100 behemoth back in 1978. Nowadays, a machine weighing in excess of 600lbs, producing 66.5ft/lb of torque, and with a top speed of more than 130mph (a 'Super Cruiser' in today's terminology) would scarcely raise an eyebrow, but with that specification 40 years ago the XS1100 seemed to have arrived from another planet. The ultimate transcontinental mile-muncher of its day, the XS1100 featured shaft drive, twin overhead camshafts, triple disc brakes, alloy wheels, electrical accessory power outlet, adjustable suspension, fairing mounts, and a surprisingly extensive tool kit. Its class-leading specification aside, what the XS1100 was all about was torque with a capital 'T', most of those 66.5ft/lb being available between 2,000 and 6,500 revs, right where they are most useful. Un-restored and beautifully presented considering the 47,543 kilometres recorded, this XS1100 was purchased new by Hans who rode considerable distances aboard and took great pride in preserving the bike in excellent condition. The exhaust was replaced some years ago (with a new unmarked Yamaha system) and the machine has been regularly maintained. Accompanying documentation consists of a German Fahrzeugschein; expired TüV (MoT) certificate and correspondence; an owner's manual; and a service booklet (last stamped in 1988 at 38,000km).
£2,800 - 3,600
€3,300 - 4,200
No Reserve

* Import VAT Low Rate: Import tax at the reduced rate of 5% of the Hammer Price and Buyers Premium will apply should the lot remain in the UK.

423 Ω N
2000 SUZUKI GSX1300R HAYABUSA
Registration no. not registered
Frame no. JS1A1111200106889
Engine no. obstructed

The Japanese factories' abandonment of their voluntary 125bhp horsepower limit in the mid-1990s paved the way for a new generation of 'hyper-sports' bikes, the first of which was Honda's CBR1100XX Blackbird, launched in 1996. However, the 178mph Blackbird's reign as world's fastest production motorcycle only lasted until the arrival of Suzuki's Hayabusa in 1999. Boasting 1,300cc to the Honda's 1,100, the Hayabusa aced the Blackbird courtesy of a whopping 150-plus brake horsepower and a top speed of 193mph, at which velocity the speedometer would be registering over 200mph... Despite exploring limits hitherto unknown to production road bikes, the wind-tunnel styled Hayabusa proved as stable at 170mph as it was at 70. However, scare stories in the press about 200mph road-going motorcycles soon caused a rethink at Suzuki, and subsequent models were electronically limited to a top speed of 300km/h (186mph) which, if nothing else, made the early pre-limited examples all the more collectible. Purchased by Hans circa 2000, this Hayabusa is believed to be a full power model (the speedometer reads to 340km/h or 211mph). The machine has been upgraded with PVM/BBS wheels; PVM brakes; PVM rear brake torque arm, etc. Currently displaying a total of circa 8,200 kilometres on the odometer, this exciting machine is offered with a German Fahrzeugschein and an expired TüV (MoT) certificate and correspondence.
£1,800 - 2,400
€2,100 - 2,800
No Reserve

Ω Import VAT High Rate: Import tax at the higher rate of 20% of the Hammer Price and Buyers Premium will apply should the lot remain in the UK.

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.

424 Ω NMT N

2003 HARLEY-DAVIDSON 1,131CC V-ROD 100TH ANNIVERSARY EDITION

- *Purchased new in Germany*
- *Many special features*
- *Circa 4,000 kilometres from new*

Registration no. not registered
Frame no. 5HD1HAZ183K831700
Engine no. HAZ3831700

The futuristic looking V-Rod 'muscle bike' represented a radical departure from the norm for Harley-Davidson when it arrived in 2001. True, it was a v-twin cruiser like the American company's traditional products, but it looked like no other Harley before it. According to Car & Driver magazine, Harley-Davidson's branding was "culturally rather than technologically driven; so imagine our surprise at seeing the company's newest ride, the V-Rod, complete with a liquid-cooled DOHC four-valve V-twin developed in partnership with Porsche Engineering".

At the V-Rod's heart was a water-cooled double-overhead-camshaft engine – H-D's first such power unit in a road bike – that was closely related to the Porsche-developed unit in the VR1000 racer. Coupled to a five-speed belt-drive transmission, the engine went into a curvaceous tubular frame that located the fuel tank beneath the seat, the 'tank' being a cover for the air box, while the front forks were raked out in true cruiser style and complemented by the de rigeur forward-mounted foot-pegs and high 'bars. Harley's newcomer was designated 'VRSC' (V-twin Racing Street Custom) and suffixed 'A' to indicate that it was the first of what would turn out to be a sizeable family of derivatives.

In 2003 Harley-Davidson introduced a number of special editions to celebrate its 100th year of uninterrupted motorcycle production, though in the V-Rod's case this only amounted to little more than a subtle change to the livery from all silver to a subtle sliver-and-black combination, plus special '1903-2003' tank badges.

This 100th Anniversary V-Rod was purchased new September 2003 from Bobo's Motorcycles in Munich. Special Harley-Davidson parts fitted included the swing-arm; exhaust system; shock absorbers; and chrome-plated side panels, brake reservoir, sprocket and belt rim. Costing over €30,000 new, the machine comes with a 'golden key' hand-crafted from solid brass and sterling silver. Accompanying documentation consists of a German Fahrzeugschein; expired TüV (MoT) certificate and correspondence; servicing token; 2009 service invoice; and a licensed H-D cover.

£5,000 - 8,000
€5,800 - 9,300

Ω Import VAT High Rate: Import tax at the higher rate of 20% of the Hammer Price and Buyers Premium will apply should the lot remain in the UK.

NMT: New Means of Transport (HMRC) Tax at the rate of 20% of the Hammer Price will apply should the lot remain in the UK. This applies to imported vehicles displaying less than 6,000km from new.

425 * N

1941 INDIAN 1,279CC FOUR

Registration no. not registered (see text)
Frame no. 441259
Engine no. DDA259

- *Very late example*
- *Already restored when purchased in 2018*
- *Exercised regularly*

Marketed as the Indian Ace for 1928, the Springfield company's first four-cylinder motorcycle had resulted from its purchase of the Ace rights and tooling from Detroit Motors the previous year. The Indian Ace changed little for the next couple of years before the Springfield firm began to put its own characteristic stamp on the Four. This transformation began with a re-style for the 1929 season (Model 401) followed by a new Indian-style twin down-tube frame; a leaf-sprung front fork; and a five-main-bearing crankshaft on the Model 402. Introduced on 1st June 1929, the latter was the biggest single change made to the motor up to mid-1935 when the so-called 'upside down' Four was introduced.

Reversing the conventional 'F-head' arrangement, the latter featured overhead exhaust valves with inlets at the side, the theory being that this would provide better cooling and thus increased power. In practice the layout proved somewhat impractical – the exhaust tended to fry the rider's leg despite the heat shield – and few liked the new Four's looks. Updated with twin carburettors for the 1937 model year, it was missing from the '38 catalogue: replaced by a new 78ci (1,279cc) Four that restored the valves to their old positions. Changes after 1938 were few. Production of the Indian Four, America's last four-cylinder motorcycle, ceased in 1942.

One of the world's most beautiful and collectible motorcycles, this Indian Four had already been restored when it was purchased from a Turin based collector in November 2018. Helmut Lichtenberg changed the tyres, serviced the machine, and got it running; sadly, Hans never got the chance to ride it. The Indian was exercised annually until approximately eight months ago.

The Indian was previously registered in the UK as 'ALS 125', and the VRN appears on the HPI database, albeit exported. Nevertheless, prospective purchasers must satisfy themselves with regard to this motorcycle's registration status prior to bidding. Re-registering the machine is the responsibility of the buyer.

The machine is offered with a German Zulassungsbescheinigung (Certificate of Approval/Registration Certificate); expired TüV (MoT) certificates/correspondence; an old UK V5 for the registration 'ASL 125'; and a detached registration plate for 'ASL 125'.
£40,000 - 50,000
€46,000 - 58,000

* Import VAT Low Rate: Import tax at the reduced rate of 5% of the Hammer Price and Buyers Premium will apply should the lot remain in the UK.

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426 * N

1947 INDIAN 1,200CC BIG CHIEF

Registration no. GSK 765 (see text)
Frame no. 3479452
Engine no. CDG 9452 B (see text)

- *Large-capacity v-twin*
- *Both fuel tank halves were rebuilt*
- *Previously registered in the UK as 'GSK 765'*

Nowadays the original Indian company is remembered mainly for its powerful, large-capacity v-twins, which first appeared in the 1900s and lasted in production right up to Indian's demise half-a-century later. In 1920 a smaller model, the 600cc Scout, joined the 1,000cc Powerplus and then two years later the range was extended to encompass a new, Scout-based 1,000cc model: the Chief, first of a noble line that would endure until 1953.

Constantly developed, the Chief had gained a new frame and forks, dry-sump lubrication and coil ignition by 1940, that year's models being notable as the first to have plunger rear suspension and the deeply skirted fenders of the quintessential Chief. With war looming, Indian increasingly turned to the production of military models.

Indian's first significant post-war development was a change to girder forks for the 74ci (1,200cc) Big Chief, by then Indian's only model. In 1950 the Chief's engine was stretched to 80ci (1,320cc) and a telescopic front fork, left-foot gear shift and right-hand throttle twist-grip adopted, the latter for the first time on a production Indian. Changes made to the last-of-the-line 1952/53 Chiefs were relatively minor, the most obvious being a smaller front fender and the adoption of a bench-type seat.

This Big Chief was purchased from a Turin-based collector in June 2002. Helmut Lichtenberg advises that both fuel tank halves were rebuilt due to weeping, and the carburettor refurbished, while the engine was found to be good, only requiring new pistons and valves. We are advised that the generator is a little weak (poor charge) and ideally needs rewinding. The machine was exercised annually until approximately eight months ago, while the engine is said to have started 'first kick' when last run.

The Indian was previously registered in the UK as 'GSK 765', and the VRN appears on the HPI database, albeit exported. Nevertheless, prospective purchasers must satisfy themselves with regard to this motorcycle's registration status prior to bidding. Re-registering the machine is the responsibility of the buyer. It should also be noted that HPI report lists engine number 'CDF410', which may indicate a change of engine.

The machine is offered with German Fahrzeugschein; old ASI Certificato di Identita and correspondence; expired MoTs (2000/2001): purchase receipt; expired TüV (MOT) certificates; and assorted correspondence.
£18,000 - 25,000
€21,000 - 29,000

* Import VAT Low Rate: Import tax at the reduced rate of 5% of the Hammer Price and Buyers Premium will apply should the lot remain in the UK.

427 * N

1956 HARLEY-DAVIDSON 55CI MODEL KH

Registration no. not registered
Frame no. M709861701RM
Engine no. 56KH2378

- *Harley-Davidson's last 'flat head' model*
- *Purchased circa 2017*
- *3,178 miles since restoration*

Introduced in 1952, the 45ci (750cc) Model K effectively replaced the long-running WL that had done such sterling work during WW2 as the WLD. The Model K would turn out to be Harley's final 'flat head'. Almost a complete break with the past, the K adopted many ideas from Europe: unitary construction of engine/transmission; swinging-arm rear suspension; and foot operated gear change and hand clutch, but despite better handling than its similar-sized predecessor, proved little faster. Not so the racing KR that it inspired. Harley-Davidson had not won the prestigious Daytona Beach race since WW2, so the KR's winning debut there in 1953 was greeted with intense relief back in Milwaukee.

BSA struck back the following year, but for the next seven events it would be a Harley in the winner's circle. In 1953, five AMA Class C flat track national events were won, and in 1954 KR racers won 13 of 18 races. On flat tracks the KR raced with a rigid rear end, retaining the swinging arm for circuit races such as the Daytona 200.

The Model K roadster continued in the line-up until the end of 1956, from 1954 onwards as the heavily revised and much improved 55ci (900cc) KH. For the latter, almost every engine component was upgraded; the crankcase strengthened; the clutch beefed up; and the frame modified for better handling. Although the KH street bike lasted for only a couple of years, the racer ran on successfully well into the 1960s; indeed, its final Daytona victory in 1969 was the KR's 12th at the Florida track. The KH was one of the many Harley-Davidson models owned by Elvis Presley.

Beautifully presented in Ocean Blue, this KH was purchased circa 2017 from a Turin-based collector and has covered only 3,178 miles since restoration. KHs commonly have wet-sumping problems but this example is said to have been configured correctly. Accompanying documentation consists of German registration papers; old ASI papers; expired TüV (MoT) certificate; and assorted correspondence.
£5,000 - 8,000
€5,800 - 9,300

* Import VAT Low Rate: Import tax at the reduced rate of 5% of the Hammer Price and Buyers Premium will apply should the lot remain in the UK.

428 * N

1972 HARLEY-DAVIDSON FX1200 SUPER GLIDE

Registration no. not registered
Frame no. 2C10703H2
Engine no. 2C10703H2

- *Dating from the first year of FX production*
- *Ultra-rare one-year-only 'boat tail' model*
- *3,712 miles since restoration*

For many years Harley-Davidson's big four-stroke models had been divided into two families: the smaller Sportsters and the larger FL models. In 1971 things changed with the introduction of the FX series under the 'Super Glide' name. H-D styling supremo Willie G Davidson had long been aware of the customising movement and wanted to offer a production model capturing something of that flavour.

Arguably the first ever 'factory custom', the FX was the result. In actual fact the FX was something of a 'parts bin special', incorporating the FL frame and XLH Sportster front forks and brakes, while the power unit was the 74ci (1,200cc) Shovelhead engine found in the FL range. The result was a motorcycle that weighed some 70lb (31.8kg) less than the FL and was a lot easier to handle, particularly around town. Doing without an electric starter had helped get the weight down, while a 19" front and 16" rear wheel combination gave the FX a purposeful look all of its own.

Without question the FX's most talked about feature was the extended 'boat tail' combined seat and rear fender, which had been introduced the previous year as an option on the XLH Sportster. Predictably, given the innate conservatism of Harley's target market, the 'boat tail' did not last long and was dropped at the end of the year. The 1972 FX had a more conventional rear end, making the '71 a one-year-only-model and thus of considerable interest to Harley-Davidson collectors.

Few surviving '71 FX Super Glides retain their 'boat tail', which makes this example exceptionally rare. The Harley was purchased in May 2016 from a Turin-based collector. Beautifully presented, it has covered a mere 3,712 miles since restoration. The machine is offered with a German Fahrzeugbrief; the 2016 purchase receipt; expired TüV (MoT) certificate/correspondence; photocopy ASI (Italian) papers; and a photocopy Nebraska title (previously registered to 'Vintage Restorations' of Omaha).
£8,000 - 12,000
€9,300 - 14,000

* Import VAT Low Rate: Import tax at the reduced rate of 5% of the Hammer Price and Buyers Premium will apply should the lot remain in the UK.

429 Ω N
1992 HARLEY-DAVIDSON FLSTC HERITAGE SOFTAIL CLASSIC
Registration no. not registered
Frame no. 1HD1BJL41NY014287
Engine no. X3382

One of the more significant developments of H-D's post-AMF era was the introduction in 1984 of the traditionally styled Softail. The Softail featured a cleverly disguised rear end looking like that of a pre-war 'rigid'-framed Harley but was, as its name suggests, sprung, with the two dampers mounted beneath the frame. Completing the 'vintage' retro look was a girder-type front fork with bottom link and centre spring. This was the look the die-hard Harley traditionalists had been waiting for, and the Springer Softail and its derivatives would prove an enduring success. Testing a Heritage Softail in 1987, Bike magazine's editor Roger Willis was amazed at the effect the Harley had on people, attracting admiring glances wherever it went. He was even more surprised to discover that it actually worked. Purchased new, this much modified Heritage Softail Classic features Patrick Billet engine components; Revtech brake callipers; floating front discs; and plentiful chrome throughout, including the swingarm and sprung footboards. Beautifully presented, the machine has covered only 14,432 kilometres from new. Accompanying documentation consists of a German Fahrzeugschein; an expired TüV (MoT) certificate and correspondence; 2011 service invoice from Bobo's American Motorcycles; and a dynamometer printout.
£5,000 - 8,000
€5,800 - 9,300

Ω Import VAT High Rate: Import tax at the higher rate of 20% of the Hammer Price and Buyers Premium will apply should the lot remain in the UK.

430 Ω N
1994 HARLEY-DAVIDSON 1,340CC FLHTC ELECTRA GLIDE CLASSIC
Registration no. not registered
Frame no. 1HD1DJL13SY500661
Engine no. view obstructed

Two important events in the lengthy development of Harley's perennial v-twin occurred in the mid-1960s when the 74ci (1,200cc) FH and FLH Duo-Glide adopted electric starting (1965) and the revised 'Shovelhead' engine the following year. Now known as the 'Electra Glide' - without question one of the most evocative names in motorcycling history – Harley's updated cruiser featured a new frame to house the large 12-volt battery and a reshaped primary drive cover to accommodate the electric starter mechanism. The Shovelhead 'Glide continued in production for a further 18 years before bowing out in 1983 with the arrival of the Evolution-engined 'Glide. The world's oldest surviving motorcycle manufacturer, Harley-Davidson is acutely aware of its heritage and the Electra Glide has remained a cornerstone of the range to this day. This Electra Glide Classic was purchased new in September 1994 from Bobo's Motorcycle's in Munich (32,920 DM). Much loved by Hans, the Glide is presented in TT Burgundy/Red with lashings of chrome throughout. Very well presented, it has covered 14,945 kilometres from new and would benefit from detailing. The machine is offered with a German Fahrzeugschein and an expired TüV (MoT) certificate and correspondence.
£5,000 - 7,000
€5,800 - 8,100

Ω Import VAT High Rate: Import tax at the higher rate of 20% of the Hammer Price and Buyers Premium will apply should the lot remain in the UK.

431 * N

1987 HARLEY-DAVIDSON 1,637CC HERITAGE SOFTAIL CUSTOM

Registration no. not registered
Frame no. 1HD1BJL13HY010882
Engine no. DKM 231068

- *Specially built in Germany for Hans Schifferle*
- *Completed in 2000*
- *2,395 kilometres since completion*
- *Registered as manufactured in 1987*

An important event in the lengthy development of Harley's perennial v-twin occurred in 1984 with the introduction of the new all-alloy Evolution engine together with a diaphragm clutch, air-assisted shock absorbers, and toothed-belt final drive. By this time Harley-Davidson had freed itself from the American Machine & Foundry group, and one of the more significant developments of the immediately post-AMF era was the introduction in '84 of the traditionally styled Softail. The Softail featured a cleverly disguised rear end looking like that of a pre-war 'rigid'-framed Harley but was, in fact, sprung, as its name suggests, with the two dampers mounted beneath the frame. Completing the 'vintage' retro look was a girder-type front fork with bottom link and centre spring. This was the look the die-hard Harley traditionalists had been waiting for, and the Springer Softail and its derivatives would prove an enduring success.

Testing a Heritage Softail in 1987, Bike magazine's editor Roger Willis was amazed at the effect the Harley had on people, attracting admiring glances wherever it went. He was even more surprised to discover that it actually worked. "As a posing tool, the Heritage turned out to be utterly wonderful, but I still expected it to be utterly useless as a functional motorcycle. It was therefore a pleasant surprise to find that the fun extended beyond outrageous image projection."

If the standard offering could inspire such a reception, imagine the reaction when you turn up on something like this extensively customised Heritage Softail, which was built for Hans by a Munich based Harley-Davidson dealer at a cost of over €80,000. It features a Revtech engine incorporating S&S components and a 1987 frame exempting it from Germany's noise regulations.

Other notable features include Axtel cylinder barrels; Lockhart oil cooler; Wiwo/Akront billet wheels; Wiwo swingarm; and plentiful chrome throughout. Completed and registered in 2000 (as manufactured in 1987), the machine has covered only 2,395 kilometres since completion and is presented in commensurately good condition. Accompanying documentation consists of a German Fahrzeugschein and an expired TüV (MoT) certificate and correspondence.

£8,000 - 12,000
€9,300 - 14,000

* Import VAT Low Rate: Import tax at the reduced rate of 5% of the Hammer Price and Buyers Premium will apply should the lot remain in the UK.

FURTHER PROPERTIES

432

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

2004 THUNDERCITY 1,450CC CHOPPER 'OLD SKOOL'

- *Custom built by Thundercity Motorcycles*
- *Competition winner*
- *Fully restored*

Registration no. YK05 BEU
Frame no. 4B7H846914S001644
Engine no. 5850804646

This unique, 1960s-style chopper was created in 2004 by renowned custom bike-builder Paul 'Tooty' Moody at Thundercity Motorcycles, Leeds for the TV show 'British Biker Build Off'. 'Old Skool' comes with a DVD of the TV show in which it featured, and the build itself is likewise documented in the series. In addition, the machine is offered with a copy of '100% Biker' magazine in which it featured.

'Old Skool' went on to win numerous competitions and is a well known machine in custom bike circles. Noteworthy features include a hardtail frame from Custom Chrome; RevTech Pandemonium Panhead-style 1,450cc engine; RevTech '5 in 4' gearbox; extended springer forks; hand-made custom seat; custom paintwork; and many besides. Very rare, the Pandemonium engine incorporates STD crankcases and cylinder heads; S&S pistons, timing gears and carburettor; a RevTech crankshaft and cylinders; an Andrews camshaft, valve springs and collars; a Mallory distributor; Rowe valve guides; and RevTech stainless steel valves.

Having gone through several transformations, the current vendor acquired the machine after it had lain dormant and not started for approximately five years. 'Old Skool' is now fully restored to virtually its original 'Old Skool' specification.

Though 'Old Skool' can be kickstarted, the addition of a much needed electric start (something 'Tooty' said he wished he had done) and is now said to be fully working, very reliable, and easy to ride 'show bike'. As one would expect, this spectacular motorcycle draws crowds wherever it goes. Offered with a V5C Registration Certificate and current MOT.

£10,000 - 15,000
€12,000 - 18,000

The Late John Renwick Collection

Lots 433 - 437

John Renwick was born in Dunstable on 2nd October 1938 and died on 12th March 2021. At the age of 16 he embarked on a five year engineering apprenticeship with a pumping company, Hayward Tyler & Co. of Luton. Latterly he became Chief Development Officer at J & S Pumps in Horley before eventually going freelance. But John's passion was engineering, constructing, and racing motorcycles. He was a lifelong Vincent enthusiast, and his racing exploits took him and his wife Marilyn all over the world.

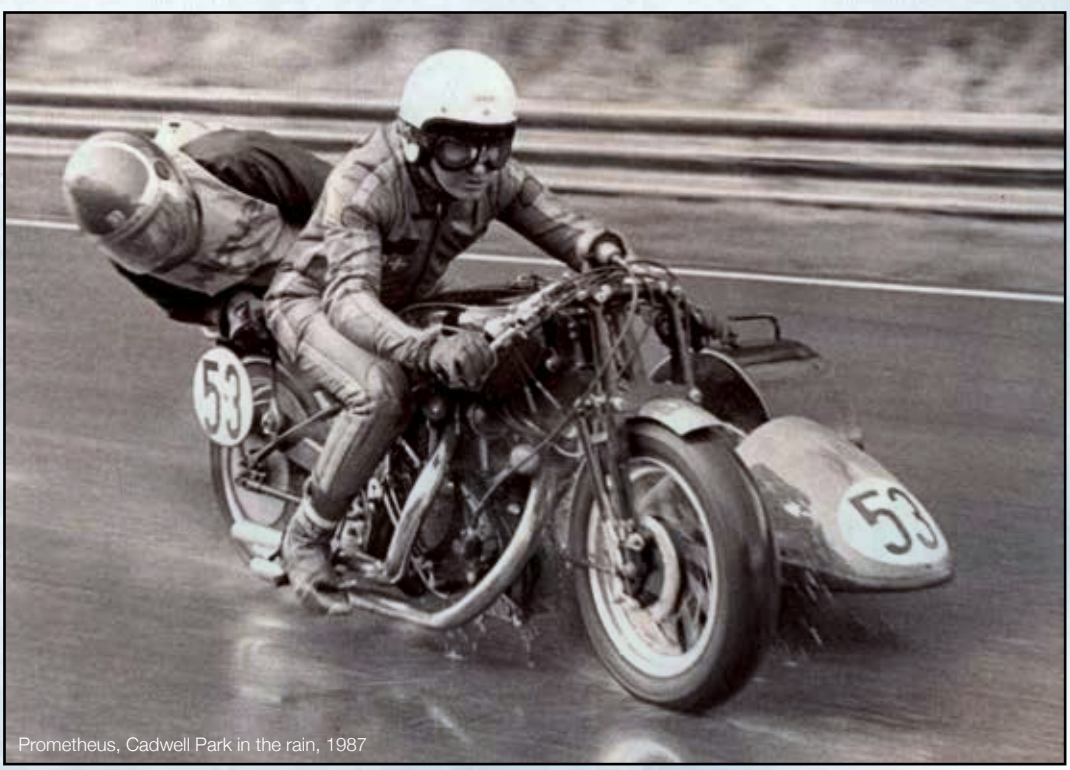
John started racing in 1960 at the Silverstone High Speed Trial and then, in 1962, progressed to sidecar racing with his brother Tom, using a Manx framed Vincent powered outfit on which they won the Bemsee championship. Over the next few years various other sidecar passengers accompanied him, and a number of other Vincent powered outfits were raced, and subsequently sold to finance house moves.

At the end of the sixties John designed a radically different racing outfit which featured hub centre steering amongst other innovations. It was initially to be Vincent powered, but in an age when sidecar racing was dominated by BMWs, he switched to Konig's four cylinder water cooled two stroke power unit which had started life as a hydroplane engine. This was the Renwick Konig Wedge. The Boret brothers rode one to 3rd place in the 1972 500cc Sidecar TT. A total of 15 'Wedges' were manufactured, including one for future World Champion George O'Dell.

Following the FIM's 1976 ban on hub centre steering John took a step away from modern sidecar racing, but in the eighties he returned to vintage and classic sidecar racing with Prometheus, another Vincent powered outfit, which brought him many successes. Moving forwards almost twenty years, coming second to Dave Goddard's long wheelbase Suzuki outfit at the Brighton Speed Trials was the driver to developing Epimetheus. With 1,665cc and 175 bhp "'Epi' took things to yet another level allowing John to win the Classic Bike Sidecar Championship in 2001, 2002, and 2003, and to set many drag strip sidecar records in the years that followed. On Epimetheus he won the Sussex Trophy for the best time by a motorcycle and sidecar at the Brighton Speed Trials in 2007, 2009, 2010, and 2011.

Meanwhile, with Giovanni Cabassi, Altometheus was developed for Bonneville where more very impressive results were achieved. In recent times John's 'runaround' machine was a very nice Velocette Valiant. A stunning roadgoing outfit was in the final stages of its build at the time of his death.

We are very honoured to offer for sale John's motorcycles: the Velocette Valiant, the 2nd Renwick Konig Wedge, Prometheus, Epimetheus, and the Renwick/Vincent/Steib roadgoing outfit. All have been stored indoors, in a dry environment which has been heated through the winter months.



Prometheus, Cadwell Park in the rain, 1987

433

The property of the late John Renwick

1972 RENWICK-KONIG 500CC WEDGE SIDECAR RACING MOTORCYCLE

- *Revolutionary racing outfit*
- *The 2nd Wedge of 15 made*
- *Used and maintained by John Renwick*

Registration no. unregistered
Frame no. none visible
Engine no. MD10

John Renwick & the Renwick Konig Wedge, Pukekohe NZ, 2006

In the late sixties John Renwick designed a radically different racing outfit. It was revolutionary, being the first successful unit construction outfit incorporating hub-centre steering. The prototype was Vincent powered, but in an age when sidecar racing was dominated by BMWs, John switched to Konig's much lighter horizontally opposed four cylinder water cooled two stroke engine which had started life powering a hydroplane. The resulting machine was the Renwick-Konig Wedge. John Renwick and Gerry Boret had known each other for many years through their mutual participation in sidecar competition. Perhaps the Wedge's finest hour was when Gerry and his brother Nick rode the very first machine to 3rd place in the 1972 500cc Sidecar TT. The Borets went on to win the British Championship and contested many continental GPs. A total of 15 Wedges were manufactured in the early seventies, including one for future World Champion George O'Dell. At one point these machines held most of the British circuit lap records, and the Renwick Konig Wedge became the first sidecar outfit to lap the original Silverstone circuit at over 100 mph.

The claimed output of the Konig 500cc engine was 84 bhp at 9,500 rpm, but Konig engines weren't the only power units used. According to an article in the August 1974 issue of Motorcyclist Illustrated, Renwick Wedges in preparation at that time were also destined to be powered by Honda CB750, Kawasaki 3 cylinder, and Yamaha TZ750 engines.

In contrast to normal sidecar practice of the time, John Renwick's design featured a car type solution for the front end, and a fat low profile front tyre was employed. The wheels were 12" Minilites. The chassis was made from cold drawn seamless tube. A four inch diameter main tube ran front to rear, with a three inch diameter tube running across to carry the sidecar wheel, and if a four stroke engine was used, this was designed to double up as the oil tank. The complete outfit's dry weight, complete with Konig engine, was only 390 lbs.

This machine is no. 2 of the production run. It was sold in the mid-1970s but was bought back by John some years later. It then remained in his ownership until his death. John rode it at the 2004 Goodwood Festival of Speed, and in 2006 at the Sidecar Festival at Pukekohe, New Zealand. Following the FIM's 1976 ban on hub-centre steering and various other innovations, John Renwick took a step away from modern sidecar racing, only to return to classic sidecar racing with Prometheus in the following decade. After a period of inactivity re-commissioning will be required before further use. Prospective bidders should satisfy themselves as to the motorcycle's completeness and mechanical condition.

£12,000 - 18,000
€14,000 - 21,000

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

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The property of the late John Renwick

1950/1951 VINCENT 'PROMETHEUS' 1,248CC SERIES-C RAPIDE SIDECAR RACING MOTORCYCLE

- *Highly successful Vincent racing outfit*
- *Stellar performance*
- *Built, raced, and maintained by John Renwick*

Registration no. not registered
Frame no. RC7471
Engine no. F10AB/1/7002

Prometheus, Cadwell Park in the rain, 1987

In 1982, just a few years after John Renwick turned his back on modern sidecar racing following the FIM's 1976 ban on hub-centre steering and other innovations, Prometheus emerged from John's workshop to contest classic sidecar racing. The chair was detachable, and wheels were 16" fore and aft, with a 12" wheel on the sidecar. Prometheus has a capacity of 1,248cc from bore and stroke dimensions of 90mm x 98mm, and generates 102 bhp at 6500 rpm at the back wheel on high octane petrol. This is considerably more than double the original power output of the 1951 Series C Rapide on which it is based. At the heart of the engine is John's own crankshaft with bob weights and Carillo rods.

The standard Vincent crank uses full circle flywheels and a pressed steel crankpin pulled up tight with a large nut at both ends. The nuts are recessed and therefore the pressed portions are relatively short. By contrast the Renwick crank is permanently pressed under 30 tons of hydraulic pressure. The 1½" diameter pin is in EN36 steel and is a .006" interference fit in the EN24T "wheels". The mainshafts are machined oversize and then ground to size after assembly. The gearbox has a Quaife five speed cluster as originally commissioned by John Surtees.

Having been progressively developed through the mid-eighties, Prometheus won the first six races of the 1987 season with John Renwick in the pilot's seat and Micky Carter in the sidecar, but in practice at Donington Micky fell from the chair, and in the ensuing crash John broke an arm and a leg. Following his recovery, a double win was achieved at Snetterton in 1989, but outings were only sporadic through the nineties. At Mallory Park's Sidecar Festival in October 1998, with Peter Branton in the sidecar, the result was a win. In the late 1990s John sprinted Prometheus at The Brighton Speed Trials with a best time of 13.9 seconds but finishing second to Dave Goddard's long wheelbase Suzuki outfit was the spur to the creation of Epimetheus, the next chapter in the story.

When Prometheus was first built the cut-off date for visible components was 1958, so Vincent drum brakes were fitted all round, but as the cut-off date moved forwards, components were upgraded accordingly, including the fitting of hydraulic disc brakes to the front and rear wheels. In 2005 Prometheus ran at the Goodwood Festival of Speed, and then most recently in 2006 at the Sidecar Festival, Pukekohe, New Zealand. After a period of inactivity re-commissioning will be required before further use. Prospective bidders should satisfy themselves as to the motorcycle's completeness and mechanical condition.

£28,000 - 35,000
€33,000 - 41,000

435

The property of the late John Renwick

2001/C.1950 RENWICK-VINCENT 'EPIMETHEUS' 1,665CC SPRINT RACING MOTORCYCLE

- *The ultimate Vincent sidecar outfit?*
- *Stellar performance*
- *Designed, built, & sprinted by John Renwick*

Registration no. not registered
Frame no. none visible
Engine no. F10AB/1/5183

Epimetheus, Mallory Park, 2011

Finishing second on Prometheus at The Brighton Speed Trials was a great result by any normal standards, but for John Renwick it was the spur to building a dedicated sprint machine on which he could win. Work started in November 2000, and fabrication was completed in March 2001. The new motorcycle was suitably named Epimetheus who, in Greek mythology, was the brother of fellow Titan Prometheus. "Epi" benefitted massively from John's very considerable experience of building quick Vincents over several decades and went on to achieve astonishing successes especially when pitched against much more modern competition. The engine, which had been in John's possession for many years, is 1665cc with bore and stroke dimensions of 100mm x 106mm. The crank is to John's own design and likely to be very similar to that already described in relation to Prometheus, the conrods are Carrillo, the cams are homemade, the gearbox is a 5 speed Quaife, clutch is Kawasaki, carburettors are Gardners, and the ignition system is a Lucas Rita twin spark with high output coils. Compressed air is used to optimise each gearchange. The frame's front downtube also serves as a 3 pint fuel tank, the dummy tank being a fibre glass engine cover.

John's notes written around 2009 read: 'Since winning the Classic Bike championship in its first season of running in 2001, this has been repeated in 2002, 2003, and 2006. The machine still holds most of the sprinting venues course records and has never been beaten by a classic machine, and only occasionally by the best modern equipment.

The fastest standing quarter mile time is now 10.05 seconds with a terminal speed of 132 mph. This compares with the official British record of 11.746 seconds by Super Nero and the official world record of 10.60 seconds.....The latest result is the win...at Brighton in 2009 against a full field of modern long wheelbase outfits.'

Ultimate success at The Brighton Speed Trials hadn't come immediately, but the Sussex Trophy for the best time by a motorcycle and sidecar was won in 2007, 2009, 2010, and 2011.

Harvey Bowden's excellent series of YouTube videos produced in 2012 & 2013 give a fascinating insight into John Renwick's talents and exploits, ably helped by Eddie Wallbank, his 'assistant co-worker'. Google 'Renwick Epimetheus Harvey Bowden' – these videos are most certainly worth watching! The Epimetheus video shows Epi on the brake 'developing about 180 bhp'! Epi's most recent sprint was in 2016 when John rode at Santa Pod. This was their final outing because by this time John was 78 and he decided to hang up his leathers. After a period of inactivity re-commissioning will be required before further use. Prospective bidders should satisfy themselves as to the motorcycle's completeness and mechanical condition.

£18,000 - 24,000
€21,000 - 28,000

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.

436
The property of the late John Renwick
2020/1948 RENWICK-VINCENT 998CC SERIES-B RAPIDE STEIB 501 COMBINATION
Registration no. unregistered
Frame no. unnumbered
Engine no. F10AB/1/410

There is no doubt that all of John Renwick's massive Vincent experience as well as his peerless engineering abilities will have been brought to bear in the assembly of this roadgoing outfit. He built it during 2019/2020 to allow John and his wife to "trundle around the countryside" (in Mrs. Renwick's own words). At the time of his death in March 2021 it was unfinished, but as far as we are aware the only item to be completed was the installation of the wiring loom which was subsequently fitted in May. We are told that John has fully rebuilt the January 1948 engine, and that the other major components have also been suitably checked and overhauled or rebuilt as necessary. The frame is of John's own manufacture. We are told that the ignition module is a Twin Tec model 1006 EX. Disc brakes are fitted front and rear. An electric starter has been very neatly installed within the area between the motorcycle and the sidecar. A folding sidecar hood with metal framework is supplied, although it does not appear in the photographs, and it should be noted that there are some small tears in the vinyl fabric. The machine is offered unregistered and, as stated above, the frame is of John Renwick's own construction. Accordingly prospective bidders must satisfy themselves with regard to the registration process, the vintage and suitability of parts, and of course the motorcycle's completeness and mechanical condition prior to bidding. The combination is sold as seen.
£18,000 - 25,000
€21,000 - 29,000

437
The property of the late John Renwick
1963 VELOCETTE 192CC VALIANT
Registration no. YKE 442A
Frame no. 243933
Engine no. 2457

Announced at the end of October 1956, the Velocette Valiant was more than just a sporty version of the LE, although it did have some shared features. Although 192cc engine capacity was identical, the engine was air-cooled, was ohv rather than a side-valve, the compression ratio was almost 8:1, and the crankshaft was upgraded. The frame was tubular, all welded, and full cradle in contrast to the LE's pressed steel item. The forks, swinging arm, and electrics were shared with the LE. Of course this was the era of enclosures, and in the Valiant's case these take the form of a cowl over the top of the engine, and a nacelle containing the headlamp and instruments. Considering the engine's size, the performance was quite impressive with a top speed approaching 70mph, and apparently it handled beautifully. However, it wasn't a great sales success, probably because it was so expensive compared to the competition: in 1957 the Valiant cost almost £200 while a 200cc Triumph Tiger Cub could be bought for £143. Not much is known about this particular Valiant which saw little use in John Renwick's ownership. The recorded mileage is 4,479. At the time of consignment a new V5C registration document is awaited from the DVLA, but is hoped to be available by the time of the sale. Following a period of inactivity re-commissioning will be required before taking to the road. Prospective bidders should satisfy themselves as to the motorcycle's completeness and mechanical condition.
£2,400 - 2,800
€2,800 - 3,300

The Phil Morris Road Racing Museum Collection

Lots 438 - 462

Phil Morris's name will be well known to anyone who has followed the motorcycle racing scene over the last few decades. The Phil Morris Racing operation has become a familiar sight at circuits throughout the country, never failing to delight fans with its spectacular displays of exotic classic racing machinery. The breadth of Phil's collection is impressive, ranging from 20th Century classics to MotoGP machines of the modern era, many of which have been restored by Phil and his team. Phil has also successfully reunited many of the older machines with their former riders, while at the same time giving today's stars the opportunity to experience riding machines from previous generations.

Phil was 12 years old when he started riding. He stripped down an old BSA Bantam to use for trials and moto-cross, and although he competed throughout his teens, Phil realised that he was unlikely to make it to the top as a motorcycle racer and graduated to four wheels, competing in the RAC Rally. He started collecting motorcycle memorabilia in the 1970s, and in 2001 added machines to the mix when he bought back his first Ariel. "The original collection was road bikes, then it changed to speedway, followed by concours road bikes and then thoroughbred racing bikes," explained Phil.

Phil has restored many of the machines himself, and the result is the Oswestry Road Racing Museum, which he set up in 2007 to serve as a dedicated space for the collection. More recently Phil's collection moved up a gear when he acquired a selection of MotoGP machines from Paul Bird Motorsport.

In 2015, MotoGP rights holders Dorna decreed that privateers would lease their machines from the motorcycle manufacturers, to whom they would be returned at the season's end. Since then it has not been possible to purchase former MotoGP motorcycles, making Phil's ex-PBM bikes of special interest to collectors. Phil regards the MotoGP machines as the highlights of the collection, but his personal favourite is the 2018 Yamaha EC-03 electric scooter!

In addition to the motorcycles, Phil's collection includes over 300 helmets donated by top riders such as Valentino Rossi, Peter Hickman, John McGuinness, William Dunlop, and Robert Dunlop, to name but a few. He also owns extensive collection of trophies, while the museum's entrance doors are covered with the signatures of visiting stars from around the world. Bonhams will have the pleasure of selling Phil's entire memorabilia collection (including the doors to the museum!) in our forthcoming online sale in December (date to be confirmed).

Interviewed by MotorbikeMad.com in 2018, Phil said: "Motorbike racing becomes part of your DNA and there's no cure. It's all about the people and the characters behind it that makes it special." On selling his collection: "They have sentimental value and it's the end of an era, but you can't keep everything. When the bikes went up the drive, I was relieved. It had got out of hand, I just bought and bought."

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58

438

1953 MV AGUSTA 123.5CC MONOALBERO RACING MOTORCYCLE

Frame no. 150171
Engine no. 150027

- *Over-the-counter racer for privateers*
- *Imported new by Bill Webster*
- *Part of the Phil Morris Collection since c.2009*

MV offered an over-the-counter racer for privateers, which was developed directly from the works bikes. Italian regulations for the domestic 'Formula Sport' stipulated that machines should have only a single camshaft and four gears, and so the monoalbero (single-camshaft) 125 racer was born. Like its bialbero (twin-cam) progenitor, the SOHC 125 employed a train of gears to drive its upstairs cam. Bore and stroke were 53x56mm and the motor breathed via a 27mm Dell'Orto racing carburettor, eventually producing a maximum of 16bhp at 10,300rpm. The cycle parts were virtually an exact copy of the '52 works bikes', featuring a tubular duplex loop frame, telescopic front fork with central hydraulic damper, and swinging-arm rear suspension. Brakes were full-width aluminium-alloy: 7" diameter at the front, 6" at the rear. Dry weight was 165lbs and the top speed over 90mph. Because Italy's long-distance road races, such as the Moto Giro d'Italia and Milan-Taranto required that machines be street legal and possess lights, a flywheel generator formed part of the specification. The MV Agusta monoalbero 125 racer proved an enormous success, remaining in production until 1956 and continuing to offer privateers a competitive ride in the 125cc class for many years thereafter.

This monoalbero was brought into the UK by MV importer Bill Webster. In the past it has been claimed that this particular machine was ridden by Webster in the Isle of Man TT races in the early/mid-1950s before being passed on to Mike Hailwood for 1957 (see Brooks Auctioneers' Stafford sale catalogue description from April 2000 on file). However, there is no documentary evidence on file to support these claims.

It has been suggested that this MV may be the one ridden by Don Whelan in the 1960 Isle of Man Ultra-Lightweight TT, in which he failed to finish. Following Whelan's death, that machine passed to Ivan Rhodes, who raced it once at Cadwell Park. It then passed to Harry Phillips and his son Ron (of Fahron Engineering fame) circa 1966. Ron fitted a Bultaco engine into the MV before it was sold on. In the late 1970s, Ron received a letter from someone in Surrey stating that they had retrieved the original engine. Ron has confirmed to Bonhams that the machine he obtained from Ivan Rhodes is not the one offered here.

The machine in this sale was purchased in 1985 from a Bugatti collector in Gloucester (believed to be Geoffrey St John) by well-known collector Eric Biddle for John Howson. Harold Lomas (father of World Champion Bill Lomas) then rebuilt the engine circa 1986/1987. In 1998 the MV was purchased from John Howson by collector Martyn Simpkins, who was Brooks' vendor in 2000. The machine's purchaser at that time was the late Jim Lilley, from whose estate it was acquired by Phil Morris circa 2009. Phil commissioned the fabrication of the 'dustbin' fairing the machine features today. Further research into this machine's may yet prove rewarding.

£18,000 - 24,000
€21,000 - 28,000

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.

439

The ex-Kent Andersson

1972 YAMAHA 250CC TD3 RACING MOTORCYCLE

Registration no. not registered
Frame no. TD3-990107
Engine no. DS7-990107

- *Raced by Kent Andersson during the 1972 season*
- *Two rostrum finishes in the 1972 World Championship*
- *Restored condition*

The mainstay of 250cc and 350cc racing at national and international level for many years, the twin-cylinder two-stroke Yamaha well deserved the title of 'privateer's friend'; indeed, without it, grids in these classes would have been depleted in extremis during the 1970s. The first of the line, the 250cc TD2, arrived in 1969 and immediately proved capable of winning Grands Prix, privateer Kent Andersson triumphing in the German round at Hockenheim that year, one of Yamaha's most significant classic victories. The giant leap forward from the preceding TD1C had been achieved thanks to a comprehensive redesign that saw the engine porting and exhaust system updated, superior Mikuni carburettors adopted, and the chassis, suspension and brakes greatly improved.

Looking like a scaled down Manx Norton Featherbed, the TD2's chassis was a development of that used for the RD56 works racer. Broadly similar as far as its frame and cycle parts were concerned, the 350cc TR2 differed mainly by virtue of its horizontally-split crankcases, a feature not introduced on the 250 until the arrival of the TD3 in 1972. By this time the 350 had been updated as the TR3, its engine closely related to that of the contemporary YR5 roadster, and from then onwards the two racers would be engineered to share the maximum number of components.

The TR3 could not have enjoyed a more successful international debut, for although Kel Carruthers' works bike failed, privateer Don Emde came through to win the 1972 Daytona 200, the first of many such victories for the TR3.

This TD3 comes with a signed letter from Swedish Grand Prix star and two-time 125cc World Champion Kent Andersson stating that he rode this Yamaha TD3 (frame number '990107') in 1972 and had great successes with it. Kent finished six races in the 250cc World Championship that year, his best results being 3rd place finishes at Yugoslavia and Finland respectively. He ended the season in 7th place in the championship with 39 points. Kent later sold this TD3 to his mechanic, and the machine subsequently passed through the hands of some of Phil's friends before reaching his collection. Offered with a history file, this beautiful TD3 represents a rare opportunity to own a machine raced by one of the biggest Grand Prix stars of the day, and with in-period World Championship history.

£10,000 - 15,000
€12,000 - 18,000

440

The ex-Phil Read

1971 YAMAHA 250CC TD2 RACING MOTORCYCLE

- *Phil Read's No.2 bike from the 1971 season*
- *One of two built under the direction of Ferry Brouwer*
- *Restored by Nigel Everett*

Registration no. not registered
Frame no. TD104
Engine no. none visible
Crankcase mating numbers. 3116
2 stamped on the top yoke

The mainstay of 250cc and 350cc racing at national and international level for many years, the twin-cylinder two-stroke Yamaha well deserved the title of 'privateer's friend'; indeed, without it, grids in these classes would have been depleted in extremis during the 1970s.

In 1970 nine out of the top ten in the 250cc World Championship rode Yamahas, and their very ubiquity led many riders to seek a competitive edge over similarly mounted rivals by turning to independent tuners and frame builders. Following the Yamaha factory team's withdrawal from racing at the end of 1968, which left Phil Read without a ride, he sat out most of the 1969 and 1970 seasons before returning to Grands Prix in 1971 as a privateer, concentrating on the '250' class. His mount would be a production Yamaha TD2, developed under the direction of Dutch engineer, Ferry Brouwer, which featured an Eric Cheney frame; Brouwer-tuned engine; Helmut Fath dry clutch; and a Rod Quaife six-speed gearbox. Two similar machines were constructed over the winter of 1970/1971.

With wins at the first three Grands Prix of the season, Phil went on to claim his fifth World Championship, beating reigning champion Rod Gould and his works supported Yamaha into 2nd place. Phil also won the Isle of Man Lightweight 250 TT that year at an average speed of 98.02mph, lapping at over 100mph.

Phil continued to race the Brouwer machines during the 1972 World Championship season, winning the French Grand Prix and the Isle of Man TT on his way to 4th overall at the year's end.

This special Yamaha TD2 comes with a signed letter from Phil Read confirming that it is his No. 2 bike from the 1971 season. Phil notes that this bike had Ceriani forks and the large Yamaha double-sided front brake, unlike the No. 1 bike, which sometimes featured disc brakes. The machine later found its way to Ireland where it was owned by Peter Herron (brother of the late Tom Herron), who sold it to collector Neville Morris in pieces. Neville had the Yamaha restored by former Grand Prix works mechanic Nigel Everett, and when his collection was sold the ex-Read Yamaha was purchased by Phil Morris. Not run since acquisition, the machine has been kept on display in Phil's Oswestry Road Racing Museum, although it has been loaned to Phil Read for shows on a couple of occasions.

Offered with a history file, this beautiful TD2 represents a rare opportunity to own a machine commissioned and raced by one of the biggest Grand Prix stars of the day.
£10,000 - 15,000
€12,000 - 18,000

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

441

1960 ARIEL 247CC ARROW RACING MOTORCYCLE

Registration no. not registered
Frame no. none visible
Engine no. GB55 H60 P211 D

- *Fully developed over four years*
- *Built by Roy Boughey*
- *Won the 250cc event at the Pre-TT Classic Road Races 2006*
- *50bhp maximum power output*

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, and the rear chain was fully enclosed. Announced late in 1959, the Arrow dispensed with the Leader's enclosure panels and weather protection while remaining mechanically virtually identical. A highly promising design capable of further development, the Leader/Arrow deserved better than to be prematurely axed by BSA in 1965, thus allowing the Japanese to exploit the growing market for 250 two-stroke twins without serious competition.

The Arrow might seem an unlikely racer, but in 1960 an example tuned by two-stroke genius Herman Meier and ridden by Mike O'Rourke famously finished 7th in the Isle of Man 250 Lightweight TT, ahead of many works machines including Luigi Taveri's MV Agusta. It was a quite extraordinary achievement for a roadster-based machine.

Since the advent of classic racing, competitors seeking to put a cat among the 250-class pigeons have often turned to the Arrow. This example was commissioned by Phil Morris (whose first bike was a Leader) and built with his financial support by Roy Boughey. Ridden by Paul Coward, it won the 250cc event at the Pre-TT Classic Road Races on 29th May 2006 having led from the start, breaking the Japanese domination of the class (results sheets on file).

This outstanding result was only achieved after a four-year programme of intensive development; in the engine's case, its maximum power was raised from the standard model's 16bhp to a dynamometer verified 50.73 horsepower (printout on file). Other notable features include twin Gardner carburettors (machined by Roy); a Nova six-speed gearbox; dry clutch; Grimeca 4LS front brake: Maxton suspension; expansion chamber exhausts; and an aluminium fuel tank. To assist the fortunate next owner, the machine comes with a substantial file of marque-related historical and technical paperwork.

One of Phil's favourite bikes out of the many he has owned, this fully developed and potentially highly competitive racing Arrow wants only for a talented rider to resume its winning ways.
£5,000 - 8,000
€5,800 - 9,400

442

SUZUKI RZ63 REPLICA RACING MOTORCYCLE

- *Built circa 2010-2012*
- *Suzuki TR500 frame*
- *Suzuki RG400 Gamma engine*

Registration no. not registered
Frame no. RZ63XR
Engine no. RZ63-04

Suzuki first emerged onto motorcycle sport's international stage in 1960 when the Japanese manufacturer made its debut at the Isle of Man TT in the Ultra Lightweight race with a trio of 125cc two-stroke twins entered under its 'Colleda' brand name. Success proved elusive, but when East German rider/engineer Ernst Degner defected to the West in 1961, bringing with him to Suzuki knowledge of MZ's advanced two-stroke technology, the company's racing fortunes were turned around. In 1962 Suzuki won the inaugural 50cc World Championship, Degner winning four of the races. The following year New Zealander Hugh Anderson took both the 50cc and 125cc world titles for Suzuki, and the stage looked set for even greater achievements.

In 1963 Suzuki unveiled one of the most sensational racing motorcycles the world had ever seen: the RZ63. A 250cc 'square four' featuring disc valve induction, the RZ63 engine was in effect two of the RT63 125cc twins coupled together on a common crankcase and equipped with water cooling. With 52bhp on tap, it was as powerful as a British 500cc four-stroke single and had a top speed of around 140mph. Following an inauspicious debut at the season-ending Japanese GP in 1963, the Suzuki four was extensively redesigned for 1964, it first full Grand Prix season, emerging as the RZ64. It would be revised once more, as the RZ65, for 1965, its final year. For all its promise, Suzuki's amazing 250cc four achieved little over the course of its short life; dogged by unreliability and with a tendency to seize at high speed without warning, it is best know today by its 'Whispering Death' sobriquet, coined by Australian works rider Jack Ahearn, who was lucky to walk away from one such incident at the Isle of Man TT.

Phil advises us that this RZ63 replica has been created using a genuine Suzuki factory TR front end, a TR500 frame, and a dry clutch version of the Suzuki RG400 roadster engine which, like its racing progenitor, is a water-cooled square four. Invoices on file indicate that it was built between circa 2010 and 2012, and the accompanying folder also contains a quantity of photographs and photocopied literature.

Hardly any of Suzuki's works bikes from the 1960s survive - it was company policy to destroy them at the season's end - and thus replicas such as this are the only means of experiencing these fabulously ambitious multi-cylinder machines from Grand Prix racing's 'Golden Era'.
£9,000 - 12,000
€11,000 - 14,000

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

443

Ridden by Tommy Robb and John McGuinness

HONDA 250CC RC163 GRAND PRIX REPLICA

- *Built by John Locksley*
- *Modified by Phil Morris*
- *Honda CBR250RR engine*

Registration no. not registered
Frame no. JML-PMR 002
Engine no. MC14E-1062676

Introduced for the 1962 season, the four-cylinder 250cc RC163 was little changed from the preceding year's World Championship-winning RC162. It too would enjoy the ultimate success, Jim Redman taking the '250' World Championship that year together with the '350' crown, while Luigi Taveri bagged the '125' title to make it three out of four championships contested for Honda. Only in the 50cc category, won by Suzuki, did they fail.

The year 1962 also marked the recruitment of Tommy Robb into the Honda Grand Prix Team, and the diminutive Ulsterman duly rewarded their faith in him by winning the 250cc class at the Ulster GP, beating champion-elect Jim Redman. In fact, Tommy finished inside the top six in all four World Championship classes contested by Honda that year, a better performance than any of their other riders.

Genuine examples of Honda's fabulous Grand Prix-winning multi-cylinder racers of the 1960s have always been out of the financial reach of all but the most wealthy collectors and museums. Generally considered far too precious to parade, let alone race, they are seldom seen in action.

The result of this situation has been the growth in recent years of a 'cottage industry' of replica-builders, many of whom use the four-cylinder engine of the modern CB250R sports roadster, a Japan-only model never officially imported into the UK. When first introduced in 1986 as the Type MC14, this little jewel had around 45bhp on tap at 14,500rpm. The series progressed via the CBR250R (MC17 and MC19) to the CBR250RR (MC22) and was last made in 1999, though the engine type (MC14E) remained the same throughout. Water-cooling aside, it is the closest in spirit to Honda's Grand Prix power units of the 1960s.

This CBR250RR-powered RC163 replica was built by John Locksley and bought directly from him by Phil Morris. Phil has since rebuilt the engine and modified the bike, swapping over the gearchange/rear brake to the 'British' arrangement and fitting new 'period' exhaust pipes. Ridden by former Honda works rider and Grand Prix winner Tommy Robb in numerous major events, this was one of two similar machines available to him. It was on this machine that Tommy had the accident that prompted him to retire from the track. The RC163 has also been ridden by TT star John McGuinness at the 'Festival of 1,000 Bikes'. Offered with history file.
£7,000 - 10,000
€8,200 - 12,000

444

Ridden by Tommy Robb

HONDA 250CC RC163 GRAND PRIX REPLICA

- *Built by Phil Morris*
- *Based directly on Mike Hailwood's RC163*
- *Honda CBR250RR engine*

Registration no. not registered
Frame no. JML-PMR 006
Engine no. MC14E-1072447

The Honda RC163 won the 250cc World Championship with Jim Redman riding in its debut year of 1962, which also marked the recruitment of Tommy Robb into the Honda Grand Prix Team. The diminutive Ulsterman duly rewarded their faith in him by winning the 250cc class at the Ulster GP, beating champion-elect Jim Redman in the process. In fact, Tommy finished inside the top six in all four World Championship classes contested by Honda that year, a better performance than any of their other riders.

Genuine examples of Honda's fabulous Grand Prix-winning multi-cylinder racers of the 1960s have always been out of the financial reach of all but the most wealthy collectors and museums. Generally considered far too precious to parade, let alone race, they are seldom seen in action. The result of this situation has been the growth in recent years of a 'cottage industry' of replica-builders, many of whom use the four-cylinder engine of the modern CB250R sports roadster, a Japan-only model never officially imported into the UK. When first introduced in 1986 as the Type MC14, this little jewel had around 45bhp on tap at 14,500rpm. The series progressed via the CBR250R (MC17 and MC19) to the CBR250RR (MC22) and was last made in 1999, though the engine type (MC14E) remained the same throughout. Water-cooling aside, it is the closest in spirit to Honda's Grand Prix power units of the 1960s.

This CBR250RR-powered RC163 replica is one of 25 built by Phil Morris, which were eagerly snapped up by customers worldwide. Frame number '006', it is based on Mike Hailwood's works RC163 (owned by Frank Levy and displayed in the National Motor Museum, Beaulieu) which was borrowed for the purpose. The rolling chassis, cycle parts, tanks, and exhausts are faithful copies of the originals, while the machine also boasts numerous Hailwood-specific details. This is the first example completed and has been kept by Phil as a reference. "There isn't another as close to the real thing," he tells us.

This RC163 replica has been ridden by former Honda works rider and Grand Prix winner Tommy Robb at numerous major events, and is the No. 2 bike of two similar available to him. The machine comes with a massive history file of invoices and other material.

£7,000 - 10,000
€8,200 - 12,000

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445

Ex-Sam Lowes

2014 SPEED UP-HONDA MOTO2 RACING MOTORCYCLE

Registration no. not registered
Engine no. S12-004

- *Speed Up's sole Moto2 entry in 2014*
- *12th in the World Championship*
- *Part of the Phil Morris Collection since 2017*

One step down from MotoGP, Moto2 was introduced in 2010 as a replacement for the 250cc class. Moto2 used a 'control' engine, Honda's 600cc CBR600RR, the tuning and maintenance of the pool of available engines being handled by a specialist contractor. Teams were not allowed to interfere with the sealed engines, but were free to build their own chassis. Tyres were provided by Dunlop while the electronics were limited and supplied only by FIM-sanctioned producers. Carbon brake discs were banned. The result was some extremely close and keenly contested racing, which is just what MotoGP owners Dorna wanted.

By 2014, the Kalex and Suter chassis had effectively asserted themselves, there being 24 of their bikes on the grid that year. The Italian Speed Up team's sole representative was Britain's Sam Lowes, the reigning World Supersport Champion, who had signed a two-year deal. With no team-mate and no other team using the Speed Up chassis, development was often an uphill struggle for Lowes. According to Motocourse: "There would be times when Lowes appeared to be lacking set-up direction from the team, and over-riding as a consequence, but the ever-committed Englishman was soon labelled with f-word: fast."

The season started promisingly with 6th place in the opening round at Qatar, but from then onwards results were increasingly hard to come by. Out of the 18 rounds, Sam failed to finish in ten of them and only bettered his Qatar finish once: at Philip Island in October where he came in 5th. Lowes ended the season 12th in the World Championship with 69 points, which was by no means a fair measure of his talent. Speed Up switched from carbon-fibre to aluminium for its swinging arm in 2015 and Lowes' results improved enormously, leaving him 4th in the World Championship at the season's end.

The ex-Lowes Speed Up offered here dates from 2014 and was purchased by Phil Morris from PCR Performance in 2017 (receipt on file).
£10,000 - 15,000
€12,000 - 18,000

446

The ex-Steve Hislop, Niall Mackenzie, James Whitham, Cadbury's Boost

C.1995 YAMAHA YZF750 SUPERBIKE RACING MOTORCYCLE

Registration no. not registered
Frame no. YM 005007
Engine no. W03

- *Ex-Belgarda Yamaha factory World Superbike team*
- *First raced in the British Superbike Championship in 1996*
- *Part of the Phil Morris Collection since 2016*

The news of Steve Hislop's untimely death in a helicopter accident in August 2003 came as a severe blow to road-racing aficionados everywhere. On his day, 'Hizzy' was as fast as anyone in the world, if not faster, as his 2002 lap of Donington Park on the Ducati 999R testastretta superbike - quicker than Valentino Rossi's best on the works Honda RC211V Moto GP bike - seemed to demonstrate. Steve Hislop loved the more technical road circuits such as Cadwell Park, Oulton Park and Brands Hatch, and was a master of what for many remains the ultimate challenge: the Isle of Man TT course. Hizzy won 11 TTs between 1987 and 1994, endearing himself to British enthusiasts when he rode the Abus-sponsored Norton Rotary to victory in the 1992 Senior Race, and in 1989 became the first man ever to lap at over 120mph. He was British 250cc Champion in 1990 and British Superbike Champion in 1995 and 2002, having narrowly missed the title in 2001 following an injury. That famous 2002 victory was achieved on the Monstermob Ducati, but Steve was not retained for 2003 and returned to Rob McElnea's Virgin-sponsored Yamaha team for which he had last ridden in the 2000 season. Sadly, it did not turn out to be a happy reunion, and at the time of his tragic accident, Steve was looking forward to riding his old 2002 title-winning Ducati for the ETI team.

The Yamaha YZF750 offered here was ridden by Steve Hislop for the Cadbury's Boost team in the 1998 British Superbike Championship. This YZF started life in the World Superbike Championship and for 1995 formed part of the factory-supported Italian Belgarda team's line up. It was among the machines, engines and spares later re-deployed for use in the British Superbike Championship under the Cadbury's Boost banner. An engine data sheet on file shows that 'W03' was used at Donington Park; Monza; Albacete; Salzburg; Brands Hatch; Mugello; and Assen in 1995. Belgarda's riders for 1995 were Yasutomo Nagai and Colin Edwards, but which of them used this engine and when is not recorded.

An email printout on file from former Cadbury's Boost mechanic Mel Allen refers to 'W03' as having been Paolo Casoli's No. 1 engine, so it must date from 1994 when Casoli rode for Yamaha in the WSBK. He continues: "In 1996 we acquired enough factory parts to build three complete bikes and have a spare engine to run in BSB under the Cadbury Boost banner. The main frame YM 005007 heavily braced and quite a stiff chassis... was used in the first part of the season as the spare bike between Niall Mackenzie and James Whitham who I was working for. As the season progressed more parts filtered through from Italy and new No. 1 bikes were built with new modified frames and the originals became No 2 bikes through 1996 and with Chris Walker in 1997.

Steve Hislop joined the team for 1998 and after extensive testing he preferred the tautness of the old chassis with the new generation forks as it suited his 250-style high corner speed, so at most of the British rounds that chassis became his No. 1 bike. The engines were on a maintenance rota so that engine was used in both No. 1 and No. 2 bikes depending on the venue."

Steve's palmarès for the 1998 season included four race wins and a total of 12 podiums in BSBK for 3rd overall in the championship, plus 9th and 10th place finishes in WSBK at Donington Park and 8th and 11th at Brands Hatch. Phil Morris acquired the ex-Hislop Yamaha in 2016 as part of a 'bike swap' agreement with previous owner Nick Crocker. Since then the engine has been out and the machine sympathetically refurbished by McAMS Yamaha mechanic Kevin Stephenson. The belly pan has been repainted but otherwise the machine is as acquired. Offered with a history file.

A selection of spares relating to this lot will be sold as part of our online sale in December. Further details to follow.
£16,000 - 22,000
€19,000 - 26,000

447

Ex-David Jefferies

2001 YAMAHA 998CC R1 V&M SUPERSTOCK RACING MOTORCYCLE

- *Used by David Jeffereis to contest the 2001 British Superstock Championship*
- *Prepared and entered by V&M Racing*
- *Known ownership history*

Registration no. WU51 JVM
Frame no. JYARN041000018087
Engine no. *N503E-023019*

Lack of sponsorship for the teams he was contracted to saw Isle of Man TT star David Jefferies forced to concentrate on the British Superstock Championship in 2000 and 2001. Riding for Tim Ford's 02+ team, and with Page3.com sponsorship, he had won the championship in 2000 and signed to race Ducatis in the British Superbike Championship in 2001, only for the sponsorship to be withdrawn at the last minute. Jefferies was fortunate enough to land a ride with V&M to contest the British Superstock Championship again riding a Yamaha R1, while at the same time continuing his association with the TT and the Irish road races. In a cruel twist of fate, the outbreak of foot and mouth disease on the UK mainland meant that the TT and the Irish races would be cancelled, depriving DJ of his major source of income.

There was more bad news: Suzuki's new GSX-R1000 was faster than the now three-year-old Yamaha R1. Suzuki-mounted Aussie Paul Young won the first five rounds of the championship, and it was not until the sixth round at Thruxton that Jefferies managed to get on the podium. In David Jefferies – the Official Biography by Stuart Barker, Jack Valentine is quoted as telling his rider, by way of motivation: "Right David, we're in the GSX-R cup, but with you on a Yamaha. If you finish second, then that's like a win. Everybody in the game knows you're totally underpowered."

Jefferies first win of the season came in the seventh round at Oulton Park and he took another win at Cadwell Park when Suzuki-mounted John Crockford crashed out. According to MCN: "It was a race that summarised the season so far for the Yorkshire man – he had to ride the wheels off his Yamaha to keep up with the GSX-R1000s and hope that one of their riders made a mistake." At the season's end DJ finished 2nd overall in the British Superstock Championship.

The R1 offered here is David Jefferies' 2001 British Superstock Championship machine. At the end of the 2001 season the Yamaha was sold to Chris Waldron of Swindon and registered to him on 18th October 2001. The R1's next owner was Lee Kitch of Newbury, in whose name it was registered on 29th May 2004. Phil Morris bought the machine from George White Superbike Centres of Swindon on 19th March 2007 (invoice on file). Signed by David Jefferies, the machine is offered with a substantial history file.

£6,000 - 8,000
€7,000 - 9,400

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.

448

Ex-Michael Rutter, Ian Duffus

1999 YAMAHA 998CC 'R71' V&M SUPERBIKE RACING MOTORCYCLE

- *Tuned by V&M Racing*
- *North West 200 winner with Michael Rutter in 2000*
- *Raced by Ian Duffus at the Macau GP in 1999*

Registration no. not registered
Frame no. *JYARN04 1000002252*
Engine no. *N503E-015099*

Renowned British tuning firm V&M Racing (now Valmoto) have been associated with the Yamaha from its earliest days. The firm was founded in 1982 by Jack Valentine and Steve Mellor, and in its early years concentrated on furthering Jack's highly successful drag racing career (ten national and three European championships in seven years). In 1990 the firm changed tack and began supplying tuned engines to factory supported race teams and others. It became a fully-fledged racing team in 1994.

The machine offered here was built by V&M for its roads campaign. Yamaha's radical R1 had established itself as the Superbike top dog on its arrival in 1998, instantly making the opposition look bloated and slow. At the same time, Yamaha abandoned the 750cc road-bike category while simultaneously introducing a limited edition 750cc homologation special for the World Superbike Championship: the R7. The R7 was built with dimensions and geometry similar to those of Yamaha's YZR500 Grand Prix racer and is known as one of the best handling motorcycles ever made. Ever since then, enthusiasts have sought to combine the grunt of the 1,000cc R1 with agility of the R7, some even going as far as to shoehorn the R1 motor into the R7 frame to create the so-called 'R71'.

However, that is far from the only interpretation of the R71 concept, some being R1s wearing R7 bodywork. In the UK, with Yamaha's approval, QB Carbon created the limited edition R71 SPS, which incorporated an R7 rear sub-frame and tail.

Jack Valentine's take on the R71 is similar, featuring an R7 fuel tank and a special rear sub-frame to support the R7-type tail. Other notable features include 'kit' cams, pistons and gearbox; gas-flowed cylinder head; AP Racing front master cylinder; Öhlins forks; and Brembo brake callipers.

This machine was raced with some success in road races by Michael Rutter and Ian Duffus, arguably its finest achievement being Rutter's wins in the Superbike race and the main event at the North West 200 in 2000, beating team-mate David Jefferies into 2nd place on both occasions. It had previously been ridden by Ian Duffus, finishing 3rd in the Superbike class at the North West 200 and 6th at the Macau Grand Prix in 1999. Signed by Jack Valentine and Steve Mellor, the machine comes with a file consisting mainly of photographs.

£8,000 - 14,000
€9,400 - 16,000

449

Ex-Jim Moodie

2002 YAMAHA 599CC R6 V&M SUPERSPORT RACING MOTORCYCLE

- *Tuned by V&M Racing*
- *Used to win the 2002 Isle of Man TT Junior 600 Race*
- *Authenticated by V&M's Jack Valentine*

Registration no. not registered
Frame no. JYAR 7030360000 18552

This Yamaha R6 comes with V&M Racing's Certificate of Authenticity confirming that it was ridden by Jim Moodie to win the 2002 Isle of Man Junior 600 TT. Jim Moodie had first ridden for Jack Valentine and Steve Mellor's V&M back in 2000 when the Scot won that year's British Supersport Championship having been sacked by Honda UK part way through the season. In a strange case of history repeating itself, Jim's ride at the TT had only come about after he parted company with the Dutch Saveko World Supersport team before the season started.

Riding the V&M-tuned Yamaha R6, Moodie was one of the pre-race favourites with seven TT victories already to his credit. Starting at number two, he had overhauled Suzuki-mounted David Jefferies' ten-second advantage after just seven miles to lead on the road, and in the race, a position he held throughout the entire four-lap distance. He was also helped by his main rivals, Jefferies and Honda-mounted John McGuinness, dropping out with engine problems. Despite a slipping clutch, Moodie took the win in 1hr 15min 56.9sec at an average speed of 119.22mph, beating Ian Lougher into 2nd place by a margin of 33 seconds.

Amazingly, Moodie's average speed in the 1000cc Production Race was less than 1mph faster, underlining just how suited the R6 was to the challenging Mountain Course. Interviewed for the Isle of Man TT web site, Jim said: "I really went for it right from the word go, and I was surprised how quickly I caught big Dave. Once I'd got past him I just got my head down and went as hard as I could on the dry parts, and was a bit more cautious on the damp patches.

The V&M R6 Yamaha felt like it was on rails, and I was hoping to go for the lap record on the last lap, but the clutch started slipping real bad after the pit stop, so I just coaxed it home to make sure of the win." But for the slipping clutch, Moodie would almost certainly have broken the class lap record. Phil Morris bought the ex-Moodie R6 from the estate of the late Aled Jenkins, who had allowed Phil to display his collection of Yamaha race bikes in his museum. The TT-winning R6 has been signed by Jim Moodie, and the substantial history files contain signed photographs of the bike in action plus much other interesting material (inspection recommended).

£5,000 - 8,000
€5,800 - 9,400

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.

450

Ex-Jim Moodie

2000 YAMAHA 599CC R6 V&M SUPERSPORT RACING MOTORCYCLE

- *Tuned by V&M Racing*
- *Used to win the 2000 British Supersport Championship*
- *Authenticated by V&M's Jack Valentine*

Registration no. not registered
Frame no. *JYARJ031000001140*
Engine no. (begins) *J502E-030

Yamaha's R6 has been a top-flight contender in the 600cc Supersport category at both national and international level since its introduction in 1999. Renowned British tuning firm V&M Racing (now Valmoto) have been associated with the R6 from its earliest days. The firm was founded in 1982 by Jack Valentine and Steve Mellor, and in its early years concentrated on furthering Jack's highly successful drag racing career (ten national and three European championships in seven years).

In 1990 the firm changed tack and began supplying tuned engines to factory supported race teams and others. It became a fully-fledged racing team in 1994, and that same year supplied the engines for the top four machines in the British Supersport Championship. Competing on both short circuits and public roads for the next three years, V&M switched exclusively to the latter for 1999 before returning to the British Supersport Championship in 2000. At the end of the season V&M's rider Jim Moodie was crowned champion. Moodie had started the season as a works rider for Honda UK, riding a CBR600 in Supersport and a Fireblade in BSB, and had already scored points on the former.

Speaking to MCN in 2016, Jim said this: "Honda wanted me to ride the Fireblade, but I didn't want to because it wasn't competitive, so I had to leave. I'd been a professional rider since 1993 and I was earning good money, so I went from that to racing for free, riding an R6 for Jack Valentine. I led most of the Brands World Supersport race on Jack's bike, which was brilliant because it reminded me why I went racing: I was doing it for no money, but just for my own passion.

At the end of the year I won the 600 title and that was the biggest satisfaction I ever had." At the 2003 Isle of Man TT, Moodie was caught up in the accident that claimed the life of David Jefferies and was seriously injured. Another crash a few months later led him to retire from racing, and he now runs a successful motorhome business. In total, Jim won three British championships and eight IoM TTs between 1993 and 2002. Jack Valentine has (verbally) confirmed to Phil Morris that this R6 is Jim Moodie's 2000 British Supersport Championship-winning machine

£3,000 - 5,000
€3,500 - 5,800

451

Ex-James Ellison, Yonny Hernández, Paul Bird Motorsport

2013 APRILIA ART 1,000CC GRAND PRIX RACING MOTORCYCLE

Registration no. not registered
Frame no. PBM-ART-002
Engine no. Aprilia V4 *01787*

- *Purchased directly from Paul Bird Motorsport*
- *Fitted with an Aprilia RSV4 road bike engine*
- *Original factory-built Aprilia MotoGP engine, ECU, etc included*
- *Original 'Yonny Hernández' bodywork included*

The machine offered here belongs to what can now be seen as a 'passing phase' of MotoGP history: the CRT era. Faced with escalating costs and dwindling participation (at the 2011 Australian GP there were only 14 starters and 10 finishers in the premier class) MotoGP series owners Dorna came up with a lower-cost 'Claiming Rule Teams' (CRT) category to run alongside the factory prototypes. The idea was that CRT teams would run production-based engines in prototype chassis, and that engines would be claimable by factory teams for a set fee of €25,000, though why a factory team would want to acquire a tuned road-bike engine was never explained. In the event, none ever did.

The introduction of CRT for the 2012 season coincided with the switch from 800cc to 1,000cc engines with a maximum permitted bore size of 81mm. Aprilia's offering in the CRT class was powered by the V4 engine of their RSV4 production superbike, which in MotoGP specification produced around 230bhp. Engines would be returned to the Aprilia factory when in need of rebuilding.

British multi-millionaire businessman Paul Bird had been involved with the British and World Superbike Championships in the past, and the (relatively) low-cost CRT formula gave him the opportunity to compete at the highest level of motorcycle sport: MotoGP. Paul Bird Motorsport (PBM) ran an Aprilia ART for James Ellison in 2012, and for 2013 had its own chassis available, designed in collaboration with Barry Ward at GPMS. The team expanded to a two-rider line-up for 2013 with Michael Laverty and (to begin with) Colombian Yonny Hernández, who used the two machines raced by James Ellison in 2012 (for details of the 2012 season see Lot 455).

Riding the Aprilia ART, Hernandez had scored seven points (with a best finish of 13th at Catalunya) by the time he left for Pramac Ducati after the Misano round, while Laverty had three points to his credit by the season's end. Australian Damian Cudlin had been drafted in for the last five races but failed to score any points. Which, if any, of Hernández's results were achieved on this particular machine is not known.

Phil Morris bought this machine directly from Paul Bird Motorsport, at which time it was carrying original bodywork in 'Yonny Hernández' livery. Since coming into Phil's collection it has been fitted with a stock 1,000cc Aprilia RSV4 road bike engine and its associated ECU and electronics by Aprilia UK's Ian Newton, making it much easier to run than with the expensive-to-maintain factory MotoGP engine installed. Its practicality has been further enhanced by fitting 17" wheels (shod with race tyres) and steel brake discs. The original factory engine, ECU, dashboard, wiring loom, and switches is included in the sale together with the original 16.5" wheels and carbon brake discs, enabling the machine to be returned to MotoGP specification should the next owner so desire. It also comes with a set of original 'Yonny Hernández' bodywork and a history file.

Given the factories' current policy of retaining machines run by satellite teams, rather than selling them on, the chances of obtaining a former MotoGP machine are now slim indeed. As such, this PBM-Aprilia ART represents a rare opportunity to acquire a genuine MotoGP motorcycle possessing impeccable provenance.

A selection of spares relating to this lot will be sold as part of our online sale in December. Further details to follow.
£40,000 - 60,000
€47,000 - 70,000

452

Ex-Michael Laverty, Paul Bird Motorsport

2014 PBM-ART 1,000CC GRAND PRIX RACING MOTORCYCLE

- *Factory-built Aprilia RSV4 engine*
- *Purchased directly from Paul Bird Motorsport*
- *Running condition*
- *Display tyres (not for any other use)*

Registration no. not registered
Frame no. CP2-001-0031-02
Engine no. E103-02-00 OPEN

"Aprilia had two teams employing their engine: Paul Bird with his British GPMS-built chassis, and Ioda using their whole bike. It was a big change from 2013. PBM's bikes occasionally got into the points, but it was clear that the power of their superbike-tuned engines was way below that needed to compete against the MotoGP-engined bikes." – Motocourse, 2014.

The machine offered here belongs to what can now be seen as a 'passing phase' of MotoGP history: the CRT era. Faced with escalating costs and dwindling participation (at the 2011 Australian GP there were only 14 starters and 10 finishers in the premier class) MotoGP series owners Dorna came up with a lower-cost 'Claiming Rule Teams' (CRT) category to run alongside the factory prototypes. The idea was that CRT teams would run production-based engines in prototype chassis, and that engines would be claimable by factory teams for a set fee of €25,000, though why a factory team would want to acquire a tuned road-bike engine was never explained. In the event, none ever did.

The introduction of CRT for the 2012 season coincided with the switch from 800cc to 1,000cc engines with a maximum permitted bore size of 81mm. Aprilia's offering in the CRT class was powered by the V4 engine of their RSV4 production superbike, which in MotoGP specification produced around 230bhp. Engines would be returned to the Aprilia factory when in need of rebuilding.

Paul Bird Motorsport had four bikes available for the 2014 season: two each for Broc Parkes and Michael Laverty; the one offered here is one of Laverty's. The PBM bikes were usually the class of the CRT field; Laverty only failed to finish twice and scored points in three rounds of the World Championship, the highlight being 12th place at Sepang. He ended the season with nine points, the same as team-mate Broc Parkes. Which, if any, of Laverty's results were gained riding this particular bike is not known.

Phil Morris bought this machine directly from Paul Bird Motorsport together with a substantial quantity of spares, but it was not until 2016 that he was able to purchase the Magneti Marelli electronics (ECU, dashboard, inertia platform), which had been retained for reasons of commercial confidentiality (data sheets on file).

PBM engineer Phil Borley then re-programmed the ECU with data from the end of the 2014 season. Other notable features include 16.5" wheels; carbon brake discs; thumb brake (rear); FGR fork yokes; Öhlins forks; Brembo brakes; and PBM's own exhaust and carbon-fibre bodywork.

Given the factories' current policy of retaining machines run by satellite teams, rather than selling them on, the chances of obtaining a former MotoGP machine are now slim indeed. As such, this PBM-ART represents a rare opportunity to acquire a genuine MotoGP motorcycle in working condition and possessing impeccable provenance. Said to run perfectly, it is a potential centrepiece for any important private collection.

It should be noted that this machine is fitted with Bridgestone display tyres, which are not for use either with starting rollers or on the road/track.
£40,000 - 60,000
€47,000 - 70,000

453

Ex-Broc Parkes, Paul Bird Motorsport

2014 PBM-ART 1,000CC GRAND PRIX RACING MOTORCYCLE

Registration no. not registered
Frame no. CP2-001-0031-04
Engine no. 9813-06-00 OPEN

- *Factory-built Aprilia RSV4 engine*
- *Parkes' No. 2 bike*
- *Purchased directly from Paul Bird Motorsport*
- *Running condition*
- *Display tyres (not for any other use)*

"Aprilia had two teams employing their engine: Paul Bird with his British GPMS-built chassis, and Ioda using their whole bike. It was a big change from 2013. PBM's bikes occasionally got into the points, but it was clear that the power of their superbike-tuned engines was way below that needed to compete against the MotoGP-engined bikes." – Motocourse, 2014.

The machine offered here belongs to what can now be seen as a 'passing phase' of MotoGP history: the CRT era. Faced with escalating costs and dwindling participation (at the 2011 Australian GP there were only 14 starters and 10 finishers in the premier class) MotoGP series owners Dorna came up with a lower-cost 'Claiming Rule Teams' (CRT) category to run alongside the factory prototypes. The idea was that CRT teams would run production-based engines in prototype chassis, and that engines would be claimable by factory teams for a set fee of €25,000, though why a factory team would want to acquire a tuned road-bike engine was never explained. In the event, none ever did.

The introduction of CRT for the 2012 season coincided with the switch from 800cc to 1,000cc engines with a maximum permitted bore size of 81mm. Aprilia's offering in the CRT class was powered by the V4 engine of their RSV4 production superbike, which in MotoGP specification produced around 230bhp. Engines would be returned to the Aprilia factory when in need of rebuilding.

Paul Bird Motorsport had four bikes available for the 2014 season: two each for Broc Parkes and Michael Laverty; the one offered here is Parkes' No. 2 bike. The PBM bikes were usually the class of the CRT field; Parkes only failed to finish once and scored points in five rounds of the World Championship, the highlight being 11th place at Assen. He ended the season with nine points, the same as team-mate Laverty. Which, if any, of Parkes' results were gained riding the No. 2 bike is not known.

Phil Morris bought this machine directly from Paul Bird Motorsport together with a substantial quantity of spares, but it was not until 2016 that he was able to purchase the Magneti Marelli electronics (ECU, dashboard, inertia platform), which had been retained for reasons of commercial confidentiality (data sheets on file). PBM engineer Phil Borley then re-programmed the ECU with data from the end of the 2014 season. Other notable features include 16.5" wheels; carbon brake discs; thumb brake (rear); FGR fork yokes; Öhlins forks; Brembo brakes; and PBM's own exhaust and carbon-fibre bodywork.

Since coming into Phil Morris's collection, this PBM-ART has been ridden on display laps at Mallory Park, Tonfanau, and Aberdare Park by John McGuinness, Steve Plater, and Peter Hickman. Given the factories' current policy of retaining machines run by satellite teams, rather than selling them on, the chances of obtaining a former MotoGP machine are now slim indeed. As such, this PBM-ART represents a rare opportunity to acquire a genuine MotoGP motorcycle in working condition and possessing impeccable provenance. Said to run perfectly, it is a potential centrepiece for any important private collection.

It should be noted that this machine is fitted with Bridgestone display tyres, which are not for use either with starting rollers or on the road/track.

A selection of spares relating to this lot will be sold as part of our online sale in December. Further details to follow.
£40,000 - 60,000
€47,000 - 70,000

454

Ex-Broc Parkes, Paul Bird Motorsport

2014 PBM-ART 1,000CC GRAND PRIX RACING MOTORCYCLE

Registration no. not registered
Frame no. CP2-001-0031-03
Engine no. to be advised

- *Factory-built Aprilia RSV4 engine*
- *Parkes' No. 1 bike*
- *Purchased directly from Paul Bird Motorsport*
- *Incomplete*
- *Display tyres (not for any other use)*

"Aprilia had two teams employing their engine: Paul Bird with his British GPMS-built chassis, and Ioda using their whole bike. It was a big change from 2013. PBM's bikes occasionally got into the points, but it was clear that the power of their superbike-tuned engines was way below that needed to compete against the MotoGP-engined bikes." – Motocourse, 2014.

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The introduction of CRT for the 2012 season coincided with the switch from 800cc to 1,000cc engines with a maximum permitted bore size of 81mm. Aprilia's offering in the CRT class was powered by the V4 engine of their RSV4 production superbike, which in MotoGP specification produced around 230bhp. Engines would be returned to the Aprilia factory when in need of rebuilding.

Paul Bird Motorsport ran a solitary Aprilia ART for James Ellison in 2011 before expanding to a two-rider line-up for 2012 with Michael Laverty and (to begin with) Yonny Hernandez, both riding bikes featuring the new chassis designed in collaboration with Barry Ward at GPMS. Hernandez had scored seven points by the time he left for Pramac Ducati, while Laverty had three points to his credit by the season's end.

For the 2014 season, PBM had four bikes available: two each for Broc Parkes and Michael Laverty; the one offered here is Parkes' No. 1 bike. The PBM bikes were usually the class of the CRT field; Parkes only failed to finish once and scored points in five rounds of the World Championship, the highlight being 11th place at Assen. He ended the season with nine points, the same as team-mate Laverty.

Phil Morris bought this machine directly from Paul Bird Motorsport, but it was not until 2016 that he was able to purchase the bike's Magneti Marelli electronics (ECU, dashboard, inertia platform), which had been retained for reasons of commercial confidentiality (data sheets on file). PBM engineer Phil Borley then re-programmed the ECU with data from the end of the 2014 season. Other notable features include 16.5" wheels; carbon brake discs; thumb brake (rear); FGR fork yokes; Öhlins forks; Brembo brakes; and PBM's own exhaust and carbon-fibre bodywork.

It should be noted that the following parts are missing: left front brake calliper; rear brake calliper; cush-drive sprocket carrier; fly-by-wire throttle mechanism; and gearbox components. Phil advises us that the machine would run if these missing parts were sourced and fitted.

Given the factories' current policy of retaining machines run by satellite teams, rather than selling them on, the chances of obtaining a former MotoGP racer are now slim indeed. As such, this PBM-ART represents a rare opportunity to acquire a genuine MotoGP motorcycle possessing impeccable provenance.

It should be noted that this machine is fitted with Bridgestone display tyres, which are not for use either with starting rollers or on the road/track.

A selection of spares relating to this lot will be sold as part of our online sale in December. Further details to follow.
£30,000 - 50,000
€35,000 - 58,000

455

Ex-James Ellison, Yonny Hernández, Michael Laverty, Paul Bird Motorsport

2012 APRILIA ART 1,000CC GRAND PRIX RACING MOTORCYCLE

- *Factory-built Aprilia RSV4 engine*
- *Purchased directly from Paul Bird Motorsport*
- *Running condition*
- *Display tyres (not for any other use)*

Registration no. not registered
Frame no. PBM ART 001 G

The machine offered here belongs to what can now be seen as a 'passing phase' of MotoGP history: the CRT era. Faced with escalating costs and dwindling participation (at the 2011 Australian GP there were only 14 starters and 10 finishers in the premier class) MotoGP series owners Dorna came up with a lower-cost 'Claiming Rule Teams' (CRT) category to run alongside the factory prototypes. The idea was that CRT teams would run production-based engines in prototype chassis, and that engines would be claimable by factory teams for a set fee of €25,000, though why a factory team would want to acquire a tuned road-bike engine was never explained. In the event, none ever did.

The introduction of CRT for the 2012 season coincided with the switch from 800cc to 1,000cc engines with a maximum permitted bore size of 81mm. Aprilia's offering in the CRT class was powered by the V4 engine of their RSV4 production superbike, which in MotoGP specification produced around 230bhp. Engines would be returned to the Aprilia factory when in need of rebuilding.

British multi-millionaire businessman Paul Bird had been involved with the British and World Superbike Championships in the past, and the (relatively) low-cost CRT formula gave him the opportunity to compete at the highest level of motorcycle sport: MotoGP. Paul Bird Motorsport (PBM) was one of three teams leasing machines from Aprilia in 2012, the others being Came Ioda and Speed Master. PBM's sole rider for the 2012 season was Cumbrian James Ellison, who came to the team with an impressive palmarès, having twice been European Superstock Champion (2000 and 2001) and Endurance World Champion (2003). He was also no stranger to MotoGP, having raced for the Blata-sponsored WCM team in 2005, scoring seven points while riding an under-powered machine.

His attitude and ability impressed the paddock, earning him a ride with the Tech 3 Yamaha team for 2006. Spells in AMA, British Superbikes and World Supersport followed before Ellison got the call from Paul Bird that returned him to MotoGP in 2012. After a shaky start to the season, which saw him finish out of the points in the first three rounds, Ellison upped his game and became a regular top-15 finisher. Out of the championship's 18 rounds, he failed to finish only four times and scored points on 12 occasions, with a best finish of 9th at both Sepang and Valencia. Ellison ended the season 16th overall (4th in CRT) with 35 points. He was not retained for 2013 and returned to BSB. New signing Yonny Hernández inherited the ex-Ellison bikes when he joined the team for 2013 (see Lot ???) and they were also used by his team-mate, Michael Laverty.

Phil Morris bought this machine - one of two available for Ellison's use during 2012 - directly from Paul Bird Motorsport together with a substantial quantity of spares. The machine also comes with a file of paperwork relating to its purchase, plus technical data, photographs, etc and a copy of the 2012 MotoGP season sponsors' report. In terms of both specification and condition it is 'as last raced' at Valencia in November 2012. Since coming into Phil Morris's collection, this Aprilia ART has been ridden on display laps by John McGuinness, Steve Plater, Ian Hutchinson, and Peter Hickman.

Given the factories' current policy of retaining machines run by satellite teams, rather than selling them on, the chances of obtaining a former MotoGP machine are now slim indeed. As such, this Aprilia ART represents a rare opportunity to acquire a genuine MotoGP motorcycle possessing impeccable provenance. It should be noted that this machine is fitted with Bridgestone display tyres, which are not for use either with starting rollers or on the road/track.

A selection of spares relating to this lot will be sold as part of our online sale in December. Further details to follow.
£30,000 - 50,000
€35,000 - 58,000

456

Ex-Joan Mir, Leopard Racing

2016 KTM 250CC MOTO3 GRAND PRIX RACING MOTORCYCLE

- *Campaigned in the Moto3 World Championship by Leopard Racing*
- *5th overall in 2016*
- *Restored by Phil Morris in 2020*

Registration no. not registered
Frame no. to be advised
Engine no. R193

Usually the class that provides the closest racing at Grand Prix level, Moto3 was introduced in 2012, replacing the 125cc category, and was intended for younger competitors aiming to be the next generation of MotoGP stars. The Moto3 category is for single-cylinder 250cc four-stroke engines with a maximum bore of 81mm, while the minimum combined weight of the motorcycle and rider is 148kg (326lb). The minimum age for the Moto3 class normally is 16. Unlike Moto2, which is restricted to a 'control' engine, Moto3 is a true prototype class, with representation in 2016 from Honda, KTM, and Mahindra/Peugeot. Teams could choose either the manufacturer's chassis or one from a variety of independent frame-makers including Kalex, Suter, and FTR.

The Moto3 KTM offered here was campaigned by Leopard Racing during the 2016 World Championship season and ridden by Joan Mir. Leopard Racing first entered the Moto3 class in 2015 and won the world title that same year with the British rider Danny Kent. Leopard switched from Honda to KTM for 2016 and fielded a team of three riders: Fabio Quartararo, Andrea Locatelli, and Joan Mir. Leopard's three alumni have certainly done well for themselves: Mir is the reigning MotoGP World Champion; Quartararo is leading the 2021 MotoGP World Championship; and Locatelli is currently 4th in the World Superbike standings.

2016 would be a more difficult year for Leopard Racing, Mir's 5th place overall in the World Championship and 'Rookie-of-the-Year' award being the standout achievements. Leopard Racing having switched back to Honda for 2017, Mir dominated the season with ten wins, bringing the team its second World Championship in three years. Mir moved on to Moto2 in 2018 and enjoyed what, by his standards, must have been a somewhat disappointing season, ending up 5th in the championship at the season's end. His signing for the Suzuki factory MotoGP squad surprised some. Confounding the doubters, Mir finished 12th overall in his debut year and in 2020 brought the Japanese manufacturer its first World Championship of the modern MotoGP era.

This KTM Moto3 bike was purchased from Leopard Racing by Mark Keen and sold on to Henry Van der Lagemaat, from whom it was purchased by Phil Morris. The machine had been upgraded with 2019 forks, suspension, airbox and bodywork, but Phil chose to reinstate the 2016 airbox and bodywork when the restored the KTM in 2020, which is when it last ran. The wiring loom is to aircraft standard throughout and, most importantly, the machine retains its correct Moto3 2D dashboard and GPS. The machine comes with a quantity of stickers; a 2016 results printout; and a KTM data sheet. A quantity of related spares, including wheels, tyres, a spare engine and exhausts, will be offered as part of our online auction in December (details to be announced).

£12,000 - 16,000
€14,000 - 19,000

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.

457

Ex-Luca Grünwald

2014 KALEX-KTM 250CC MOTO3 GRAND PRIX RACING MOTORCYCLE

- *Campaigned in the Moto3 World Championship by Kiefer Racing*
- *Raced in BSB support events 2015-2019*
- *Restored by Phil Morris in 2020*

Registration no. not registered
Frame no. 803 803 211 AREV 01-08
Engine no. to be advised

Usually the class that provides the closest racing at Grand Prix level, Moto3 was introduced in 2012, replacing the 125cc category, and was intended for younger competitors aiming to be the next generation of MotoGP stars. The Moto3 category is for single-cylinder 250cc four-stroke engines with a maximum bore of 81mm, while the minimum combined weight of the motorcycle and rider is 148kg (326lb). The minimum age for the Moto3 class normally is 16. Unlike Moto2, which is restricted to a 'control' engine, Moto3 is a true prototype class, with representation in 2014 from Honda, KTM, Mahindra, and Husqvarna, although the latter were re-badged KTMs. Teams could choose either the manufacturer's chassis or one from a variety of independent frame-makers including Kalex, Suter, and FTR.

The KTM-engined Kalex offered here was campaigned during the 2014 season by the German team Kiefer Racing, who started the season with rookies Gabriel Ramos (Venezuela) and Luca Grünwald (Germany). This machine was raced by Grunwald, who finished 14 of the 18 rounds with a best result (twice) of 16th place, just out of the points. While he was temporarily sidelined because of injury, Grünwald's place at the Misano round was taken by Remy Gardner (son of former World Champion Wayne Gardner) who is currently leading the Moto2 World Championship and has a contract in his pocket for MotoGP with Tech3 KTM in 2022. Gardner finished in 27th place, one ahead of Ramos.

At the end of the 2014 season, this Kalex-KTM was sold to Steve Halbrook, who campaigned it in Moto3 events supporting the British Superbike Championship from 2015 to 2019 inclusive. The machine was then sold to Billy Gray Wood and by him to Phil Morris. Phil set about fully restoring the machine during the first 'lockdown' of 2020.

The machine was stripped down to the bare frame and all the carbon fibre bodywork redone. Importantly, the machine retains is Moto3 2D dashboard and GPS, and Phil was able to obtain a Zard exhaust from Kiefer racing, who also sent him a sticker kit to return the bike if its 2014 livery. The machine comes with a packet of leftover stickers; a Kalex Engineering Bulletin; and printouts of the results of the 2014 MoT3 World Championship season. A quantity of related spares, including wheels, will be offered as part of our online auction in December (details to be announced).

£12,000 - 16,000
€14,000 - 19,000

458
Ex-Jason Griffiths
2000 YAMAHA 998CC 'R71' SUPERBIKE RACING MOTORCYCLE
Registration no. not registered
Frame no. *JYARN041000002231*
Engine no. *N503E-002308*

This machine was originally purchased from David Jones Motorcycles by well-known tuner/entrant Ray Cowles for his godson Jason Griffiths to race. One of the most successful road-racing specialists of his day, Jason never managed to win a TT, though four second places and nine thirds are ample testimony to his immense talent. With Shell Oils sponsorship, Jason raced this R1 throughout the 2000 season, achieving a brace of sixth-place finishes at the Isle of Man TT and finishing well up the leaderboard at Scarborough, the North West 200, Southern 100, and Jurby. The Yamaha was later sold to Phil Morris to serve as a second bike in his Morris Holdings racing team for the 2001 season, although almost all of that year's road races would be wiped out by the foot and mouth epidemic. Jason continued to ride the V&M-tuned R71 in 2002, and a comprehensive summary of the season's achievements may be found within the most substantial history files. The latter also contain a Yamaha R1 owner's manual; numerous invoices; technical data sheets; signed photographs; Form V55/1; and a sticker kit should the next owner wish to return the machine to its original Shell Oils livery.
£4,000 - 6,000
€4,700 - 7,000

459
2000 TRIUMPH TT600 RACING MOTORCYCLE
Registration no. not registered
Frame no. SMTTH800SXY104578
Engine no. 104885

It was inevitable, given the design's obvious potential, that Triumph's TT600 would be raced in the Supersport class. One of the first to do so was Manx-resident Welshman Jason Griffiths, a recognised 'roads' specialist whose one-man team was run by ex-racer Tom Dickie and sponsored by General Guarantee Finance Ltd. Jason had already assisted with the TT600's international riding launch back in February 2000, setting up the machines for the attending journalists. Run and developed with factory's blessing, the machine used for Jason's racing effort is that offered here. The highlight of what was effectively a development year was Jason's 116.84mph lap at the Isle of Man TT (from a standing start) in June 2000. In the race an electrical fault brought the Triumph to a halt. Later in the year Jason claimed pole position at the Gold Cup meeting at Oliver's Mount, Scarborough, and in the race finished 2nd. At the same track's 'Cock o' the North' meeting in July, he had bagged a 1st and a 3rd on the Triumph. At the season's end the Triumph was returned to the factory before being sold off with its original engine refreshed. Documents on file show that it was invoiced by Triumph to Bill Smith Motors on 25th June 2001 and then by BSM to Phil Morris on 17th July 2001. Offered with a substantial history file.
£2,000 - 3,000
€2,300 - 3,500

460
2018 APRILIA RS125 SUPERTEEN RACING MOTORCYCLE
Registration no. not registered
Frame no. ZD4PY000X7S003823
Engine no. 8172528

Aprilia's relatively recent rise to prominence as a motorcycle manufacturer has been aided in no small measure by successes gained on the racetrack, particularly in Grands Prix where Max Biaggi's three consecutive 250cc-class World Championships between 1994-1996 confirmed the Italian firm's ability to compete at the highest level. Further down motorcycle sport's pecking order, the Aprilia RS125 Superteen Challenge launched the careers of many future stars including Casey Stoner, Cal Crutchlow, and Bradley Smith, all of whom went on to compete in MotoGP. Phil Morris bought this RS125 for Caiden Wilkinson - number '59' - to ride in Superteen races at Thundersport Series events in 2019. At the end of the season Caiden moved on to the '600' class. Notable features include a close-ratio gearbox and the following 'kit' parts: piston; cylinder barrel and head; and an Arrow exhaust. Phil advises us that the engine has been refreshed and the machine restored. An ideal entry-level purchase for the younger rider.
£2,000 - 4,000
€2,300 - 4,700

461
c.260kms from new
2014 YAMAHA EC-03 ELECTRIC SCOOTER
Registration no. not registered
Frame no. JYASY054000000308
Engine no. YB03E 0001489

The Yamaha EC-03 is an electric scooter introduced in 2011. Intended for short journeys within cities, the EC-03 is powered by a synchronous motor with built-in charger, meaning it can be charged directly from a domestic power socket. Phil tells us it was given to him by Yamaha: "Six years ago, petrol scooters were banned from the GP paddock and I was given this for paddock use by Yamaha. It was sponsored by the Liquid Paint Factory, who took all the plastics off and dipped them. It's fantastic. Everyone who sees it loves it." Phil's favourite, the machine is offered with original paperwork showing that it was supplied in November 2014 by ATV Cheshire Ltd, and also comes with an owner's manual and Form V55/1 facilitating its registration should the next owner so desire. Smooth, quiet, emissions free, and easy to use, this Yamaha EC-03 is the ideal paddock transport for the Eco Warrior.
£1,000 - 1,500
€1,200 - 1,800
No Reserve

462
2000 ARMITAGES DOUBLE-AXLE BOX TRAILER
Serial no. BVT 2427

This double-axle box trailer was purchased in 2000 by Phil for his Phil Morris Racing Team. It measures 3m x 2m; has a shutter-type rear door; and holds three motorcycles. All electrics are fitted and wired for 240 volts and an external hook-up. The trailer is vinyl wrapped, the design being changed every two years and paid for by Michelin. There is also a 3m x 6m marquee, similarly liveried, and carpet tiles to fit the marquee space. The trailer comes complete with a Moto GP stand; caravan mover; mobile ramp; lights and plugs; paddock trolley; storage boxes for spares; and various Phil Morris Racing flags and table cloths. All tyres are in good condition. Gross weight in 2,000kg.
£2,000 - 4,000
€2,300 - 4,700
No Reserve

FURTHER PROPERTIES

463

1951/52 AJS 7R 350CC RACING MOTORCYCLE

Frame no. 1478
Engine no. 52/7R 104

- *Iconic over-the-counter racer*
- *Offered from the private collection of the late R J Gardiner*
- *Got running in June 2021 after 18 years inactivity*

Built from 1948 to 1963, Associated Motor Cycles' AJS 7R - known as the 'Boy Racer' - was one of the most successful over-the-counter racing motorcycles of all time. Almost all of Britain's road-race stars of the 1950s and 1960s rode a 7R at some stage of their careers and the model remains a major force in classic racing today, being highly sought after by competitors and collectors alike. The 7R was conceived as a customer machine for sale to private owners but was also campaigned by the works team.

Although a new design by Phil Walker, the 7R, with its chain-driven overhead-camshaft, was very reminiscent of the AJS 'cammy' singles of pre-war days. Despite the fact that the 7R was not, initially, as powerful as its main rivals - the Velocette KTT and Junior Manx Norton – its robust and simple construction endeared the model to the privateer responsible for his own maintenance. While the duplex loop frame and Teledraulic front fork remained essentially unchanged throughout production, the engine underwent almost continuous revision, latterly under the supervision of Jack Williams. To this end the valve angle was progressively narrowed; the inlet port downdraft angle made steeper; the crankshaft strengthened; and, in 1956, engine dimensions changed from the original long-stroke 74x81mm bore/stroke to the 'squarer' 75.5x78mm, permitting higher revs.

AMC's own gearbox (also used on the Manx Norton) replaced the previous Burman in 1958, while engine development continued almost to the end of production, by which time the 7R was putting out around 41bhp. There was also a works-only three-valve 'triple knocker' - the 7R3A - which Rod Coleman used to win the 1954 Isle of Man Junior TT, while a Matchless-badged 500cc version of the production 7R – the G50 – was introduced towards the end of 1958.

The AJS 7R was passed to the current vendor by his father, the late R J Gardiner, whose collection of ISDT and SSDT competition motorcycles was sold by Bonhams in April 2019. This machine consists of a 1951 frame, 1952 engine, and 1949 gearbox. Its history is not known. Dry stored in R J Gardiner's private museum and not run for 18 years, the AJS was re-commissioned in June 2021 (fresh oil and petrol; float needle unstuck) and fired up easily on the starting rollers. Downsizing enforces its sale. Included in this Lot are copies of marque-related literature; a copy AJS spares list; The Classic Motorcycle (June 1986); and The AJS 7R by Mick Walker.

£14,000 - 16,000
€16,000 - 19,000

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.

464

1953 MATCHLESS 498CC G45 RACING MOTORCYCLE

Registration no. ESL 578
Frame no. G45 129
Engine no. G45 129

- *One of the most beautiful and desirable British racing motorcycles ever made*
- *One of circa 80 made*
- *Last run in 2020*

The prototype of what would become the G45 first appeared at the '51 Manx Grand Prix with Robin Sherry in the saddle, eventually finishing 4th after a promising debut. In fact the machine was not an entirely new design but essentially a hybrid comprised of AJS 7R-based cycle parts into which was installed a tuned Matchless G9 roadster engine. The engine's bottom-end remained more-or-less stock G9 and retained AMC's unique centre-bearing crankshaft, but above the crankcase there was a new aluminium-alloy cylinder barrel and 'head, the latter sporting distinctively finned exhaust rocker boxes. Fuel was supplied by a single Amal TT carburettor and exhausted via short, megaphone-ended pipes.

In 1952 the prototype G45 garnered much valuable publicity and not a little controversy when Derek Farrant - later an AJS works rider on both Porcupine and 7R3 - won the Senior Manx Grand Prix after leading from start to finish. Strictly speaking, a works prototype had no business running in an event for amateurs riding over-the-counter machines, but AMC quickly announced that a production G45 would be available for 1953.

Apart from revised valve gear and the eventual adoption of a forged crankshaft, the G45 changed little over the course of its life and what developments there were did not keep pace with the opposition. At the end of the 1954 season, AMC announced a cutback in its racing programme, which meant the end for the Porcupine and the 7R3, though the G45 and 7R continued to be developed and raced. Production of the G45 ceased in 1957 after around 80 machines had been built, of which approximately half are believed to survive worldwide today. Before then, the works team's best result at international level with the G45 had been Rod Coleman's 2nd place in the 1954 Ulster Grand Prix.

Previously road-registered in Austria, this rare Matchless G45 has been registered in the UK since 1999 (incorrectly) as '750cc' and '1956'. However, the vendor has uncovered the Reynolds Tube Company stamping on the frame indicating that it is in fact of 1953 manufacture. Len Haggis had brought the Matchless back to the UK in 1998/1999 having purchased it in Austria from collector Gerhard Tempel. The G45 had been delivered new from Matchless to an Austrian buyer and was actively campaigned on circuits throughout Europe, where the G45 was a popular mount in period (riders unknown).

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

The original magnesium front hub having cracked, a new front wheel has been built by Conway's using a new Molnar hub, brake, rim and spokes (the original wheel is included in the sale). Last campaigned at Cadwell Park in 2010 and briefly run in 2020, the machine will require re-commissioning to a greater or lesser extent before further use. A rare opportunity to acquire one of the most beautiful and desirable British racing motorcycles ever made.
£22,000 - 28,000
€26,000 - 33,000

465

1955 MV AGUSTA 123.5CC MONOALBERO RACING MOTORCYCLE

Registration no. not registered
Frame no. 150127
Engine no. 150124

- *Delivered new to the UK*
- *In-period Isle of Man TT participation (1961 Lightweight 125 TT)*
- *Four owners from new*
- *Restored in the 1990s*

For 1953, MV offered an over-the-counter '125' racer for privateers, which was developed directly from the works bikes. Italian regulations for the domestic Formula Sport stipulated that machines should have only a single camshaft and four gears, and so the monoalbero (single-camshaft) '125' racer was born. Like its bialbero (twin-cam) progenitor, the SOHC '125' employed a train of gears to drive its upstairs cam. Bore and stroke were 53x56mm and the motor breathed via a 27mm Dell'Orto racing carburettor, eventually producing a maximum of 16bhp at 10,300rpm. The cycle parts were virtually an exact copy of the '52 works bikes', featuring a tubular duplex loop frame, telescopic front fork with central hydraulic damper, and swinging-arm rear suspension. Brakes were full-width aluminium-alloy: 7" diameter at the front, 6" at the rear. Dry weight was 165lb and the top speed over 90mph. Because Italy's long-distance road races, such as the Moto Giro d'Italia and Milan-Taranto required that machines be street legal and possess lights, a flywheel generator formed part of the specification. The MV Agusta monoalbero '125' racer proved an enormous success, remaining in production until 1956 and continuing to offer privateers a competitive ride in the 125cc class for many years thereafter.

First owner Ross Porter of Spalding used this monoalbero up to 1958 when it was acquired by Chris Percival of Dunstable. In December 1959 the MV passed to the third owner, Peter Munday, from whom it was purchased by the current vendor in 2017. While owned by Peter Munday, the MV enjoyed some successes at national and international level, until an engine failure at Silverstone in early 1962 enforced its retirement. The monoalbero was then stored until 'unearthed' in 1990 and restored, the rebuild being completed in 1996. Subsequently the MV was paraded and shown in both the UK and Europe, while 'Classic Parade' laps of the TT course were completed in 2005 and the centenary year of 2007 (its last outing).

Since its acquisition by the vendor, the MV has won a 'Highly Commended' award at the Southern Classic Off-road & Racing Show (in 2018). It has not been started since acquisition and its mechanical condition is not known. A quantity of spare parts is included in the sale (list available).
£19,000 - 24,000
€22,000 - 28,000

466
C.1953 MV AGUSTA 123.5CC BIALBERO RACING MOTORCYCLE
Registration no. not registered
Frame no. 130042
Engine no. 0042

First seen in 1948, MV Agusta's racing 125cc two-strokes were very successful but at World Championship level were outclassed by the four-stroke FB Mondial with its twin-overhead-cam engine. Count Agusta's response was to hire Gilera's chief designer, Piero Remor, together with its chief mechanic, Arturo Magni in 1950. However, the new Remor-designed 125cc four-stroke bialbero (twin-cam) was not an immediate success. It was only following Mondial's withdrawal that MV bagged its first 125cc World Championship, Cecil Sandford taking the riders' title in 1952. MV's '125' had been extensively redesigned for '52, gaining telescopic forks, full-width alloy hubs and a sleeker fuel tank, while maximum power increased to 15bhp. Les Graham's influence saw the '125' equipped with Ernie Earles' leading-link front forks for 1953 and these also found their way onto the 500cc four. Graham won the Isle of Man Ultra-lightweight TT that year, but his tragic death a few days later dealt a severe blow to the team's fortunes. NSU's Werner Haas took the riders' title in the 125cc class but MV did at least have the satisfaction of retaining the manufacturers' crown. This MV bialbero consists of a frame and engine believed unoriginal to one another. The MV was purchased from a German dealer, who had acquired it in Italy, and was last run in 2018. The machine's mechanical condition is not known and thus it is sold strictly as viewed.
£19,000 - 24,000
€22,000 - 28,000

467
2014 MV AGUSTA F3 800 AGO
Registration no. MV14 AGO
Frame no. ZCGF320BBEV004779
Engine no. F31 A E 04910

In 2014, MV Agusta introduced a special, limited-edition version of its F3 800 middleweight sports bike: the Ago, named in honour of the former world champion Giacomo Agostini, 13 of whose 15 world titles had been secured riding the Italian manufacturer's machines. The bikes were finished in the Italian tricolore (red, white and green) and autographed by Agostini. Production was limited to 300 units. Introduced in 2013, the F3 800 is a development of the F3 675, which had first appeared the preceding year. For the F3 800, the three-cylinder engine's stroke was lengthened and maximum power increased to 148bhp, 20 horsepower more than the F3 675, while there was an impressive 30bhp more in the midrange. The 675's superb chassis was left untouched, though braking was enhanced by Brembo monobloc callipers, while the Ago version was equipped with lightweight components made of magnesium and carbon fibre, bringing the weight down to 171kg (376.2lb). Number '14' of the 300 built, this Ago has covered a mere 267 miles from new (purchase invoice on file). The MV was last serviced by Moto Corsa in July 2019 and last ran circa two years ago (there is a service indicator showing). Kept in dry storage and trickle charged, this desirable limited edition MV is described as 'like new' throughout.
£12,000 - 15,000
€12,000 - 17,000

468

Ex-Barry Sheene, Bob Smith

1979 DUNSTALL SUZUKI GS1000 FORMULA 1 RACING MOTORCYCLE

Frame no. GS1000-521087
Engine no. GS1000-130636 Yoshimura engine no. 13

- *The only Japanese four-stroke raced by Barry Sheene*
- *Professionally restored to its current condition in the mid-1990s*
- *Displayed in the Lakeland Museum for many years*

© Classic Bike Magazine/Simon Lee

Following a request from Suzuki GB sales Director, Maurice Knight, the machine offered here was assigned to Barry Sheene for him to ride at the August Bank Holiday meeting at Oulton Park in 1979. UK importer Heron Suzuki was interested in promoting production-based racing and had asked Paul Dunstall to enter Yoshimura-prepared factory GS1000s in TT Formula 1 events in 1979.

Barry Sheene was the Texaco-sponsored Heron Suzuki team's No. 1 rider in Grands Prix and his dislike of racing heavyweight four-strokes was well known, once referring to them as 'muck spreaders'. Before the race Sheene asked works mechanic Martyn Ogbourne to do a safety check and a rider fitting check on the unfamiliar machine. The seat had to be raised by some 2" to get Barry comfortable, a legacy of the leg injuries he had sustained at Daytona.

His dislike of four-strokes notwithstanding, Sheene acquitted himself with distinction in his one-off ride at Oulton Park, finishing a close 2nd to Honda-mounted Ron Haslam with Honda-mounted Mick Grant 3rd. Indeed, the Suzuki star might have won had he not been balked by a back-marker on the final lap. Sheene and Haslam shared the fastest lap at 100.00mph. This Dunstall Suzuki is believed to be the only Japanese four-stroke Barry ever raced.

For its first foray into Formula 1 racing, Suzuki adopted a relatively cautious approach to tuning the GS1000 roadster. Machines would be sent from Japan to Yoshimura in California where the engines received special cams, larger inlet valves, high-compression slipper pistons, self-generating ignition, close-ratio gears and a stronger clutch basket, the crankshaft, con-rods and bottom end being left stock. Retaining the standard 28mm carburettors (a Formula 1 requirement), the Yoshi-tuned GS produced around 114bhp with a wide spread of useable power. This particular engine was engraved 'No.13' by Yoshimura at the time of tuning. Changes to the stock chassis included a shorter Peckett & McNab swinging arm; RG500 fork yokes; Campagnolo alloy wheels; and AP Lockheed disc brakes.

© Classic Bike Magazine/Simon Lee

The Dunstall Suzuki team's regular riders were Steve Machin and Bob Smith, but Sheene's 2nd place at Oulton would be its best result in 1979. Ron Haslam took the championship for Honda that year and for the following season Suzuki responded with a proper factory racer: the XR69. There is a documented chain of ownership since this machine was sold by the Dunstall Suzuki team, one notable owner being George Beale, who restored the bike in the mid-1990s to its current condition. It later spent many years on display in the Lakeland Museum.

The current owners have had the machine on display at Oliver's Mount, and were invited by Classic Team Suzuki to display it in their hall of fame at Donington Park in 2017, the vendor advises this is where it was checked over and verbally authenticated by Martyn Ogbourne. There is also an email on file from Martyn Ogbourne to Tim Davies (Suzuki GB), perusal recommended. The Dunstall Suzuki has also featured in a seven-page article in the July 2019 edition of Classic Bike magazine.

£30,000 - 35,000
€35,000 - 41,000

469

c.2 Push miles from new

1989 SUZUKI RG500 GAMMA

- *Iconic two-stroke Grand Prix replica*
- *Unregistered and unused*
- *Offered with copies of original paperwork*

Registration no. not registered
Frame no. HM31A-106906
Engine no. M301-107841

'The 99 rear-wheel horses it produced on Motad's generous, but consistent dyno is 22bhp up on Yamaha's RD500LC, a massive 45bhp more than Honda's 387cc NS400R and only a couple of horses down on the output of its own GSX-R750 stablemate.' – Bike magazine on the Suzuki RG500 Gamma, January 1986.

Since the birth of the motorcycle industry, manufacturers have capitalised on competition successes by having one or two 'race replica' models in the range. Before WW2, when single-cylinder four-strokes predominated in Grand Prix racing, the creation of a 'TT Rep' was relatively easy; not so in the modern era of complex, multi-cylinder two-strokes, but that did not stop Yamaha and Suzuki having a go. Honda too, if you count the 400cc NS400R triple.

Based on its World Championship-winning RG500 racer, Suzuki's Gamma roadster retained the same square-four engine layout, geared-together crankshafts, and disc-valve induction. A box-section aluminium frame, 'Full Floater' rear suspension, and triple disc brakes completed the picture. More racetrack focussed than Yamaha's rival RD500, the Gamma, with its 130mph-plus top speed, 11.5-second quarter-mile time, and superlative handling and brakes, remains the closest anyone has got to offering a modern Grand Prix 500 for the road. Not surprisingly, the Gamma's similarity to the Grand Prix original meant that many found their way onto the world's racetracks.

Bike concluded its test by declaring: '... the Gamma is notably peakier, lighter and more outrageously aggressive than the RD500, the NS400, the GSX-R750 and all other racetrack refugees.' Not surprisingly, the RG500 was an immense success with the seriously speed-addicted, and today this legendary model is highly sought after by collectors of modern Japanese classics.

The machine offered here was purchased by the current vendor at Bonhams' Autumn Stafford Sale in October 2017 and represents a possibly once-in-a-lifetime opportunity to acquire an unused and unregistered example of this iconic Suzuki model. The machine has not been used/run since acquisition and has been kept dry stored in the garage. Accordingly, it will need to be fully re-commissioned to a greater or lesser extent before use. Accompanying documentation consists of copies of the original Suzuki paperwork showing that the machine was invoiced to GS Motorcycles on 7th February 1989, together with copies of the Owner Registration Card, Warranty Card, Dealer Record, and New Vehicle Licence Application.

£30,000 - 35,000
€35,000 - 41,000

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

470

1959 DUCATI 175CC FORMULA 3 RACING MOTORCYCLE

Frame no. F512
Engine no. *F512*

- *Ultra-rare, hand-built, limited edition model*
- *Raced by Sonny Angel of San Diego, California*
- *Fully restored by recognised specialists*
- *Previously offered from the Jack Silverman Collection*

'As early as 1959, in line with their policy of replacing old with new, Ducati phased out its Gran Sport models in favour of the new Formula 3 series. It was to be built in three engines: the 175 (1959-61), the 125 (1959-61) and the 250 (1961-62). All three were pure-bred, hand-built racing motorcycles, built for Italian Formula 3 competition.' – Mick Walker, 'Ducati- The Racing Story'.

For the production racing classes, Ducati offered its Formula 3 model in 125cc, 175cc and (later) 250cc capacities. Although visibly similar to their road-going equivalents, these were very different motorcycles featuring sand-cast crankcases and special engine internals, while the camshaft bevels and primary drive featured straight-cut gears. The gearbox was a four-speeder. Lower and lighter than the roadster versions, the frames featured a lowered steering head, shorter forks, and a shorter swinging arm. Brakes were upgraded to racing specification. Ducati quoted a maximum power output of 16bhp for the 175.

The Formula 3's first major success came in 1958, shortly after its introduction, when Francesco Villa rode one to victory in the 175 F3 race supporting the Grand Prix des Nations at Monza. In its native Italy the 125 Formula 3 would provide Ducati with regular victories in that class into the mid-1960s. In the USA, works rider Franco Farné travelled the country visiting Ducati dealerships to promote the brand, as well as taking in an extensive programme of racing for which the factory had provided him with a 175 F3 and a 125 Desmo single.

At Daytona in March 1959, shortly after arriving, Farné secured a memorable victory in the 250 class riding the 175cc F3. Franco Villa took over in 1960 and continued the successful promotion of Ducati's OHC singles for importer Berliner Motor Corporation.

Hand built in small numbers, the Formula 3 Ducatis were necessarily expensive; indeed, in the UK the 175 cost more than a 500cc Manx Norton! Understandably, production of these exotic Formula 3 models was limited, perhaps amounting to fewer than 100, making any genuine example extremely rare today.

This genuine Ducati Formula 3 was raced by Sonny Angel of San Diego, California before being enjoyed as part of the private collection belonging to a local discerning enthusiast. It was fully and correctly restored by marque expert Ted Henry of Torrance, California, with Frank Scurria rebuilding the engine before the machine became part of Hollywood photographer, Guy Webster's, collection. It was then acquired by the world famous Jack Silverman Collection until it was purchased by the current vendor at Bonhams' Autumn Stafford Sale in October 2017. The machine has not been used/run since acquisition and has been kept dry stored in the garage. Accordingly, it will need to be fully re-commissioned to a greater or lesser extent before use.

£45,000 - 65,000
€53,000 - 76,000

471

1958 DUCATI 175CC FORMULA 3 PRODUCTION RACING MOTORCYCLE

Registration no. not registered
Frame no. 509
Engine no. F509

- *Ultra-rare and desirable factory production racer*
- *One of circa 45 175cc F3s made*
- *An older restoration*
- *Present ownership since 1990*

For the production racing classes, Ducati offered its Formula 3 model in 125cc, 175cc and (later) 250cc capacities. Although visibly similar to their road-going equivalents, these were very different motorcycles featuring sand-cast crankcases and special engine internals, while the camshaft bevels and primary drive featured straight-cut gears. The gearbox was a four-speeder. Lower and lighter than the roadster versions, the frames featured a lower steering head, shorter forks and a shorter swinging arm. Brakes were upgraded to racing specification. The Formula 3's first major success came in 1958, shortly after its introduction, when Franco Villa rode one to victory in the 175 F3 race supporting the Grand Prix des Nations at Monza. In its native Italy the 125 Formula 3 would provide Ducati with regular victories in the class into the mid-1960s.

Only around 45 175cc Formula 3s were made. The engine numbers started at F501, making this one the ninth produced. These bikes were built by Ducati's race mechanics, not by the production line fitters, and shared the bore and stroke of the road bikes but little else.

This example was originally shipped to Argentina and imported into the UK in 1990 in a container with several other bikes. Already restored, it was bought by the current vendor, who at the time was an ACU National Licence holder and treasurer of the Ducati Owners Club GB.

The current owner took the Ducati to Cadwell Park but noticed after the first practice session that the magnesium front hub's spoke flanges were showing signs of cracking. The hub was rebuilt with alloy flanges by brake specialist Dick Hunt. The bike has been in the current owner's private collection since then. It has won awards at the Bristol Classic Bike Show and was featured in Henry Cole's The Motorbike Show in 2018.

Last run in 1990, the machine is described by the vendor as in very good condition throughout. An incorrect front mudguard is he only notified deviation from factory specification.
£36,000 - 42,000
€42,000 - 49,000

472
1981 YAMAHA TZ250 RACING MOTORCYCLE
Registration no. not registered
Frame no. 5F7-010293
Engine no. to be advised

The mainstay of 250cc class racing at national and international level for many years, the twin-cylinder two-stroke Yamaha well deserved the title of 'privateer's friend'. Following its successful adoption for the 1972 works twins, water cooling first appeared on Yamaha's over-the-counter racers with the introduction of the TZ range in 1973. Power output remained the same as that of the preceding air-cooled TD/TR models, but reliability was much improved. Over the succeeding decade the TZ engine was updated with reed-valve induction, exhaust power valves, separate cylinders and a backwards-rotating crankshaft, but the layout always remained that of a parallel twin. On the chassis side, discs replaced the original drum brakes, a 'lowboy' frame was introduced, and an aluminium swinging arm adopted. From the mid-1980s onwards, a succession of more radical changes would see the TZ fundamentally altered. This very smartly presented TZ250 raced in two events at the Goodwood Members' Meeting in March 2017, where its originality was much admired by TZ devotees. The machine has not been ridden since then. Prior to the GMM, the engine had been completely rebuilt by renowned TZ specialist Nigel Palmer (all bills and photographs of the rebuild are on file).
£5,000 - 7,000
€5,800 - 8,100

473
Property of a deceased's estate, same family ownership for 60 years
1949 VINCENT-HRD 998CC SERIES-B RAPIDE PROJECT
Frame no. R4046
Rear Frame no. R4046
Engine no. F10AB/1/2146
Crankcase mating no's. V38/V38

Ever since the Series A's arrival in 1937, the Vincent v-twin has been synonymous with design innovation, engineering excellence and superlative high performance. Philip Vincent's machines bristled with innovative features, the brake pedal, footrests, seat height and gear-change lever all being adjustable. 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 Vincent's stupendous performance that captivated motorcyclists, whether they could afford one or not. With a top speed approaching 120mph, and bettering it in the Black Shadow's case, the Vincent v-twin was the fastest road vehicle of its day. This matching-numbers Series-B Rapide was despatched to a dealer called Hallens in Cambridge in May 1949. The current vendor's late father purchased the Vincent in c.1961 for £60 as a complete Series-B Rapide project. In the event, the rebuild was never completed and the Vincent remained under cover at the back of the garage for many years. A potentially most rewarding project, 'BEB 263' will require careful re-assembly and checking before further use and thus is sold strictly as viewed. The machine is offered with an old-style continuation logbook (issued 1955); instruction manuals; spare parts list; purchase receipt (1961); and a V5C document. The black-finished engine and Smiths 5" 'Black Shadow' speedometer are particularly noteworthy features.
£15,000 - 20,000
€17,000 - 23,000

474

Property of a deceased's estate

C.1931 VINCENT-HRD 500CC TWO-PORT OHV SPORTS MODEL

Registration no. not registered
Frame no. P418 (see text)
Engine no. KOZ/H 11191

- *One of only 25 Two-Port OHV Sports Models sold in 1931*
- *Present ownership since 1987*
- *Substantial history file*

The Vincent-HRD marque originated in 1928 when Philip C Vincent acquired the name, jigs, tools and patterns of the recently liquidated HRD Company. ('HRD' stood for Howard Raymond Davies, the Isle of Man TT winner who had founded the firm in 1924.) Having read Mechanical Engineering at Kings College, Cambridge, Vincent was highly critical of the characteristics of contemporary motorcycles, their lack of rear suspension in particular, and built his own sprung-frame prototype in 1927. With its pivoting triangulated rear fork and springs mounted beneath the saddle, it set the pattern for all future Vincent motorcycles.

However, the motorcycling public remained unconvinced of the advantages of rear suspension, and that, coupled with the fact that the first Vincent frames used triangulated straight tubes and looked unconventionally 'Cotton-like' in appearance, only served to depress sales still further. In 1930 Vincent sold only 35 machines, rising to 50 in 1931.

Like Davies before him, Vincent relied on proprietary engines until increasing dissatisfaction with suppliers led to the creation of Vincent's own in 1934. Until then he had sourced engines from both JAP and Rudge. By this time the triangulated frames had gone, replaced by more conventional 'diamond' types, albeit still with rear springing.

With 22 sold in 1930 and 25 in 1931, the 500cc Two-Port OHV Sports Model was by far the most popular in the Vincent-HRD range during that period. This example is believed to have been raced in Ireland during the 1930s before coming to the UK in the late 1940s.

The dry-sump JAP engine is coded 'H' for 1931 so would have been manufactured at any time between 1st September 1930 and 31st August 1931. Strangely, frame number 'P418' is not listed in the works order book, the sequence going from 'P417' to 'P419'. Vincent was experiencing cracked frames at this time, and it has been suggested that 'P418' might have been supplied as a replacement, although there is no evidence to support this.

This motorcycle has for many years been associated with the (Irish) registration 'IL 4247', but the frame number does not match that on the V5C and so the machine is offered without a V5C Registration Certificate. The Vincent was acquired by the late owner in 1987 having previously belonged to one Harold Turner of Caversham, Reading. It comes with a most substantial history file containing old registration documents; sundry magazines; photocopy instruction books; a quantity of MoTs (most recent expired 2013); and copious correspondence (close examination recommended).

£50,000 - 60,000
€58,000 - 70,000

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.

475
Property of a deceased's estate, same family ownership since new
1952 VINCENT 499CC COMET PROJECT
Registration no. RPH 520
Frame no. RC/1/10555
Rear Frame no. RC/1/10555
Engine no. F5AB/2A/8655
Crankcase mating no. 71GG

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 until 1954, offering the same degree of refinement as its bigger brother, albeit with reduced performance. Even so, the Comet combined a 90mph potential with excellent fuel economy, and was the ideal touring mount for the discerning rider who placed civility of manners and quality of construction above outright performance. This matching-numbers Comet was despatched to Millars Motors in Mitcham, Surrey in March 1952 and purchased new by the vendor's late father. The Vincent has been stored since it was last used in 1964 and is offered for restoration. Sold strictly as viewed, the machine comes with its original logbook; instruction manual; spare parts list; and a V5C Registration Certificate.
£10,000 - 15,000
€1,200 - 17,000

476
1948 VINCENT 998CC SERIES-B RAPIDE
Registration no. 172 UXR
Frame no. R2628
Engine no. F10AB/1/920
Crankcase mating no's. J29/J29 (over stamped on left-hand crankcase)

Ever since the Series A's arrival in 1937, the Vincent v-twin has been synonymous with design innovation, engineering excellence and superlative high performance. Philip Vincent's machines bristled with innovative features, the brake pedal, footrests, seat height and gear-change lever all being adjustable. 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 Vincent's stupendous performance that captivated motorcyclists, whether they could afford one or not. With a top speed approaching 120mph, and bettering it in the Black Shadow's case, the Vincent v-twin was the fastest road vehicle of its day. The machine offered here consists of the upper frame from a Series-B Rapide that was despatched to Atlantic Motorcycles in the USA on 19th May 1948 and an engine from another Series-B Rapide despatched to a dealer called Esler in the USA on 13th July 1948. '172 UXR' was purchased by the late Ken Senior in April 2006 having had three prior owners (since 1981). Last MoT'd in 2006 and last taxed until February 2007, the machine currently displays a total of 3,362 miles on the odometer and is offered in need of re-commissioning and the customary safety checks. Sold strictly as viewed, it comes with old/current V5C registration documents and an expired MoT.
£26,000 - 32,000
€30,000 - 37,000

477

Property of a deceased's estate

1950 VINCENT 998CC SERIES-C BLACK SHADOW

- *Matching engine and rear frame*
- *Present ownership since 1985*
- *Off the road for the last few years*
- *Requires re-commissioning*

Registration no. LGP 204 (see text)
Frame no. none visible (see text)
Rear frame no. RC5848B
Engine no. F10AB/1B/3948
Crankcase Mating no's. FF42/FF42

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

Engine number 'F10AB/1B/3948' and rear frame 'RC5848B' are those of a Series-C Black Shadow dispatched to Conway's in London in May 1950. The upper frame would have been stamped by the factory when new, so it seems that it has been replaced with a blank one at some time. Accordingly prospective bidders must satisfy themselves as to the validity of the Vehicle Registration Number, and authenticity of the machine's components prior to bidding. Its late owner purchased the Black Shadow in November 1985. The machine would respond well to detailing and will require re-commissioning to a greater or lesser extent before returning to the road. Amal Concentric carburettors – a sensible upgrade – are a particularly noteworthy feature. The history file contains numerous invoices; a V5C document; assorted correspondence; a service manual and handbooks; a quantity of marque-related literature; and an expired MoT (2014).

£38,000 - 45,000
€44,000 - 52,000

478

Property of a deceased's estate

1939 MATCHLESS 982CC MODEL X

- *Charismatic 1930s v-twin*
- *An older restoration*
- *Requires re-commissioning*

Registration no. GJO 996
Frame no. 981
Engine no. 39/X 5573

Unlike the vast majority of Britain's motorcycle manufacturers, which were located in the Birmingham and Coventry areas, Matchless were based in Plumstead, South London. The name 'Matchless' first appeared in the 1890s on cycles manufactured by H H Collier, whose sons Charlie and Harry would later join him in the business. The firm's first - experimental - motorcycle appeared in 1899 and its first production model in 1902.

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

Production of these MAG-engined models resumed after The Great War and continued into the 1920s despite the presence of a more modern Matchless-engined rival in the range.

Designated 'X/2' on its launch in 1925, this 982cc sidevalve v-twin would remain in production until the outbreak of WW2, its engine being supplied to Brough Superior for use in the SS80 from 1935 onwards. While lesser models came and went, the stately Model X remained a fixture of the range, progressively updated, until 1940. The most significant upgrades along the way were introduced for 1937 when the Model X adopted a shorter frame, restyled fuel tank, and front-mounted magneto.

This Model X had already been restored when it was purchased by the lady vendor's late husband. According to DVLA correspondence in the history files, it appears the engine was changed from number '5478' to '5573', the latter still falling within the range for 1939. Kept in dry storage, the Matchless was never used by its late owner, though the engine has been occasionally turned over by the lady vendor's son. Following a period of inactivity, re-commissioning to a greater or lesser extent will be required before returning the machine to the road and thus is sold strictly as viewed. Accompanying paperwork consists of V5C, expired MoT's (most recent 2013), marque-related literature and various DVLA correspondence.

£28,000 - 32,000
€33,000 - 37,000

479
C.1927 ZENITH-JAP 678CC MODEL 6-80
Registration no. not registered (see text)
Frame no. 9960
Engine no. GT/I 81205

Zenith motorcycles were manufactured from 1904 until 1950 in a variety of factories in and around London. From the early days proprietary engines were used, such as Fafnir, Precision, JAP, Bradshaw and Villiers. Zenith failed to weather the financial storms of the early 1930s, and after a succession of closures and changes of ownership re-emerged after WW2 with a solitary model: a 750cc JAP-powered sidevalve v-twin, which lasted only a few more years. Dating from Zenith's Vintage-era heyday, this sidevalve-engined Zenith-JAP ('the six which pulls like an eighty') consists of a frame dating from the end of 1926 and an engine from late 1927. The Zenith was purchased by the vendor's father in 1937, at which time it was attached to a tradesman's sidecar. Many years later the vendor inherited the Zenith from his father. The tatty tradesman's sidecar was removed and restoration work commenced. The fuel tank was restored; the handlebars, control cables, and wheels sorted out; the mudguards repaired; and the frame repainted in black. The primary chain case was missing, so the vendor had a new one cast using an original as a pattern. Sadly, the vendor has not had time to complete the restoration and thus the Zenith is offered dismantled and sold strictly as viewed. An old tax disc shows that the machine was once registered as 'KH 4496'.
£5,000 - 7,000
€5,800 - 8,100

480
1929 JAMES 3½HP SPORT
Registration no. MW 5284
Frame no. DP2152
Engine no. 5T2394

Like so many famous and not so famous motorcycle firms, that founded by Harry James in 1880 started out as a bicycle manufacturer. Based in Birmingham, the James Cycle Company built its first motorcycle, a Minerva-powered machine, in 1902. The first model to be powered by James's own engine followed in 1908, with two-stroke, sidevalve, overhead-valve, single-cylinder and twin-cylinder models featuring in the range before the end of the 1920s. From the mid-1930s onwards James began concentrating on the lightweight two-strokes for which it is best remembered but before then the top-of-the-range 3½hp (499cc) v-twin was being built in sidevalve and overhead-valve forms, and there was even a speedway version of the latter. This twin-cylinder James was bought by the current owner in 1988 at an auction after being found in a shed in Reading. The bike was complete, and after re-commissioning and rewinding the magneto was found to run quite well. In 1929 the James cost £56 and came with a hand-change three-speed gearbox. Lubrication is total loss via a Pilgrim pump with an additional plunger pump in the fuel tank. Unregistered, the James was ridden only on private roads. In 2017, thanks to the VMCC's assistance, the original registration number was retrieved. The machine was last run on the road just before lockdown, and in the garage a couple of months ago. Offered with a V5C document.
£7,000 - 10,000
€8,100 - 12,000

481
Property of a deceased's estate

1918 EXCELSIOR 61CI MODEL 19

Registration no. SV 9651
Frame no. 14217
Engine no. 95950 (see text)

- *Premier American make*
- *An older restoration*
- *Stylish 'Banbury' transport*

The famous American Excelsior motorcycle was produced by the Excelsior Motor Manufacturing Company of Chicago, Illinois from 1907 until 1931, latterly under the 'Super-X' brand name. The first Excelsior was a belt-driven single cylinder machine, the engine of which formed part of the frame. The engine itself was an inlet-over-exhaust 'F-head', a design then much in vogue. 1911 was a landmark year in Excelsior's history, for the firm was acquired by bicycle maker Ignaz Schwinn and introduced its first v-twin model that year. In 1913 the 61ci (1,000cc) twin was offered with all-chain drive, while two-speed planetary transmission and a leaf-sprung, Indian-style front fork were two innovations introduced for the following season.

Alongside rivals Harley-Davidson and Indian, Excelsior offered a three-speed countershaft transmission for 1915, simultaneously introducing a new frame with curved top tube and s smoothly rounded tank, a first for Excelsior. Deeply valanced mudguards distinguished the v-twin of 1917. 'Military' olive green was adopted as the Excelsior livery that year and would remain the only option until 1920 when blue became the norm.

Offered with a fascinating history file, this nicely restored Excelsior Model 19 twin was purchased by its late owner from Christchurch Motorcycles Ltd, New Zealand on 28th February 1994 for the sum of $20,000NZ (bill of sale on file).

Apparently, the Excelsior had seen service with US Navy in WWI and been left in the port city of Timaru, South Island, NZ where it was discovered in a barn (see email from the relative of a former NZ owner). The late owner bought it while on holiday and had it shipped to the UK where it was registered in 2003. There are three expired MoTs on file issued in 2003, 2004, 2005 respectively, after which the machine appears to have been SORN'd annually. The huge history file also contains old/current V5C documents; plentiful correspondence; a quantity of marque-related literature; assorted photographs; and instruction and parts books. The machine also comes with its old NZ licence plates.

An imposing motorcycle from any angle, the Excelsior is finished in the correct military green livery, while notable features include a Klaxon horn and Corbin speedometer. Re-commissioning to a greater or lesser extent will be required before returning it to the road. (It appears that the engine number has been re-stamped at some time, but there is evidence of the original number still visible.)

£15,000 - 20,000
€17,000 - 23,000

482
Property of a deceased's estate
1907 MINERVA 412CC
Registration no. AC 3738
Frame no. 22052
Engine no. 13135

Although a latecomer to bicycle manufacture, the Belgian Minerva concern was among the first to offer a viable proprietary engine for motorcycles. Nominally of one horsepower, the 211cc unit was designed for attachment ahead of the cycle's front down-tube - a location which became known as the 'Minerva position' - and was of advanced configuration, employing a mechanically operated inlet valve instead of the automatic type favoured by rival manufacturers. As well as building complete powered machines of its own, the company served the much larger proprietary engine market, supplying many Continental manufacturers as well as those in Britain, notably: Ariel, Matchless, Phoenix, Quadrant, Royal Enfield, and Triumph. Larger-capacity engines, including v-twins, were developed, though the inevitable increase in bulk meant that these were mounted conventionally within the frame. Minerva achieved numerous victories in motorcycle racing, yet despite its commercial and competition successes on two wheels, the company's plans for the future lay elsewhere and they abandoned motorcycle manufacture after 1909 to concentrate on cars. Little is known of the history of this Minerva, which is believed to be an older restoration. The engine turns over, but the machine's mechanical condition is not known; re-commissioning will be required before returning it to the road. Accompanying documentation includes a VMCC dating document signed by marque specialist Derek Foxton; a V5C Registration Certificate; and an old-style logbook issued in 1947.
£8,000 - 12,000
€9,300 - 14,000

483
Property of a deceased's estate
1910 TRIUMPH 3½HP
Registration no. SV 4316
Frame no. 152324
Engine no. 8564-4-2

The first Triumph motorcycle of 1902 used a Belgian Minerva engine, but within a few years the Coventry firm - originally a bicycle manufacturer founded by German immigrants Siegfried Bettman and Maurice Schulte - was building its own power units. The first of these - a 298cc single-cylinder sidevalve - arrived in 1904. This first engine was not without its weaknesses, pistons and bores wore out quickly and the curious 'tandem down-tube' frame in which it was installed broke, but these shortcomings were soon sorted and within a couple of years 'Triumph' was a byword for reliability. The famous 3½hp model first appeared in 1907. Originally of 453cc, its sidevalve engine was enlarged to 476cc in 1908 and finally to 499cc in 1910 before being superseded by the 4hp model in 1914. This early Triumph motorcycle was previously owned by one Reginald Connett of Berkshire (from 8th June 1993) and before him by Mr A R Taylor. Formerly registered 'LW 3193', the machine comes with two Pioneer Certificates issued in 1987 and 1995 respectively. The accompanying history file also contains old/current V5C documents; a quantity of MoTs (most recent expired June 2012); photocopy instruction books; assorted correspondence; and a selection of photographs of the Triumph competing in the Pioneer Run and Banbury Run.
£8,000 - 12,000
€9,300 - 14,000

484

1911 PIERCE 592CC SINGLE

Registration no. LF 2227
Frame no. 4447
Engine no. 4284

- *Premier American marque*
- *Brought to the UK during WWI*
- *Known ownership history*
- *Present family ownership since 1996*
- *Pioneer Certificate*

America's first four-cylinder motorcycle, the Pierce was manufactured by the Pierce-Arrow Motor Car Company at its factory in Buffalo, New York and was launched in 1909. It was not just its multi-cylinder engine that made the Pierce unusual; the frame too was novel, being constructed from 3½"-diameter steel tubes that housed fuel and oil, while final drive was by shaft. Early models employed direct drive, but from 1910 onwards a two-speed gearbox was standardised.

At the time of its motorcycle's launch in 1909, Pierce-Arrow was embarking on a policy of building luxury cars only, many of which would come to be regarded as among America's finest. This approach was reflected in the quality - and cost - of the Pierce motorcycle and would ultimately lead to its downfall. Priced at $325 in 1909, it cost $400 when production ceased in 1913, at which time the basic Ford Model T was priced at $525.

Alongside the four, Pierce offered a 592cc single-cylinder model from 1910, the sidevalve motor of which was redesigned with two-cam valve operation for 1912. A top speed of 55mph was claimed for the smaller Pierce, which was said to have the 'efficiency of a twin with the simplicity of single-cylinder construction'. Production ceased at the same time as that of the four.

This single-cylinder Pierce is a 1912 model with magneto ignition, a two-speed gearbox and belt final drive. The machine was brought to the UK by a serving Canadian soldier during WWI, left in an outbuilding and never collected. The Pierce was first registered in July 1922, its first recorded keeper being a Ronald Leslie Carpenter of Petersfield, Hampshire. There are two further keepers listed in the original old-style RF60 logbook, both residing in Petersfield, while there are three listed in the accompanying (copy) continuation logbook (issued 1950) one of whom is also listed in the original logbook. The accompanying Pioneer Certificate was issued to one Edwin Heward of Petersfield in January 1961. The Pierce was ridden on the Pioneer Run in 1961 and was displayed at the National Motor Museum, Beaulieu in September 1963. The current vendor's family has owned the Pierce since 1996.

An older restoration, which still presents very well, the machine has been stored for many years and will require re-commissioning before returning to the road. Pierce motorcycles are very rare and highly sought after nowadays, only infrequently turning up on the open market, making this one a not-to-be-missed opportunity for collectors.
£38,000 - 48,000
€44,000 - 56,000

485

1923 NORTON 633CC BIG 4

Registration no. XM 6742
Frame no. 9843
Engine no. 4345

- *Early 'flat tank' Norton*
- *Present family ownership since 1946*
- *Off the road since 1955*
- *Restoration project*

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 (82 x 120mm) 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 which would characterise the half-litre (actually 490cc) Norton for the next 50 years. Norton's sidevalve engines 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 up-dated 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 the16H, in 1954.

A wonderful example of an original and un-restored Norton Big 4 'flat tanker', 'XM 6742' was purchased by the vendor's late father in 1946 and last used on the road in 1955. It took part in the Land's End Trial on three occasions during the 1950s and comes with some charming black-and-white photographs taken at around that time.

Offered for restoration and sold strictly as viewed, the machine is offered with a V5C document, and an old-style buff logbook issued in 1942. The logbook lists the vendor's father as '1st change' and shows that the Norton was formerly attached to a sidecar. The previous owner is recorded as one George Waverley Smith of Sanderstead (from 19th September 1938). The machine features a non-original electric lighting system (original included in the sale).

£5,000 - 7,000
€5,800 - 8,100

486
1929 SCOTT 596CC TT REPLICA
Registration no. SV 4155
Frame no. 3265M
Engine no. PY2936

A genuine TT Replica, as confirmed by factory records held by the VMCC, this example was built in 1929 and sold new in 1930. Notable features include a Bonniksen speedometer, prop stand, and a later DPY engine with swash-plate oil pump. The first owner was Mr James Ernest Humphries of Aberdeen, reportedly a professor at Aberdeen University. The Scott was bought from the first owner circa 1970 by a Scottish collector, who had it restored in 1971, after which it was test-ridden around 50 miles and then stored. In 1992 his collection was sold and the Scott's original registration ('RG 987') removed by the next owner. Reregistered as 'SV 4155', the Scott was offered for sale again that same year at a Hendon auction and purchased by the current vendor, who became the fourth owner but effectively only the second one to use it. After a couple of years riding around the Surrey lanes, it was decided to visit the Isle of Man. Down the Sulby straight on a display lap arranged by the VMCC, the Bonniksen speedometer registered 85mph and the TT Rep was still accelerating. In regular use until October 2015, the Scott was laid-up for a few months due to the vendor's hospitalisation and then used until Covid enforced another layoff. Offered with an old-style logbook and V5C.
£8,000 - 12,000
€9,300 - 14,000

487
1935 SUNBEAM 598CC MODEL 7 LION PROJECT
Registration no. LG 8747
Frame no. 7B-490.1.1164
Engine no. B12774

The first Sunbeam motorcycle - a 350cc side-valve single - left the Wolverhampton premises of John Marston, hitherto a manufacturer of finest quality enamelled goods, bicycles and - latterly - cars, in 1912. Like Marston's other products, his motorcycles soon established a reputation for sound construction and exemplary finish. Sunbeam's famous 'longstroke' 500cc sidevalve engine first appeared at the 1921 French Grand Prix, scoring a debut win in the hands of Alec Bennett, and in road-going form this remarkable engine remained in production right up until WW2. A version of it powered the new-for-1931 Model 6 Lion. Introduced in the summer of 1930, the revamped Lion replaced the old Model 6 and featured the innovations - for Sunbeam - of a chromium-plated fuel tank and Webb-pattern girder forks. A 598cc Model 7 Lion joined the range the following year and the two sidevalve workhorses continued in production - surviving Sunbeam's 1937 sale to AMC, relocation to Plumstead and the axing of the rest of the traditional models - until the outbreak of WW2. This Sunbeam Lion is offered for restoration and sold strictly as viewed. Various parts are missing, including the clutch basket, which was sent away for repair. The engine turns over freely, and the machine comes with a quantity of spare parts.
£4,000 - 5,000
€4,600 - 5,800

488

1935 ARIEL 601CC MODEL F SQUARE FOUR

Registration no. AOX 135
Frame no. 6806
Engine no. WA294

- *Early overhead-camshaft Square Four*
- *Extensive recent refurbishment*
- *Said to run superbly*

Designed by the legendary Edward Turner, the Ariel Square Four was first shown at Olympia in 1930. Unique at the time of its introduction, the 'Squariel', as it was swiftly dubbed, featured a single block of four cylinders and twin geared-together crankshafts with pistons phased at 180 degrees. The crankcase was split horizontally, unusually for a motorcycle engine of the period, while the vertical valves were operated by a single overhead camshaft.

A supercharged example was raced at the Isle of Man TT in 1931 without success, which was hardly surprising as its makers had envisaged the model as more of a luxury tourer than an out-and-out sports machine. Although launched as a '500', the Squariel was soon enlarged to 601cc with an eye on the important sidecar market, this bigger 4F6 version being made available for the 1932 model year. The '500' was dropped after 1932 but the '600' continued until the end of 1936, its place being taken by the totally redesigned Model 4G, with 995cc overhead-valve engine. The '600' 4F reappeared for 1939, redesigned along the lines of its larger sibling.

This Model F Square Four benefits from over £4,000 spent on spare parts, outside labour, engine oil and a new battery over the last eight-or-so months (most invoices are available).

Works carried out include: engine oil drained and flushed through three times to eliminate built-up sludge; oil seal fitted to the Burman BA gearbox; front and rear drive chains adjusted to correct tension; and the electrics (6-volt) checked and rectified as necessary. The fuel tank was removed and flushed out with sealer/anti-corrosion liquid, then sent to specialists to be stripped down and re-chromed. The top and side panels were then painted in black and lined in gold. A complete set of Amours heavyweight exhausts has been fitted, including the crossover balance pipe and silencers, and new finned clamps to the cylinder head. The vendor reports that the engine runs superbly.

£16,000 - 18,000
€19,000 - 21,000

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.

489

491

490

492

489
C.1935/C.1930 VELOCETTE 480CC MOV/KTT SPECIAL RACING MOTORCYCLE
Registration no. not registered Frame no. CMD 6733 Engine no. KTT
This special, which comprised a c.1935 MOV frame and an incomplete KTT engine, together with a Mark 2 gearbox, was acquired by the vendor approximately five years ago in dismantled condition. He had the inspiration of building a larger capacity version of the popular and successful KTT racer to use in hillclimbs and sprints. After finding some of the missing components, the machine was assembled with new replica crankcases, hubs and brakeplates. The engine is a larger bore and stroke than a standard KTT, giving a capacity of approximately 480cc. Completed some three years ago, it has not yet been started, and will therefore need some commissioning work (the magneto, in particular, no longer sparks), and safety checks prior to any future use. Prospective buyers should satisfy themselves as to the suitability and compatibility of its component parts. There is no documentation with this lot.
£3,000 - 5,000
€3,500 - 5,800

490
1932 VELOCETTE 249CC GTP PROJECT
Registration no. CV 7166 Frame no. 3544 Engine no. 3624
The first machine to bear the name 'Velocette' was a two-stroke, differentiating it from the larger, four-stroke Veloce, and the type was an almost permanent fixture of the Hall Green range until WW2. The ultimate expression of Velocette's two-stroke line - the GTP - appeared in 1930. Unlike many of its contemporaries, it was not a 'built-to-a-price' utility model but a sporting lightweight of advanced design incorporating coil ignition and pumped lubrication controlled by the throttle. Early models had the three-speed hand-change gearbox, later ones the four-speed foot-change type, and all employed the characteristic slim-line Velocette clutch. This GTP was acquired by the vendor's late father many years ago. Unused since acquisition, the machine is offered in need of complete restoration and is sold strictly as viewed. It comes with an old-style logbook (issued 1948); a V5C document; and a box of related spares.
£1,000 - 1,200
€1,200 - 1,400
No Reserve

491
1927 RALEIGH 248CC MODEL 15
Registration no. SV 6495 Frame no. J9283 Engine no. M9146
A typical lightweight Raleigh of the Vintage era, the Model 15 was manufactured between 1925 and 1929 and was powered by a 248cc single-cylinder sidevalve engine driving via a three-speed Sturmey-Archer gearbox with chain final drive. This Raleigh Model 15 was purchased at a UK auction in October 2005, since when it has been kept on display in the vendor's office and not used. At that time (2005) the machine was said to have been purchased derelict in 1999 and the engine rebuilt. The Raleigh then completed the Banbury Run twice and had not been used for two years when sold in 2005. Re-commissioning will be required before returning the machine to the road. Offered with a V5C document.
£3,200 - 4,200
€3,700 - 4,900

492
1930 NEW HUDSON 346CC OHV
Registration no. not registered Frame no. L17125 Engine no. LS5326
The Birmingham firm of New Hudson started out as a bicycle manufacturer. Their first powered machine of 1903 used a clip-on Minerva engine, and this was followed by the first proper motorcycle in 1910. For 1931 New Hudson announced a new range, but the onset of economic depression did little to encourage sales and in 1933 the company ceased to build motorcycles. This handsome overhead-valve twin-port New Hudson was purchased at a UK auction in 2014 and since then has been kept on display inside the owner's house. At time of purchase the machine was said to have been fully restored approximately five years previously by a retired engineer. However, the motorcycle's mechanical condition is not known and thus it is sold strictly as viewed. There are no documents with this Lot, which will require re-commissioning before returning to the road.
£8,000 - 10,000
€9,300 - 11,500

493

1972 MOTO GUZZI V7 SPORT

Registration no. AWW 366K
Frame no. VK12224
Engine no. VK31221

- *Very early V7 Sport*
- *Outstandingly original*
- *Full professional overhaul of engine and transmission in 2012*

The wonderful machine offered here is a very early Moto Guzzi V7 Sport, probably a handful of numbers away from the so-called 'Red Frame' bikes, and is what is unofficially known as a 'Series 1', so all the timing gears are steel pinions (not chains as later) and all the nuts and bolts of superior quality.

The vendor bought this V7 Sport from Yesterdays in the Netherlands in 2010, considering it the perfect bike to own and ride while he was working in Switzerland and Germany. The Guzzi was kept at a friend's place in Germany where the friend had an extensive collection. The Guzzi was used frequently up to 2012, covering some 10,000 kilometres in the preceding two years. It was (and still is) supremely original and well preserved, but the vendor wanted to ensure that the mechanicals were up to the requirements of long-distance touring. His friend suggested the V7 to the renowned German classic MV/Ducati/Guzzi specialist Michael Nitzsche of Dorsten, near Essen: "They did a fantastic job preserving originality while rebuilding everything mechanical but I didn't get much change out of 20,000 euros."

Life then took a different turns and the vendor has only managed to cover around 400 kilometres since the rebuild. In his own words: "Engine runs like a Swiss clock, doesn't leak a drop of oil, driveshaft is quiet like a modern BMW, the paint is original, everything is original with exception of decals (which are correct for a very early example), all the bits that early V7 guys are looking for are there: original seat with under-seat light; functioning steering column lock and start; original covers on selected nuts and bolts; unmodified air box; improved gearbox stamped '3'; original Borrani wheel rims, etc." Bills totalling some £24,000 are on file and the Guzzi also comes with a UK V5C Registration Certificate.

Used regularly, right up to the time of sale, this rare and desirable V7 Sport is a proper collectors' quality motorcycle, worthy of the closest inspection.
£15,000 - 17,000
€17,000 - 20,000

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.

494
1979 DUCATI 900 SS
Registration no. DUT 136T
Frame no. 088626
Engine no. 088838

This beautifully presented Ducati 900 SS was purchased new from Apple Motorcycles of Hinckley in May 1979 by the current vendor, and has covered only 7,189 miles from new (sales invoice on file). The Ducati was ridden for the next half a dozen years before being placed in storage in 1986. Re-commissioning and restoration works commenced in 2013 when the tank and other parts were repainted by The Paint Studio of Nottingham, while at the same time the frame was repainted and fitted with new swinging-arm bearings. In 2016 the engine was stripped, the cases cleaned, and the engine rebuilt by Trev Milner (Milmoto) of Nottinghamshire. The electrics were checked in 2019, receiving some new cables and a new modern (spade-type) fuse box, and the machine reassembled in 2020. The engine was last started (in the garage) in 2021. In addition to the new fuse box, notified modifications consist of Keihan stainless steel Conti-style silencers; stainless steel bevel drive tubes; and the removal of the indicators. Accompanying documentation consists of two expired MoTs from the 1980s; an old-style V5 Registration Certificate; and the aforementioned sales invoice.
£15,000 - 20,000
€17,000 - 23,000

495 *N
1974 LAVERDA 981CC 3C
Registration no. not UK registered
Frame no. LAV.1000\1*1692*
Engine no. 1000*1692*

ntroduced 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. This Laverda 3C was last run in 2016 and will require re-commissioning to a greater or lesser extent before returning to the road and thus is sold strictly as viewed. 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.
£6,000 - 8,000
€7,000 - 9,300

* Import VAT Low Rate: Import tax at the reduced rate of 5% of the Hammer Price and Buyers Premium will apply should the lot remain in the UK.

496

1969 DUCATI 450 MKIII DESMO

Registration no. EPV 129H
Frame no. DM450S*460038*
Engine no. DM450 450292

- *Ultra-rare 450 with twin filler tank*
- *Believed mainly original and unrestored*
- *Featured in 'Ducati Scrambler, Desmo & Mark 3' book*

In the late 1940s Ducati began to produce the Cucciolo engine designed by Aldo Farinelli and manufactured for SIATA. The Cucciolo was a clip-on engine used on bicycles and catered to the desperate desire for transport in the post-war aftermath. Eventually Ducati capitalised on their production of the little motor, and manufactured a complete motorcycle powered by a Cucciolo engine. This first machine appeared in 1950, and thereafter they followed a similar path to other Italian motorcycle manufacturers, producing small capacity, economical and inexpensive machines for a transport-hungry public.

In 1954 they hired designer Fabio Taglioni, and it is no coincidence that from that point Ducati creations were more sporting-oriented. Unsurprisingly, Ducati's involvement with racing began soon after Taglioni's arrival, and started with a 98cc overhead camshaft engine. Later, for racing, came the double overhead cam engine with desmodromic valve operation, which was to become a feature of many future Ducatis. Triumphant in its first Grand Prix outing, the 'desmo' was here to stay. The road singles of the 1950s and 60s continued in 100, 125, 175 and 200 capacities, whilst smaller machines were given over to two stroke engines. Capacities of the four stroke singles grew to 250, 350 and eventually 450 throughout the sixties, with road, sports and street scrambler versions and desmodromic valve operation eventually appearing on the road bikes from 1968 onward.

The vendor acquired EPV 129H in 2013 from Made in Italy Motorcycles, who had imported it from Italy. The machine had featured in Massimo Clarke's book 'Ducati Scrambler, Desmo and Mark 3' (copy of the book included) as an original example of the model (examination of the photographs reveals the same small 'nick' in the offside of the seat cover). This particular model, with the twin-filler petrol tank, and vintage styling, is so rare that many mar que histories fail to mention it.

The owner was impressed by the bike's originality, believing much of the paintwork to be original, and has not recovered the seat, thinking the cover to be the original, in spite of the fact that the foam interior has degraded, he intended, at some point, to have it sympathetically renovated with its existing cover. He has not used it on the road, but it has been started at regular intervals until recently and kept in dry storage. Only modest re-commissioning and basic safety checks should be required prior to use on the road with a new owner. Documentation comprises the current V5C, an expired MoT certificate, a valuation certificate, and a photocopy maintenance manual, together with the aforementioned Massimo Clarke book.

£8,000 - 12,000
€9,300 - 14,000

497
Property of a deceased's estate, same family ownership for 44 years
1974 DUCATI 250CC MARK III PROJECT
Registration no. GAM 44N
Frame no. 104528
Engine no. 239M3 113107

Designed by the legendary Fabio Taglioni, Ducati's first overhead-camshaft single appeared in 1955. Desmodromic valve operation was a feature of the racing versions and would later be applied to the sportier roadsters. The first major revision to the original design occurred in 1967 when the 'wide case' engine was introduced, which featured an aft engine mount wider than before and numerous other improvements, the most significant being a stronger big-end assembly. Mid-way through 1968, the Mark III was introduced in both valve-spring and Desmo versions, differences between the two being confined almost entirely to the cylinder head. Noteworthy 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 purchased in 1977 by the vendor's late father for his son and is now offered for restoration. Currently uninstalled, the engine is believed to have been rebuilt some years ago. However, the Ducati's mechanical condition and its completeness or otherwise is not known and thus it is sold strictly as viewed. The machine comes with the 1977 purchase receipt; a V5C document; and some books and manuals.
£2,000 - 2,500
€2,300 - 2,900

498
Property of a deceased's estate
C.1949 GILERA 247CC NETTUNO SPORT
Registration no. not registered
Frame no. to be advised
Engine no. to be advised

Gilera first sprang to prominence in the late 1930s when its supercharged four-cylinder racers trounced BMW in Grands Prix and snatched the world speed record from the German marque. Throughout the early 1950s it was the racers that again grabbed the headlines, the Arcore marque taking five manufacturer's titles and six individual championships with riders such as Duke, Liberati, and Masetti. Although racing generated valuable publicity, it was sales of road bikes that paid the bills. Best known and most successful large-capacity Gilera roadster of the period was the 500cc Saturno. Less familiar outside Italy was its baby brother the Nettuno (Neptune), a 247cc, overhead-valve, four-stroke single, which, like its larger contemporary, employed the horizontally-sprung, friction-damped, swinging-arm rear suspension first seen on the pre-war blown four. The Turismo produced 11bhp while the more powerful Sport, with alloy cylinder head, had 13 horsepower on tap. Top speeds were 64mph and 78mph respectively. Production of both models ended in 1954. This Nettuno Sport was bought from Atlantic Motorcycles on 10th January 1998 (sales invoice on file) but nothing else is known of its history. The machine is offered with an expired MoT (1999); assorted correspondence; instruction manuals x2 (in Italian); photocopy literature; a copy of Messrs Ainscoe & Perrone's book on Gilera racers; and a photocopy parts manual signed by Geoff Duke, Bill Lomas, Derek Minter and two others (signatures unidentified).
£3,500 - 5,500
€4,100 - 6,400

499
Property of a deceased's estate
1956 MOTO GUZZI 175CC LODOLA
Registration no. LSJ 682
Frame no. LBZ19
Engine no. LBZ17

Carlo Guzzi's final design, the 176cc Lodola (lark) arrived in 1956. The 175cc class had long been established as one of the most important in Italy, and the Lodola's arrival at last gave Moto Guzzi a foothold in the category. Powered by a single-overhead-camshaft engine inclined in a duplex loop frame, the Lodola combined adequate performance with excellent fuel economy and sound handling. A Sport version followed and then in 1959 the model was enlarged to 235cc, becoming the Lodola Gran Turismo. This smartly turned out Moto Guzzi Lodola was purchased by the vendor's late father in 2000 having been imported from Italy by the previous owner. The latter had commenced restoration before selling the machine to the vendor's father, who continued the rebuild. Presented in apparently good order, the Guzzi has not been used for some time (the attached tax disc expired on 31st January 2015) and will require sympathetic re-commissioning before returning to the road. The machine is offered with an IMOC dating letter; a quantity of expired MoTs and tax discs; instruction manuals; and old/current V5C Registration Certificates.
£2,000 - 3,000
€2,300 - 3,500

500
1952 MOTO GUZZI 499CC FALCONE
Registration no. not registered
Frame no. *31161*
Engine no. F97991

Carlo Guzzi's first prototype motorcycle of 1919 was unconventional in so far as its single-cylinder engine was installed horizontally, and by the end of the 1930s the 'flat single' had established itself as a Guzzi hallmark. Guzzi recommenced production post-WW2 with a range of updated pre-war designs, the 500cc touring GTV and sportier GTW soon gaining telescopic front forks and hydraulic rear suspension before being replaced for 1949 by the Astore, which would remain in production until 1953. By then the ultimate expression of Guzzi's classic, Vintage-style single had arrived: the legendary Falcone. Introduced in 1950, the Falcone took over the GTW's mantle of Guzzi's top sports bike, its tuneable engine being closely related to that of the Dondolino racer. Offered in Sport, Turismo and military/police specifications, the Falcone outlived all its fellows, the Turismo civilian version remaining in production until 1963 when it was replaced by the all-new Falcone Nuovo. This Falcone had recently been imported when it was purchased at a UK auction in November 2003, described as 'carefully refurbished, since when it has been kept on display in the vendor's office and not used. Re-commissioning will be required before returning the machine to the road, and prospective purchasers must satisfy themselves with regard to it registration status prior to bidding.
£4,800 - 6,800
€5,600 - 7,900

501

503

502

504

501
1977 MV AGUSTA 350CC IPOTESI CAFÉ RACER
Registration no. not registered
Frame no. MV350BF-GT 21602285 Engine no. 21601964
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. Based on a 350cc Ipotesi frame and a non-matching engine, this striking MV special was built for the late owner by his personal mechanic. There are no documents with this Lot.
£400 - 800
€460 - 930
No Reserve

502
1963 MV AGUSTA 50CC LIBERTY
Registration no. not registered
Frame no. MVL*813426* Engine no. MV-L-813725
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. Nothing is known of the history of this Liberty, which is offered for restoration and sold strictly as viewed.
£400 - 600
€460 - 700
No Reserve

503
C.1969 MOTOBI 250CC SPORT SPECIAL
Registration no. not registered
Frame no. S*478730 Engine no. S*3550
The now-defunct Italian manufacturer MotoBi is closely related to Benelli. In 1949 the eldest of the six Benelli brothers, Giuseppe, left to found his own company: Moto 'B' Pesaro, later MotoBi. The latter's first design was a 98cc single-cylinder two-stroke lightweight with horizontal engine, a layout that would characterise its offerings from then onwards. In the early 1950s a new range of all-aluminium engines was introduced whose profile resembled that of an egg or rugby ball, and this style was deliberately retained when MotoBi switched to overhead-valve four-strokes towards the decade's end. MotoBi was reabsorbed by Benelli in 1962 and sometime later the bikes were re-badged as Benellis. Nothing is known of the history of this partly dismantled MotoBi Sport Special, which is believed to be a '250'. There are no documents with this motorcycle, which is offered for restoration and sold strictly as viewed.
£300 - 500
€350 - 580
No Reserve

504
1954 CAPRIOLO 148CC CENTO 50
Registration no. PSL 191 Frame no. 00122 Engine no. 00122
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. Capriolo commenced two-wheeled production with a 50cc ultra-lightweight before swiftly moving on to the 75cc Capriolo 75, which was notable for its use of a pressed-steel frame and an unusual four-stroke engine of the overhead 'face cam' type, which also featured a longitudinal (rather than transverse) crankshaft. At the Milan Show in November 1953, Capriolo launched the Cento 50, as seen here, one of the very few Italian motorcycles to be powered by a BMW-style horizontally opposed engine. A type rarely seen outside its native Italy, this charming Cento 50 (reportedly one of only 500 made) is described as original and in running condition. New exhaust pipes and silencers have been fitted, and the machine is said to be ready to ride. Offered with a V5C document.
£2,500 - 4,000
€2,900 - 4,600

505

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507

508

505
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 (original exhaust included). Offered with a V5C and MoT (expiring 22nd March 2021).
£2,500 - 3,500
€2,900 - 4,100

506
BELIEVED RICKMAN / TRIUMPH 490CC DAYTONA PROJECT
Registration no. not registered
Frame no. R001350 Engine no. T100R H55952
This incomplete machine was purchased as a basic project, the vendor being informed by the seller that he believed the frame to be a Rickman. The owner found that the engine mountings were to suit a unit Triumph motor, and he subsequently purchased a Daytona engine to go into it. Alloy oil and petrol tanks are fitted. He lifted the cylinder head and saw nothing amiss, so went no further into the motor, which needed timing gears and a clutch, both of which he found. The rear wheel is a Rickman type, and the front a Ducati type, with a newly-cast brakeplate. The vendor intended to use the machine for sprints and hillclimbs, but is now retired from competition, rendering it surplus to requirements. Prospective buyers should satisfy themselves as to the suitability and compatibility of its component parts. It will require further work or restoration, and safety checks prior to any use. There is no documentation with this lot, which includes some spares.
£1,800 - 2,200
€2,100 - 2,600
No Reserve

507
Property of a deceased's estate
C.1974 OSSA 244CC MAR TRIALS MOTORCYCLE
Registration no. not registered
Frame no. B 223329 Engine no. M 223329
In a bid to emulate the competition successes of rivals Bultaco and Montesa, Ossa hired English trials star Mick Andrews in 1967. Then only 23 but already a proven winner, Andrews set about developing Ossa's existing trail bike into a competitive trials mount, a process that culminated in the MAR - Mick Andrews Replica - that carried its creator to consecutive European Trials Championships in 1971 and '72. The MAR put Ossa on the trials map with a vengeance and proved so successful that it remained in production until the late 1970s. A potentially competitive mount for classic 'twin-shock' trials events, this matching-numbers Ossa MAR was last run prior to 2016. Its mechanical condition is not known and thus the machine is sold strictly as viewed. There are no documents with this Lot.
£2,000 - 2,500
€2,300 - 2,900
No Reserve

508
Property of a deceased's estate
C.1983 MONTESA-HONDA MH200 TRIALS
Registration no. not registered
Frame no. to be advised Engine no. to be advised
Founded in the mid-1940s in Barcelona, Montesa entered road racing in the early 1950s but its major impact on motorcycle sport would be away from the tarmac, the Scorpion and Capra moto-crossers and Cota trials iron being the equal of any of their contemporaries. Despite their many competition successes, by 1981 Montesa was in a sorry state financially and needed a major injection of capital to survive. With the Spanish government's approval, Honda came to Montesa's rescue, gaining a strategic European manufacturing base in the process, and now own the firm outright. An affordable entry into Twin-Shock trials competitions, this Montesa-Honda was purchased somewhere between 2010 and 2015 and last ran prior to 2016. Its mechanical condition is not known and thus the machine is sold strictly as viewed. There are no documents with this Lot.
£1,000 - 1,400
€1,200 - 1,600
No Reserve

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

509

511

510

512

509
Property of a deceased's estate
C.1975 MONTESA 306CC COTA 348 TRIALS
Registration no. not registered
Frame no. 51 M0201 Engine no. to be advised
Founded in the mid-1940s in Barcelona, Montesa entered road racing in the early 1950s but its major impact on motorcycle sport would be away from the tarmac, the Scorpion and Capra moto-crossers and Cota trials being the equal of any of their contemporaries. Developed by the factory test rider Pedro Pi, Montesa's first trials machine arrived in 1967 and the following year Pi won the Spanish Trials Championship on one, now re-titled 'Cota'. In 1974 the original 250cc Cota was succeeded by the Rathmell-developed Cota 348 (actually 306cc capacity) which featured a six-speed gearbox and weighed in at around 195lb. An affordable entry into Twin-Shock trials competitions, this Cota 348 was purchased somewhere between 2010 and 2015 and last ran prior to 2016. Its mechanical condition is not known and thus the machine is sold strictly as viewed. There are no documents with this Lot.
£1,000 - 1,400
€1,200 - 1,600
No Reserve

510
1949 NORTON 499CC 500T
Registration no. YNC 52A
Frame no. D3T23508 Engine no. E329602 (see text)
The accompanying Norton Owners Club extract from the factory records indicate that this machine was originally been supplied to works rider Ted Breffitt. We are told that the original registration no. was 'LTO 869'. At some point the crankcases have been replaced with a pair which started life in a model 18, but it should be noted that a Wellworthy Al-fin alloy barrel and an alloy head are both fitted. The vendor, who acquired the Norton in 2016, tells us that he has fitted new mudguards, the speedometer has been overhauled, wheels rebuilt with new rims and spokes, and a new rear tyre fitted. He reports that it starts easily and runs well. It is supplied with a V5C which incorrectly records the original engine number, albeit with a typo. Following a period of inactivity re-commissioning will be required before taking to the road. Prospective bidders should satisfy themselves as to the motorcycle's completeness and mechanical condition.
£6,000 - 7,000
€7,000 - 8,100

511
1954 AJS 347CC 16MS
Registration no. TVT 762 (see text)
Frame no. A14135 Engine no. 54/16MS 22747
TVT 762 was purchased by the vendor in 2016 in 'barn find' condition. He advises us that he stripped and rebuilt the machine, reconditioning and restoring parts as required. His work included a rebore and new piston, a variety of new parts, including exhaust system, wheel rims/spokes, handlebars, levers, wiring, and tyres. The gearbox was working, so was left 'as is'. Magneto and dynamo were reconditioned, and the machine was completed in June 2021 when it was started for the first time. Originally intending to complete a charity ride to Lands End and back, he finds that time has unfortunately caught up with him, and the bike is now too heavy for his advancing years, hence its sale. Not used on the road since completion, TVT will require commissioning and safety checks before returning to the road. Documentation comprises the original RF60 logbook from 1954. It should be noted that 'TVT 762' does not appear on the HPI/DVLA database and thus prospective bidders must satisfy themselves as to the validity of the VRN.
£2,000 - 3,000
€2,300 - 3,500

512
C.1930'S J.A.P-POWERED SPEEDWAY MOTORCYCLE
Registration no. not registered
Frame no. F51/3 Engine no. JORY 733014
Powered by a J.A.P. 4-stud twin-port engine, this old speedway machine was purchased by the present owner approximately 3 years ago. It was effectively in 'barn find' condition, and was missing a number of parts, i.e., rear wheel, seat, petrol and oil tanks, clutch, and air intake. The vendor found, or had made, all these parts to complete the bike, with the intention of displaying the machine at local shows, although age and other projects now take precedence. No attempt has been made to start it, and it is more or less 'as found' and sold strictly as seen. Whilst the engine turns over, its mechanical condition is unknown, and prospective buyers should satisfy themselves as to the originality and compatibility of its component parts. It will require re-commissioning or further restoration, and safety checks prior to any use. There is no documentation with this lot.
£1,500 - 2,000
€1,700 - 2,300
No Reserve

513
C.1960 ROTRAX-JAP SPEEDWAY RACING MOTORCYCLE
Registration no. not registered
Frame no. none
Engine no. JOS 739018

Britain's best-known supplier of speedway engines, J A Prestwich (JAP) did not make complete speedway motorcycles, thus leaving the field open to a cottage industry of frame makers, among the foremost of which was Rotrax. Rotrax's forerunner had been founded in Southampton as a bicycle manufacturer by Bill Harvell. In 1945, the business was taken over and began marketing its products under the 'Rotrax' name, diversifying into the manufacture of frames for speedway motorcycles in 1952. Workshop foreman Mike Compton used Reynolds 531 tubing, which was nickel-bronze brazed into lugs to produce a beautiful frame that was light but at the same time extremely strong. The frames were chromium plated by Rotrax's neighbours, Blakes of Gosport. With demand for its engines declining, JAP facied hard times and in 1951 sold the rights to its speedway motor to former rider, Alec Jackson. Jackson continued to build engines and sell spares for many years afterwards, and the business was subsequently taken over by George Greenwood. The vendor advises us that this machine's engine came new from George Greenwood and was serviced by Godden Engineering all its racing life. Raced on grass tracks, not speedway ovals, the Rotrax has had only two 'racing' owners from new and last ran a few years ago. It is presented in restored, show condition and not race trim, having been kept in a heated museum and the engine turned over frequently.
£5,000 - 6,000
€5,800 - 7,000

514
1971 BSA 247CC VICTOR 250 ENDURO
Registration no. WWT 967J
Frame no. PE 02302 B25T
Engine no. PE 02302 B25T

This BSA 250 Victor was manufactured in November 1971 and despatched new to BSA Incorporated, Baltimore, Maryland, USA. An official safety inspection sticker (dated July 1981) found on the fork leg suggests it was bought by someone in Missouri. These late 250cc models, particularly the 'T', are rare as they were manufactured for less than two seasons immediately prior to the collapse of BSA-Triumph. Most 'T' models were exported, and they are seldom seen in the UK. In 2018 the BSA was re-imported into the UK and purchased by the vendor from Yeomans Motorcycles as a retirement project. The machine was in a poor state of repair when purchased (see photograph on file) and the vendor has tried to rebuild it as near as possible to original specification and to a high standard, sourcing services and parts from recognised specialists. All bills relating to the restoration are on file together with a V5C Registration Certificate and BSA Dating Certificate confirming that the machine retains its original engine. The machine also comes with the vendor's detailed account of the restoration works carried out (perusal recommended).
£3,000 - 4,000
€3,500 - 4,600

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.

515

From the estate of the late Roy Houghton

1957 NORTON-ARIEL 998CC SQUARE FOUR SPECIAL

- *Unique special*
- *Won Best in Show at the Louis Vuitton Annual Concours*

Registration no. NSL 971
Frame no. M14 70339
Engine no. NML 1307 (re-stamped)

This superb Noriel special was Roy Houghton's most favourite motorcycle. By extensively utilising Norton tinware and rolling chassis items, as opposed to Ariel components, the machine looks different from the average Featherbed/Square Four combination. Indeed, the most striking thing about the result is that it looks like a factory catalogued model! Getting it to look this convincing was far from easy, and the lengths Roy had to go to in order to achieve perfection are recounted in an article published in The Classic Motor Cycle (March 2001, edition photocopy on file).

The Featherbed frame is from a 1957 Norton Model 50 and the engine is a 4G Mk2 unit dating from the same year. Other notable Norton components include Roadholder forks; both wheels; Commando TLS front brake; and 'pear drop' silencers, the latter a particularly stylish touch. The project took up Roy's time for much of the 1990s, and the completed machine was registered in 2000.

Roy liked to keep a low profile, but some 20 years ago was persuaded to enter his Noriel in the Louis Vuitton annual concours at the Hurlingham Club where it was, unsurprisingly, adjudged 'Best in Show' (see photograph of the LV Award on file). This unique machine is also offered with V5 and V5C documents; Ariel Owner's Guide; Ariel Lubrication Chart; a selection of professional-quality photographs; and the aforementioned photocopied TCM article.

"There are absolutely no short cuts or bodges on this machine," declared TCM. "Roy has kept to his intention that nothing should compromise the lines of his machine, and he has succeeded brilliantly." We can only concur.

£8,000 - 10,000
€9,300 - 12,000

516

517

518

519

516
From the estate of the late Roy Houghton
1953 NORTON 497CC DOMINATOR 88 DE LUXE
Registration no. RTE 388
Frame no. J122 53447 Engine no. 53447 J122 (re-stamped)
This very early Dominator 88 De Luxe was first owned by Edgar Lawrenson of Lancaster. Remarkably, 'RTE 388' comes with a set of charming b&w photographs taken by Mr Lawrenson when he took the Norton on a touring holiday of Spain in 1954. In 1958 the Dominator passed to well-known Norton collector, John Clucas, who would own it until 1997. The machine then passed to one Ed Bickerton, who sold it to Roy Houghton in 1998 (sales receipts on file). Believed an older restoration, the Norton appears highly original and in 2006 was featured as a fine example of the type in The Classic Motor Cycle (November edition, photocopy available). The machine also comes with its original old-style buff logbook; old/current V5/V5C Registration Certificates; some expired tax discs; and the aforementioned receipts.
£3,800 - 4,500
€4,400 - 5,200

517
From the estate of the late Roy Houghton
1959 NORTON 350CC MODEL 50
Registration no. 438 XUU
Frame no. P13 81784 Engine no. P13 81785
Introduced in 1933, the single-cylinder Model 50 was Norton's first production overhead-valve machine in the 350 class; the '50' and its twin-port brother the '55' being junior versions of the 490cc Models 18 and 20 respectively. Norton's sporting 350 single was built in several versions and continuously developed during a production run lasting until 1963, post-war innovations including the adoption of the AMC gearbox in 1956 and a switch to superior alternator electrics and the peerless 'Featherbed' frame for 1959. Supplied new by Alec Bennett Ltd, this Featherbed-framed Model 50 was restored 15 years ago and registered to Roy Houghton in September 2009. The current odometer reading is 912 miles, which is believed to be the distance covered since the restoration. Presented in lovely condition, like all the machines in Roy's collection, the Norton is offered with old/current V5C documents.
£3,500 - 4,500
€4,100 - 5,200

518
From the estate of the late Roy Houghton
1960 ARIEL 247CC ARROW
Registration no. 396 ACR
Frame no. T15989 Engine no. T15989
This outstandingly original Ariel Arrow has been in the Houghton family since it was purchased new by Roy's father from Alec Bennett Ltd of Southampton in August 1960. Roy had served his apprenticeship at Bennett's and was working there as a car mechanic at the time; he is the only person who has ever laid hands on the Arrow in 60-plus years, during which he restored it twice, keeping to strictly original specification. The Arrow passed into Roy's ownership in the 1970s and was off the road for many years before being restored. The 26,738 miles odometer reading is believed to be the distance covered from new. A full account of the Arrow's history was published in The Classic Motor Cycle's May 2001 edition (photocopy available). Accompanying documentation also includes the original and continuation logbooks; an original Ariel Arrow Owner's Guide; and old/current V5C Registration Certificates.
£2,200 - 3,000
€2,600 - 3,500

519
From the estate of the late Roy Houghton
1964 ARIEL 49CC PIXIE
Registration no. KEL 147E
Frame no. P615 Engine no. P615
One of the brilliant Val Page's final designs, the Ariel Pixie would have had an advanced overhead-camshaft engine had Ariel's owners, the BSA Group, not dictated that it should use a downsized version of the 75cc overhead-valve unit intended for the BSA Beagle. Built up from sheet steel pressings, the frame had much in common with that of the Ariel Leader/Arrow - another Page design - while the use of rubber as the suspension medium, although not new, was certainly unusual. This Pixie was purchased as a restoration project but in the event was kept in 'as discovered' original condition. Accompanied by a V5C document, an old-style continuation logbook and a quantity of spares, the machine is offered for restoration and sold strictly as viewed.
£400 - 600
€460 - 700
No Reserve

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520

522

521

523

520
From the estate of the late Roy Houghton
1991 HONDA GB500 TOURIST TROPHY
Registration no. H512 DFR
Frame no. JH2PC1604LK100204 Engine no. PC16E-2100208
A factory 'café racer' introduced in 1986, the GB500TT looked very British, boasting coachlined paintwork; clip-on handlebars; rear-set footrests; chromed headlamp shell; matching speedometer and rev counter; and alloy-rimmed, wire-spoked wheels. It was a model that struck a chord with mature riders who hankered after the past but disliked the associated oil leaks, dodgy electrics, and general unreliability. Representing a rare opportunity to acquire one of these collectible Hondas, the US model offered here is one of the best we have seen. Purchased in 2000, it has been expertly modified by Roy, who has swapped over the gearchange/rear brake to the 'British' positions. The machine comes with its original silver-painted fuel tank and other original components. Accompanying paperwork includes an old US title; two bills of sale; and old/current V5/V5C documents.
£2,800 - 3,500
€3,300 - 4,100

521
Property of a deceased's estate
1941 MATCHLESS/AJS 348CC G3/L (SEE TEXT)
Registration no. LWE 797
Frame no. 54815 Engine no. 41/G3L 73551
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. This motorcycle is something of an AMC hybrid, its engine having the forward-mounted magneto of the AJS while the crankcases are stamped 'G3/L' (Matchless). The machine is presented in 'oily rag' cosmetic condition; the engine turns over freely with good compression, but otherwise the machine's mechanical condition is not known. Sold strictly as viewed, the machine is offered with old/current V5C documents; DVLA correspondence; and a quantity of expired MoTs.
£2,800 - 3,500
€3,300 - 4,100

522
Property of a deceased's estate
1958 AJS 348CC MODEL 16MS
Registration no. UBM 226
Frame no. A59159 Engine no. 54/16MS 22926 (see text)
AMC announced its post-war range of AJS and Matchless heavyweight singles in June 1945. Coded 16M and G3L respectively, the two 350cc models could be distinguished by the different magneto position: forward of the cylinder in the AJS, behind it in the Matchless. This AJS 16MS has been fitted with the engine from an earlier (1954) model. Presented in 'oily rag' cosmetic condition, the machine carries a tax disc expiring in July 1999, which is when it may have been last used. The engine turns over with compression, but otherwise the machine's mechanical condition remains unknown. Sold strictly as viewed, it comes with old/current V5C documents and a quantity of expired MoTs. It should be noted that the V5C and HPI list a different engine number ('E.32505'). The engine currently installed ('22926') was previously in another AJS in this sale, registered 'KNR 616' (Lot 523).
£1,500 - 2,000
€1,700 - 2,300
No Reserve

523
Property of a deceased's estate
1954 AJS 348CC MODEL 16MS
Registration no. KNR 616
Frame no. A15450 Engine no. 57/16MS 32290 (see text)
AMC announced its post-war range of AJS and Matchless heavyweight singles in June 1945. Coded 16M and G3L respectively, the two 350cc models could be distinguished by the different magneto position: forward of the cylinder in the AJS, behind it in the Matchless. This AJS 16MS has been fitted with the engine from an earlier (1954) model. Presented in 'oily rag' cosmetic condition, the machine carries a tax disc expiring in July 1999, which is when it may have been last used. The engine turns over with compression, but otherwise the machine's mechanical condition remains unknown. Sold strictly as viewed, it comes with old/current V5C documents and a quantity of expired MoTs. It should be noted that this 16MS was previously fitted with engine number '54/16MS 22926', which is currently in another 16MS in this sale, registered 'UBM 226' (Lot 522).
£1,500 - 2,000
€1,700 - 2,300
No Reserve

524
Property of a deceased's estate
1927 AJS 349CC MODEL H6 'BIG PORT'
Registration no. RY 660
Frame no. 1876 (see text)
Engine no. H100215

After victory in the 1920 Junior TT, AJS's new overhead-valve 350 racer scored a memorable double the following year, Tom Sheard winning the Junior race and Howard Davies the Senior - the first time such a feat had been achieved on a '350'. The production version made its debut in November 1922, delighting clubmen everywhere with its 'racer on the road' performance. A right-first-time design destined to achieve countless successes in the hands of privateers, the overhead-valve '350' AJS - latterly known as the 'Big Port' - changed only in detail before being superseded by a much-revised M6 model for 1929. Offered here is an example of the H6 'Big Port' sports roadster, which was newly introduced for 1927 together with the H7 racer. The machine is nicely presented and would respond well to detailing; the engine turns over with compression, but apart from that its mechanical condition is not known. Offered for re-commissioning and sold strictly as viewed, this example of one of the Vintage era's most sought-after motorcycles comes with old/current V5C documents and some expired MoTs. It should be noted that the frame number has been re-stamped and does not correspond with the correct AJS factory sequence.
£5,000 - 8,000
€5,800 - 9,300

525
Property of a deceased's estate
1933 OK-SUPREME 248CC 'LIGHTHOUSE' MODEL
Registration no. APH 948
Frame no. 16745
Engine no. A/364

OK - the 'Supreme' came later - was founded by bicycle manufacturer Humphries & Dawes, of Birmingham. The company experimented with powered two-wheelers in the 20th Century's early years before exhibiting a Precision-engined range in 1911. When Charles Dawes and Ernie Humphries split in 1926, the latter continued motorcycle production using the name 'OK-Supreme'. The firm first entered the Isle of Man TT in 1912, but had to wait for its finest hour until 1928 when OK-Supremes filled four of the top six positions in the Lightweight race, Frank Longman scoring the marque's solitary TT victory. The majority of OK's 1930s range was JAP-powered, the exception being the overhead-camshaft models which used the inclined 'lighthouse' face-cam engine at first and a more conventional OHC design from 1935. The so-called 'lighthouse' featured a glass window atop the cam drive to check the oil supply, hence the evocative nickname. Presented in 'oily rag' cosmetic condition, the machine carries a tax disc expiring in April 2012, which is when it may have been last used. The engine turns over with compression, but otherwise the machine's mechanical condition remains unknown. Offered for re-commissioning and sold strictly as viewed, it comes with a current V5C document.
£4,000 - 6,000
€4,600 - 7,000

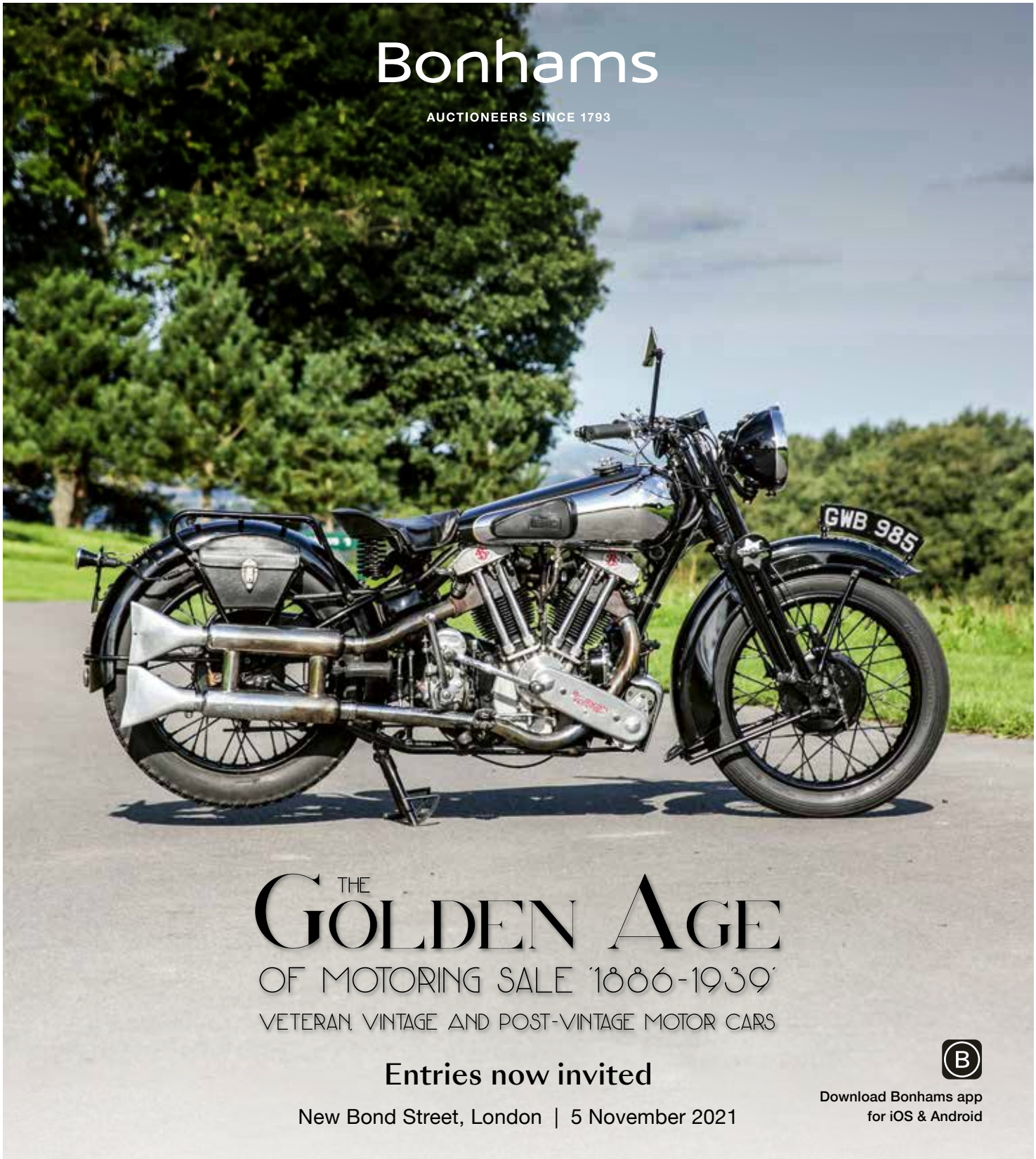
526
Property of a deceased's estate
C.1957 NORTON 490CC MANX RACING MOTORCYCLE
Registration no. not registered
Frame no. none
Engine no. M11 71789

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 as their pre-war counterparts, with single-overhead-camshaft engine, 'square' cylinder head finning, upright gearbox and plunger-suspended 'garden gate' frames. Only the presence of the Roadholder telescopic front fork readily distinguished them from the '39 machines. 1949 brought the first significant change in engine specification, the Manx gaining a double-overhead-camshaft 'head like that enjoyed by the works bikes for many years, but the major development was the arrival of the Featherbed frame for 1951. The works' adoption of the McCandless-designed duplex-loop swinging-arm chassis the previous year had given the Nortons a welcome lease of life in Grand Prix racing, and Geoff Duke duly took both the 350cc and 500cc world titles in 1951. Presented in 'oily rag' cosmetic condition, the interesting Manx 'special' offered here consists of an un-numbered Featherbed frame and a Model 30 (490cc) engine, the latter dating from 1957. The engine does not turn over and the machine's mechanical condition remains unknown. Re-commissioning will be required before further use. There are no documents with this Lot, which is sold strictly as viewed.
£4,500 - 6,500
€5,200 - 7,500

527
Property of a deceased's estate
C.1954 NORTON 350CC MANX RACING MOTORCYCLE
Registration no. not registered
Frame no. none
Engine no. B10M 11926

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 as their pre-war counterparts, with single-overhead-camshaft engine, 'square' cylinder head finning, upright gearbox and plunger-suspended 'garden gate' frames. Only the presence of the Roadholder telescopic front fork readily distinguished them from the '39 machines. 1949 brought the first significant change in engine specification, the Manx gaining a double-overhead-camshaft 'head like that enjoyed by the works bikes for many years, but the major development was the arrival of the Featherbed frame for 1951. The works' adoption of the McCandless-designed duplex-loop swinging-arm chassis the previous year had given the Nortons a welcome lease of life in Grand Prix racing, and Geoff Duke duly took both the 350cc and 500cc world titles in 1951. Presented in 'oily rag' cosmetic condition, the interesting Manx 'special' offered here consists of an un-numbered Featherbed frame and a Model 40 (350cc) engine, the latter dating from 1947. The engine turns over with compression but the machine's mechanical condition remains unknown. Re-commissioning will be required before further use. There are no documents with this Lot, which is sold strictly as viewed.
£4,000 - 6,000
€4,600 - 7,000

END OF SALE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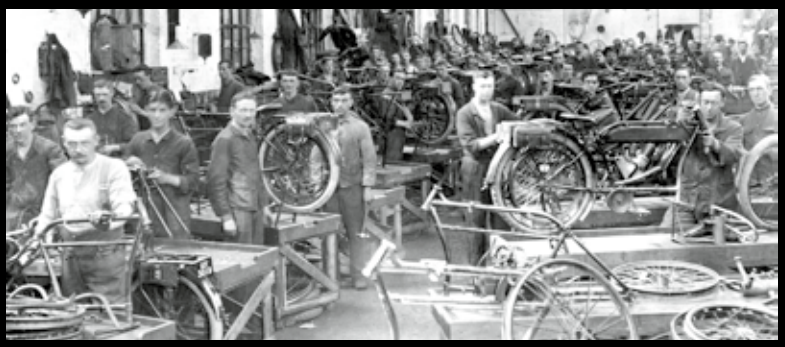

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NOTICE TO BIDDERS

This notice is addressed by *Bonhams* to any person who may be interested in a *Lot*, and to all persons participating in the auction process including auction attendees, *Bidders* and potential *Bidders* (including any eventual *Buyer* of the *Lot*). For ease of reference we refer to such persons as *"Bidders"* or "you". Our List of Definitions and Glossary is incorporated into this *Notice to Bidders*. It is at Appendix 3 at the back of the *Catalogue.* Where words and phrases are used in this notice which are in the List of Definitions, they are printed in italics. IMPORTANT: Additional information applicable to the *Sale* may be set out in the *Catalogue* for the *Sale*, in an insert in the *Catalogue* and/or in a notice displayed at the *Sale* venue and you should read them as well. Announcements affecting the *Sale* may also be given out orally before and during the *Sale* without prior written notice. You should be alert to the possibility of changes and ask in advance of bidding if there have been any.

1. OUR ROLE

In its role as *Auctioneer* of *Lots, Bonhams* acts solely for and in the interests of the *Seller*. *Bonhams'* job is to sell the *Lot* at the highest price obtainable at the *Sale* to a *Bidder. Bonhams* does not act for *Buyers* or *Bidders* in this role and does not give advice to *Buyers* or *Bidders*. When it or its staff make statements about a *Lot* or, if *Bonhams* provides a *Condition Report* on a *Lot* it is doing that on behalf of the *Seller* of the *Lot*. *Bidders* and *Buyer*s who are themselves not expert in the *Lots* are strongly advised to seek and obtain independent advice on the *Lots* and their value before bidding for them. The *Seller* has authorised *Bonhams* to sell the *Lot* as its agent on its behalf and, save where we expressly make it clear to the contrary, *Bonhams* acts only as agent for the *Seller*. Any statement or representation we make in respect of a *Lot* is made on the *Seller's* behalf and, unless *Bonhams* sells a *Lot* as principal, not on our behalf and any *Contract for Sale* is between the *Buyer* and the *Seller* and not with us. If *Bonhams* sells a *Lot* as principal this will either be stated in the *Catalogue* or an announcement to that effect will be made by the *Auctioneer*, or it will be stated in a notice at the *Sale* or an insert in the *Catalogue.*

Bonhams does not owe or undertake or agree to any duty or responsibility to you in contract or tort (whether direct, collateral, express, implied or otherwise). If you successfully bid for a *Lot* and buy it, at that stage *Bonhams* does enter into an agreement with you as the *Buyer*. The terms of that contract are set out in our *Buyer's Agreement,* which you will find at Appendix 2 at the back of the *Catalogue,* and this will govern *Bonhams'* relationship with the *Buyer*.

2. LOTS

Subject to the *Contractual Description* printed in bold letters in the *Entry* about the *Lot* in the *Catalogue* (see paragraph 3 below), *Lots* are sold to the *Buyer* on an "as is" basis, with all faults and imperfections. Illustrations and photographs contained in the *Catalogue* (other than photographs forming part of the *Contractual Description*) or elsewhere of any *Lots* are for identification purposes only. A photograph or illustration may not reflect an accurate reproduction of the colour(s) or true condition of the *Lot*. *Lots* are available for inspection prior to the *Sale* and it is for you to satisfy yourself as to each and every aspect of a *Lot*, including its authorship, attribution, condition, provenance, history, background, authenticity, style, period, age, suitability, quality, roadworthiness (if relevant), origin, value and estimated selling price (including the *Hammer Price*). It is your responsibility to examine any *Lot* in which you are interested. It should be remembered that the actual condition of a *Lot* may not be as good as that indicated by its outward appearance. In particular, parts may have been replaced or renewed and *Lots* may not be authentic or of satisfactory quality; the inside of a *Lot* may not be visible and may not be original or may be damaged, as for example where it is covered by upholstery or material. Given the age of many *Lots* they may have been damaged and/or repaired and you should not assume that a *Lot* is in good condition. Electronic or mechanical items or parts are sold for their artistic, historic or cultural interest and may not operate or may not comply with current statutory requirements. You should not assume that electrical items designed to operate on mains electricity will be suitable for connection to the mains electricity supply and you should obtain a report from a qualified electrician on their status before doing so. Such items which are unsuitable for connection are sold as items of interest for display purposes only. If you yourself do not have expertise regarding a *Lot*, you should consult someone who does to advise you. We can assist in arranging facilities for you to carry out or have carried out more detailed inspections and tests. Please ask our staff for details.

Any person who damages a *Lot* will be held liable for the loss caused.

3. DESCRIPTIONS OF LOTS AND ESTIMATES

Contractual Description* of a *Lot

The *Catalogue* contains an *Entry* about each *Lot*. Each *Lot* is sold by its respective *Seller* to the *Buyer* of the *Lot* as corresponding only with that part of the *Entry* which is printed in bold letters and (except for the colour, which may be inaccurately reproduced) with any photograph of the *Lot* in the *Catalogue*. The remainder of the *Entry*, which is not printed in bold letters, represents *Bonhams'* opinion (given on behalf of the *Seller*) about the *Lot* only and is not part of the *Contractual Description* in accordance with which the *Lot* is sold by the *Seller*.

Estimates

In most cases, an Estimate is printed beside the *Entry*. *Estimates* are only an expression of *Bonhams'* opinion made on behalf of the *Seller* of the range where *Bonhams* thinks the *Hammer Price* for the *Lot* is likely to fall; it is not an *Estimate* of value. It does not take into account any *VAT* or *Buyer's Premium* payable **or any other fees payable by the Buyer, which are detailed in paragraph 7 of the Notice to Bidders, below.** Prices depend upon bidding and lots can sell for *Hammer Prices* below and above the *Estimates*, so *Estimates* should not be relied on as an indication of the actual selling price or value of a *Lot*. *Estimates* are in the currency of the *Sale*.

Condition Reports

In respect of most *Lots*, you may ask *Bonhams* for a *Condition Report* on the *Lot's* general physical condition. If you do so, this will be provided by *Bonhams* on behalf of the *Seller* free of charge. As this is offered additionally and without charge, *Bonhams* is not entering into a contract with you in respect of the *Condition Report* and accordingly does not assume responsibility to you in respect of it. The *Condition Report* represents *Bonhams'* reasonable opinion as to the *Lot's* general condition in the terms stated in the particular report, and *Bonhams* does not represent or guarantee that a *Condition Report* includes all aspects of the internal or external condition of the *Lot*. Neither does the *Seller* owe or agree to owe you as a *Bidder* or *Buyer* any obligation or duty in respect of this free report about a *Lot,* which is available for your own inspection or for inspection by an expert instructed by you.

The *Seller's* responsibility to you

The *Seller* does not make or agree to make any representation of fact or contractual promise, *Guarantee* or warranty and undertakes no obligation or duty, whether in contract or in tort (other than to the eventual *Buyer* as set out above), in respect of the accuracy or completeness of any statement or representation made by him or on his behalf, which is in any way descriptive of any *Lot* or as to the anticipated or likely selling price of any *Lot*. Other than as set out above, no statement or representation in any way descriptive of a *Lot* or any *Estimate* is incorporated into any *Contract for Sale* between a *Seller* and a *Buyer*.

***Bonhams'* responsibility to you**

You have the opportunity of examining the *Lot* if you want to and the *Contract for Sale* for a *Lot* is with the *Seller* and not with *Bonhams*; *Bonhams* acts as the *Seller*'s agent only (unless *Bonhams* sells the *Lot* as principal).

Bonhams undertakes no obligation to you to examine, investigate or carry out any tests, either in sufficient depth or at all, on each *Lot* to establish the accuracy or otherwise of any *Descriptions* or opinions given by *Bonhams*, or by any person on *Bonhams'* behalf, whether in the *Catalogue* or elsewhere.

You should not suppose that such examinations, investigations or tests have occurred.

Bonhams does not make or agree to make any representation of fact, and undertakes no obligation or duty (whether in contract or tort) in respect of the accuracy or completeness of any statement or representation made by *Bonhams* or on *Bonhams'* behalf which is in any way descriptive of any *Lot* or as to the anticipated or likely selling price of any *Lot*. No statement or representation by *Bonhams* or on its behalf in any way descriptive of any *Lot* or any *Estimate* is incorporated into our *Buyer's Agreement.*

Alterations

*Description*s and *Estimate*s may be amended at *Bonhams'* discretion from time to time by notice given orally or in writing before or during a *Sale*.

THE *LOT* IS AVAILABLE FOR INSPECTION AND YOU MUST FORM YOUR OWN OPINION IN RELATION TO IT. YOU ARE STRONGLY ADVISED TO EXAMINE ANY *LOT* OR HAVE IT EXAMINED ON YOUR BEHALF BEFORE THE *SALE*.

4. CONDUCT OF THE SALE

Our *Sales* are public auctions which persons may attend and you should take the opportunity to do so. We reserve the right at our sole discretion to refuse admission to our premises or to any *Sale* and to remove any person from our premises and *Sales,* without stating a reason. We have complete discretion as to whether the *Sale* proceeds, whether any *Lot* is included in the *Sale*, the manner in which the *Sale* is conducted and we may offer *Lots* for *Sale* in any order we choose notwithstanding the numbers given to *Lots* in the *Catalogue*. You should therefore check the date and starting time of the *Sale*, whether there have been any withdrawals or late entries. Remember that withdrawals and late entries may affect the time at which a *Lot* you are interested is put up for *Sale*. We have complete discretion in which to refuse any bid, to nominate any bidding increment we consider appropriate, to divide any *Lot*, to combine two or more *Lots*, to withdraw any *Lot* from a *Sale* and, before the *Sale* has been closed, to put up any *Lot* for auction again. Auction speeds can exceed 100 *Lots* to the hour and bidding increments are generally about 10%; however, these do vary from *Sale* to *Sale* and from *Auctioneer* to *Auctioneer*. Please check with the department organising the *Sale* for advice on this. Where a *Reserve* has been applied to a *Lot*, the *Auctioneer* may, in his absolute discretion, place bids (up to an amount not equalling or exceeding such *Reserve*) on behalf of the *Seller*. We are not responsible to you in respect of the presence or absence of any *Reserve* in respect of any *Lot*. If there is a *Reserve* it will be no higher than the lower figure for any *Estimate* in the *Catalogue*, assuming that the currency of the *Reserve* has not fluctuated adversely against the currency of the *Estimate*. The *Buyer* will be the *Bidder* who makes the highest bid acceptable to the *Auctioneer* for any *Lot* (subject to any applicable *Reserve*) to whom the *Lot* is knocked down by the *Auctioneer* at the fall of the *Auctioneer's* hammer. Any dispute as to the highest acceptable bid will be settled by the *Auctioneer* in his absolute discretion. All bids tendered will relate to the actual *Lot* number announced by the *Auctioneer*. An electronic currency converter may be used at the *Sale*. This equipment is provided as a general guide as to the equivalent amount in certain currencies of a given bid. We do not accept any responsibility for any errors which may occur in the use of the currency converter. We may use video cameras to record the *Sale* and may record telephone calls for reasons of security and to assist in solving any disputes which may arise in relation to bids made at the *Sale.* At some *Sales*, for example, jewellery *Sales*, we may use screens on which images of the *Lots* will be projected. This service is provided to assist viewing at the *Sale*. The image on the screen should be treated as an indication only of the current *Lot*. It should be noted that all bids tendered will relate to the actual *Lot* number announced by the *Auctioneer*. We do not accept any responsibility for any errors which may occur in the use of the screen.

5. BIDDING

You must complete and deliver to us one of our *Bidding Forms*, either our *Bidder Registration Form*, *Absentee Bidding Form* or *Telephone Bidding Form* in order to bid at our *Sales*.

If you are a new client at *Bonhams* or have not recently updated your registration details with us, you must pre-register to bid at least two working days before the *Sale* at which you wish to bid. You will be required to provide government-issued proof of identity and residence, and if you are a company, your certificate of incorporation or equivalent documentation with your name and registered address, government issued proof of your current address, documentary proof of your beneficial owners and directors, and proof of authority to transact. We may also request a financial reference and /or deposit from you before allowing you to bid.

We *reserve* the rights at our discretion to request further information in order to complete our client identification and to decline to register any person as a *Bidder*, and to decline to accept their bids if they have been so registered. We also reserve the rights to postpone completion of the *Sale* of any *Lot* at our discretion while we complete our registration and identification enquiries, and to cancel the *Sale* of any *Lot* if you are in breach of your warranties as *Buyer*, or if we consider that such *Sale* would be unlawful or otherwise cause liabilities for the *Seller* or *Bonhams* or be detrimental to *Bonhams'* reputation.

Bidding in person

So long as you have pre-registered to bid or have updated your existing registration recently, you should come to our *Bidder* registration desk at the *Sale* venue and fill out a Registration and Bidding Form on (or, if possible, before) the day of the *Sale.* The bidding number system is sometimes referred to as "paddle bidding". You will be issued with a large card (a "paddle") with a printed number on it. This will be attributed to you for the purposes of the *Sale*. Should you be a successful *Bidder* you will need to ensure that your number can be clearly seen by the *Auctioneer* and that it is your number which is identified as the *Buyer's*. You should not let anyone else use your paddle as all *Lots* will be 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 *Reserve*s 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 *Auctioneer*s 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*).

Hammer Price	Percentage amount
From €0 to €50,000	4%
From €50,000.01 to €200,000	3%
From €200,000.01 to €350,000	1%
From €350,000.01 to €500,000	0.5%
Exceeding €500,000	0.25%

8. VAT

The prevailing rate of *VAT* at the time of going to press is 20%, but this is subject to government change and the rate payable will be the rate in force on the date of the *Sale*.

The following symbols, shown beside the Lot number, are used to denote that *VAT* is due on the *Hammer Price* and *Buyer's Premium*:

† *VAT* at the prevailing rate on *Hammer Price* and *Buyer's Premium*

Ω *VAT* on imported items at the prevailing rate on *Hammer Price* and *Buyer's Premium*

* *VAT* on imported items at a preferential rate of 5% on *Hammer Price* and the prevailing rate on *Buyer's Premium*

G Gold bullion exempt from *VAT* on the *Hammer Price* and subject to *VAT* at the prevailing rate on the *Buyer's Premium*

• Zero rated for *VAT*, no *VAT* will be added to the *Hammer Price* or the *Buyer's Premium*

α *Buyers* from within the EU: *VAT* is payable at the prevailing rate on just the *Buyer's Premium* (NOT the *Hammer Price*). *Buyers* from outside the EU: *VAT* is payable at the prevailing rate on both *Hammer Price* and *Buyer's Premium*. If a *Buyer*, having registered under a non-EU address, decides that the item is not to be exported from the EU, then he should advise *Bonhams* immediately.

In all other instances no *VAT* will be charged on the *Hammer Price*, but *VAT* at the prevailing rate will be added to *Buyer's Premium* which will be invoiced on a *VAT* inclusive basis.

9. PAYMENT

It is of critical importance that you ensure that you have readily available funds to pay the *Purchase Price* and the *Buyer's Premium* (plus *VAT* and any other charges and *Expenses* to us)in full before making a bid for the *Lot*. If you are a successful *Bidder*, payment will be due to us by 4.30 pm on the second working day after the *Sale* so that all sums are cleared by the eighth working day after the *Sale*. Payments made by anyone other than the registered *Buyer* will not be accepted. *Bonhams* reserves the right to vary the terms of payment at any time.

Bonhams' preferred payment method is by bank transfer.

You may electronically transfer funds to our *Account*. If you do so, please quote your paddle number and invoice number as the reference. Our *Account* details are as follows:

Bank: National Westminster Bank Plc
Address: PO Box 4RY
250 Regent Street
London W1A 4RY
Account Name: Bonhams 1793 Limited
Account Number: 25563009
Sort Code: 56-00-27
IBAN Number: GB 33 NWBK 560027 25563009

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

Payment may also be made by one of the following methods:

Sterling personal cheque drawn on a UK branch of a bank or building society: all cheques must be cleared before you can collect your purchases and should be made payable to Bonhams 1793 Limited.

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

Debit cards issued in the name of the *Buyer* (including China Union Pay (CUP) cards and debit cards issued by Visa and MasterCard only). There is no limit on payment value if payment is made in person using Chip & Pin verification.

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

Credit cards issued in the name of the *Buyer* (including China Union Pay (CUP) cards and credit cards issued by Visa and MasterCard only). There is a £5,000 limit on payment value if payment is made in person using Chip & Pin verification.

It may be advisable to notify your debit or credit card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay.

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

We reserve the rights to investigate and identify the source of any funds received by us, to postpone completion of the sale of any *Lot* at our discretion while we complete our investigations, and to cancel the *Sale* of any *Lot* if you are in breach of your warranties as *Buyer*, if we consider that such *Sale* would be unlawful or otherwise cause liabilities for the *Seller* or *Bonhams*, or would be detrimental to *Bonhams'* reputation.

10. COLLECTION AND STORAGE

The *Buyer* of a *Lot* will not be allowed to collect it until payment in full and in cleared funds has been made (unless we have made a special arrangement with the *Buyer*). For collection and removal of purchased *Lots*, please refer to *Sale* Information at the front of the *Catalogue.* Our offices are open 9.00am – 5pm Monday to Friday. Details relating to the collection of a *Lot*, the storage of a *Lot* and our *Storage Contractor* after the *Sale* are set out in the *Catalogue*.

11. SHIPPING

For information and estimates on domestic and international shipping as well as export licenses please contact
Alban Shipping on +44 (0) 1582 493 099
enquiries@albanshipping.co.uk

12. EXPORT/TRADE RESTRICTIONS

It is your sole responsibility to comply with all export and import regulations relating to your purchases and also to obtain any relevant export and/or import licence(s). Export licences are issued by Arts Council England and application forms can be obtained from its Export Licensing Unit. The detailed provisions of the export licensing arrangements can be found on the ACE website http://www.artscouncil.org.uk/what-we-do/supporting-museums/cultural-property/export-controls/export-licensing/ or by phoning ACE on +44 (0)20 7973 5188. The need for import licences varies from country to country and you should acquaint yourself with all relevant local requirements and provisions. The refusal of any import or export licence(s) or any delay in obtaining such licence(s) shall not permit the rescission of any *Sale* nor allow any delay in making full payment for the *Lot*. Generally, please contact our shipping department before the *Sale* if you require assistance in relation to export regulations.

13. CITES REGULATIONS

Please be aware that all *Lots* marked with the symbol Y are subject to CITES regulations when exporting these items outside the EU. These regulations may be found at http://www.defra.gov.uk/ahvla-en/imports-exports/cites/ or may be requested from:

Animal Health and Veterinary Laboratories Agency (AHVLA) Wildlife Licensing
Floor 1, Zone 17, Temple Quay House
2 The Square, Temple Quay
BRISTOL BS1 6EB
Tel: +44 (0) 117 372 8774

The refusal of any CITES licence or permit and any delay in obtaining such licences or permits shall not give rise to the rescission or cancellation of any *Sale*, nor allow any delay in making full payment for the *Lot*.

14. THE SELLERS AND/OR BONHAMS' LIABILITY

Other than any liability of the *Seller* to the *Buyer* of a *Lot* under the *Contract for Sale*, neither we nor the *Seller* are liable (whether in negligence or otherwise) for any error or misdescription or omission in any *Description* of a *Lot* or any *Estimate* in respect of it, whether contained in the *Catalogue* or otherwise, whether given orally or in writing and whether given before or during the *Sale.* Neither we nor the *Seller* will be liable for any loss of *Business,* profits, revenue or income, or for loss of reputation, or for disruption to *Business* or wasted time on the part of management or staff, or for indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract (if any) or statutory duty, restitutionary claim or otherwise. In any circumstances where we and/or the *Seller* are liable in relation to any *Lot* or any *Description* or *Estimate* made of any *Lot*, or the conduct of any *Sale* in relation to any *Lot*, whether in damages, for an indemnity or contribution, or for a restitutionary remedy or otherwise, our and/or the *Seller's* liability (combined, if both we and the *Seller* are liable) will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract (if any) or statutory duty or otherwise. Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) our liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or by the negligence of any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law or (v) our undertakings under paragraphs 9 (in relation to specialist *Stamp* or *Book Sales* only) and 10 of the *Buyer's Agreement*. The same applies in respect of the *Seller*, as if references to us in this paragraph were substituted with references to the *Seller*.

15. BOOKS

As stated above, all *Lots* are sold on an "as is" basis, subject to all faults, imperfections and errors of *Description* save as set out below. However, you will be entitled to reject a *Book* in the circumstances set out in paragraph 11 of the *Buyers Agreement.* Please note that *Lots* comprising printed *Books*, unframed maps and bound manuscripts are not liable to *VAT* on the *Buyer's Premium.*

16. CLOCKS AND WATCHES

All *Lots* are sold "as is", and the absence of any reference to the condition of a clock or watch does not imply that the *Lot* is in good

condition and without defects, repairs or restorations. Most clocks and watches have been repaired in the course of their normal lifetime and may now incorporate parts not original to them. Furthermore, *Bonhams* makes no representation or warranty that any clock or watch is in working order. As clocks and watches often contain fine and complex mechanisms, *Bidders* should be aware that a general service, change of battery or further repair work, for which the *Buyer* is solely responsible, may be necessary.

17. FIREARMS – PROOF, CONDITION AND CERTIFICATION

Proof of Firearms

The term "proof exemption" indicates that a firearm has been examined at a Proof House, but not proved, as either (a) it was deemed of interest and not intended for use, or (b) ammunition was not available. In either case, the firearm must be regarded as unsafe to fire unless subsequently proved. Firearms proved for Black Powder should not be used with smokeless ammunition.

The term "Certificate of Unprovability" indicates that a firearm has been examined at a Proof House and is deemed both unsuitable for proof and use. Reproof is required before any such firearm is to be used.

Guns Sold as Parts

Barrels of guns sold as parts will only be made available for sleeving and measurements once rendered unserviceable according to the Gun Barrel Proof Act of 1968 to 1978 and the Rules of Proof.

Condition of Firearms

Comment in this *Catalogue* is restricted, in general, to exceptional condition and to those defects that might affect the immediate safety of a firearm in normal use. An intending *Bidder* unable to make technical examinations and assessments is recommended to seek advice from a gunmaker or from a modern firearms specialist. All prospective *Bidders* are advised to consult the ▫ of bore and wall-thickness measurements posted in the saleroom and available from the department. *Bidders* should note that guns are stripped only where there is a strong indication of a mechanical malfunction. Stripping is not, otherwise, undertaken. Guns intended for use should be stripped and cleaned beforehand. Hammer guns should have their rebound mechanisms checked before use. The safety mechanisms of all guns must be tested before use. All measurements are approximate.

Original Gun Specifications Derived from Gunmakers

The Sporting Gun Department endeavours to confirm a gun's original specification and date of manufacture with makers who hold their original records.

Licensing Requirements

Firearms Act 1968 as amended

Bonhams is constantly reviewing its procedures and would remind you that, in the case of firearms or shotguns subject to certification, to conform with current legislation, *Bonhams* is required to see, as appropriate, your original registered firearms dealer's certificate / shot gun certificate / firearm certificate / museum firearms licence / Section 5 authority or import licence (or details of any exemption from which you may benefit, for instance Crown servant status) for the firearm(s) you have purchased prior to taking full payment of the amount shown on your invoice. Should you not already be in possession of such an authority or exemption, you are required to initially pay a deposit of 95% of the total invoice with the balance of 5% payable on presentation of your valid certificate or licence showing your authority to hold the firearm(s) concerned.

Please be advised that if a successful *Bidder* is then unable to produce the correct paperwork, the *Lot(s)* will be reoffered by *Bonhams* in the next appropriate *Sale*, on standard terms for *Sellers*, and you will be responsible for any loss incurred by *Bonhams* on the original *Sale* to you.

In the case of RFD certificates and Section 5 authorities, we wish to keep an up-to-date copy on file. Please supply us with a Fax or photocopy. It would be helpful if you could send us an updated copy whenever your certificate or authority is renewed or changed.

Lots marked 'S1´ and bearing red labels are Section 1 firearms and require a valid British Firearms certificate, RFD Licence or import licence.

Lots marked 'S2' and bearing blue labels are Section 2 firearms and require a valid British Shotgun certificate, RFD licence or import licence.

Lots marked 'S5´ and bearing specially marked red labels are Section 5 prohibited firearms and require a valid Section 5 Authority or import licence.

Lots marked with a 'S58´ and bearing yellow labels are for obsolete calibres and no licence is required unless ammunition is held.

Unmarked *Lots* require no licence.

Please do not hesitate to contact the Modern Sporting Gun Department should you have any queries.

Taxidermy and Related Items

On behalf of the *Seller* of these articles, *Bonhams* undertakes to comply fully with Cites and DEFRA regulations. *Buyers* are advised to inform themselves of all such regulations and should expect the exportation of items to take some time to arrange.

18. FURNITURE

Upholstered Furniture

Whilst we take every care in cataloguing furniture which has been upholstered we offer no *Guarantee* as to the originality of the wood covered by fabric or upholstery.

19. JEWELLERY

Gemstones

Historically many gemstones have been subjected to a variety of treatments to enhance their appearance. Sapphires and rubies are routinely heat treated to improve their colour and clarity, similarly emeralds are frequently treated with oils or resin for the same purpose. Other treatments such as staining, irradiation or coating may have been used on other gemstones. These treatments may be permanent, whilst others may need special care or re-treatment over the years to retain their appearance. *Bidders* should be aware that *Estimates* assume that gemstones may have been subjected to such treatments. A number of laboratories issue certificates that give more detailed *Descriptions* of gemstones. However there may not be consensus between different laboratories on the degrees, or types of treatment for any particular gemstone. In the event that *Bonhams* has been given or has obtained certificates for any *Lot* in the *Sale* these certificates will be disclosed in the *Catalogue*. Although, as a matter of policy, *Bonhams* endeavours to provide certificates from recognised laboratories for certain gemstones, it is not feasible to obtain certificates for each *Lot*. In the event that no certificate is published in the *Catalogue*, *Bidders* should assume that the gemstones may have been treated. Neither *Bonhams* nor the *Seller* accepts any liability for contradictions or differing certificates obtained by *Buyers* on any *Lots* subsequent to the *Sale*.

Estimated Weights

If a stone(s) weight appears within the body of the *Description* in capital letters, the stone(s) has been unmounted and weighed by *Bonhams*. If the weight of the stone(s) is stated to be approximate and does not appear in capital letters, the stone(s) has been assessed by us within its/their settings, and the stated weight is a statement of our opinion only. This information is given as a guide and *Bidders* should satisfy themselves with regard to this information as to its accuracy.

Signatures

1. A diamond brooch, by Kutchinsky

When the maker's name appears in the title, in *Bonhams*' opinion the piece is by that maker.

2. A diamond brooch, signed Kutchinsky

Has a signature that, in *Bonhams*' opinion, is authentic but may contain gemstones that are not original, or the piece may have been altered.

3. A diamond brooch, mounted by Kutchinsky

Has been created by the jeweller, in *Bonhams*' opinion, but using stones or designs supplied by the client.

20. PHOTOGRAPHS

Explanation of *Catalogue* Terms

- "Bill Brandt": in our opinion a work by the artist.
- "Attributed to Bill Brandt": in our opinion probably a work by the artist, but less certainty to authorship is expressed than in the preceding category.
- "Signed and/or titled and/or dated and/or inscribed": in our opinion the signature and/or title and/or date and/or inscription are in the artist's hand.
- "Signed and/or titled and/or dated and/or inscribed in another hand": in our opinion the signature and/or title and/or date and/or inscription have been added by another hand.
- The date given is that of the image (negative). Where no further date is given, this indicates that the photographic print is vintage (the term "vintage" may also be included in the *Lot Description*). A vintage photograph is one which was made within approximately 5-10 years of the negative. Where a second, later date appears, this refers to the date of printing. Where the exact printing date is not known, but understood to be later, "printed later" will appear in the *Lot Description*.
- Unless otherwise specified, dimensions given are those of the piece of paper on which the image is printed, including any margins. Some photographs may appear in the *Catalogue* without margins illustrated.
- All photographs are sold unframed unless stated in the *Lot Description*.

21. PICTURES

Explanation of *Catalogue* Terms

The following terms used in the *Catalogue* have the following meanings but are subject to the general provisions relating to *Descriptions* contained in the *Contract for Sale:*

- "Jacopo Bassano": in our opinion a work by the artist. When the artist's forename(s) is not known, a series of asterisks, followed by the surname of the artist, whether preceded by an initial or not, indicates that in our opinion the work is by the artist named;
- "Attributed to Jacopo Bassano": in our opinion probably a work by the artist but less certainty as to authorship is expressed than in the preceding category;
- "Studio/Workshop of Jacopo Bassano": in our opinion a work by an unknown hand in a studio of the artist which may or may not have been executed under the artist's direction;
- "Circle of Jacopo Bassano": in our opinion a work by a hand closely associated with a named artist but not necessarily his pupil;
- "Follower of Jacopo Bassano": in our opinion a work by a painter working in the artist's style, contemporary or nearly contemporary, but not necessarily his pupil;
- "Manner of Jacopo Bassano": in our opinion a work in the style of the artist and of a later date;
- "After Jacopo Bassano": in our opinion, a copy of a known work of the artist;
- "Signed and/or dated and/or inscribed": in our opinion the signature and/or date and/or inscription are from the hand of the artist;
- "Bears a signature and/or date and/or inscription": in our opinion the signature and/or date and/or inscription have been added by another hand.

22. PORCELAIN AND GLASS

Damage and Restoration

For your guidance, in our *Catalogues* we attempt to detail, as far as practicable, all significant defects, cracks and restoration. Such practicable *Descriptions* of damage cannot be definitive, and in providing *Condition Reports*, we cannot *Guarantee* that there are no other defects present which have not been mentioned. *Bidders* should satisfy themselves by inspection, as to the condition of each *Lot*. Please see the *Contract for Sale* printed in this *Catalogue*. Because of the difficulty in determining whether an item of glass has been repolished, in our *Catalogues* reference is only made to visible chips and cracks. No mention is made of repolishing, severe or otherwise.

23. VEHICLES

The Veteran Car Club of Great Britain

Dating Plates and Certificates

When mention is made of a Veteran Car Club Dating Plate or Dating Certificate in this *Catalogue*, it should be borne in mind that the Veteran Car Club of Great Britain using the services of Veteran Car Company Ltd, does from time to time, review cars already dated and, in some instances, where fresh evidence becomes available, the review can result in an alteration of date. Whilst the Club and Veteran Car Company Ltd make every effort to ensure accuracy, the date shown on the Dating Plate or Dating Certificate cannot be guaranteed as correct and intending purchasers should make their own enquiries as to the date of the car.

24. WINE

Lots which are lying under Bond and those liable to *VAT* may not be available for immediate collection.

Examining the wines

It is occasionally possible to provide a pre-*Sale* tasting for larger parcels (as defined below). This is generally limited to more recent and everyday drinking wines. Please contact the department for details. It is not our policy to inspect every unopened case. In the case of wines older than 20 years the boxes will usually have been opened and levels and appearance noted in the *Catalogue* where necessary. You should make proper allowance for variations in ullage levels and conditions of corks, capsules and labels.

Corks and Ullages

Ullage refers to the space between the base of the cork and the wine. Ullage levels for Bordeaux shaped bottles are only normally noted when below the neck and for Burgundy, Alsace, German and Cognac shaped bottles when greater than 4 centimetres (cm). Acceptable ullage levels increase with age; generally acceptable levels are as follows:

Under 15 years old – into neck or less than 4cm
15 to 30 years old – top shoulder (ts) or up to 5cm
Over 30 years old – high shoulder (hs) or up to 6cm

It should be noted that ullages may change between publication of the *Catalogue* and the *Sale* and that corks may fail as a result of transporting the wine. We will only accept responsibility for *Descriptions* of condition at the time of publication of the *Catalogue* and cannot accept responsibility for any loss resulting from failure of corks either before or after this point.

Options to buy parcels

A parcel is a number of *Lots* of identical size of the same wine, bottle size and *Description*. The *Buyer* of any of these *Lots* has the option to accept some or all of the remaining *Lots* in the parcel at the same price, although such options will be at the *Auctioneer's* sole discretion. Absentee *Bidders* are, therefore, advised to bid on the first *Lot* in a parcel.

Wines in Bond

Wines lying in Bond are marked Δ. All *Lots* sold under Bond, and which the *Buyer* wishes to remain under Bond, will be invoiced without VAT or Duty on the *Hammer Price.* If the *Buyer* wishes to take the *Lot* as Duty paid, UK Excise Duty and VAT will be added to the *Hammer Price* on the invoice.

Buyers must notify *Bonhams* at the time of the *sale* whether they wish to take their wines under Bond or Duty paid. If a *Lot* is taken under Bond, the *Buyer* will be responsible for all VAT, Duty, clearance and other charges that may be payable thereon.

Buyers outside the UK must be aware that any forwarding agent appointed to export their purchases must have a movement certificate for *Lots* to be released under Bond.

Bottling Details and Case Terms

The following terms used in the *Catalogue* have the following meanings:

CB – Château bottled
DB – Domaine bottled
EstB – Estate bottled
BB – Bordeaux bottled
BE – Belgian bottled
FB – French bottled
GB – German bottled
OB – Oporto bottled
UK – United Kingdom bottled
owc – original wooden case
iwc – individual wooden case
oc – original carton

SYMBOLS

THE FOLLOWING SYMBOLS ARE USED TO DENOTE

Y Subject to CITES regulations when exporting these items outside the EU, see clause 13.

TP Objects displayed with a TP will be located at the Cadogan Tate warehouse and will only be available for collection from this location.

W Objects displayed with a w will be located in the Bonhams Warehouse and will only be available for collection from this location.

Δ Wines lying in Bond.

AR An *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to payment of royalties under the Artists Resale Right Regulations 2006. See clause 7 for details.

○ The *Seller* has been guaranteed a minimum price for the *Lot*, either by *Bonhams* or a third party. This may take the form of an irrevocable bid by a third party, who may make a financial gain on

a successful *Sale* or a financial loss if unsuccessful.

▲ *Bonhams* owns the *Lot* either wholly or partially or may otherwise have an economic interest.

Φ This lot contains or is made of ivory. The United States Government has banned the import of ivory into the USA.

•, †, *, G, Ω, α see clause 8, *VAT*, for details.

DATA PROTECTION – USE OF YOUR INFORMATION

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our *Website* www.bonhams.com or requested by post from Customer Services Department, 101 New Bond Street, London, W1S 1SR or by email from info@bonhams.com

APPENDIX 1

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 to 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 his rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect the *Seller's* ability subsequently to enforce any right arising under the *Contract for Sale*.

10.3 If either party to the *Contract for Sale* is prevented from performing that party's respective obligations under the *Contract for Sale* by circumstances beyond its reasonable control or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 6.

10.4 Any notice or other communication to be given under the *Contract for Sale* must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission, if to the *Seller*, addressed c/o *Bonhams* at its address or fax number in the *Catalogue* (marked for the attention of the Company Secretary), and if to you to the address or fax number of the *Buyer* given in the *Bidding Form* (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.

10.5 If any term or any part of any term of the *Contract for Sale* is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.

10.6 References in the *Contract for Sale* to *Bonhams* will, where appropriate, include reference to *Bonhams'* officers, employees and agents and to any subsidiary of Bonhams Holdings Limited and to its officers, employees and agents.

10.7 The headings used in the *Contract for Sale* are for convenience only and will not affect its interpretation.

10.8 In the *Contract for Sale* "including" means "including, without limitation".

10.9 References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.

10.10 Reference to a numbered paragraph is to a paragraph of the *Contract for Sale*.

10.11 Save as expressly provided in paragraph 10.12 nothing in the *Contract for Sale* confers (or purports to confer) on any person who is not a party to the *Contract for Sale* any benefit conferred by, or the right to enforce any term of, the *Contract for Sale*.

10.12 Where the *Contract for Sale* confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of the *Seller*, it will also operate in favour and for the benefit of *Bonhams, Bonhams'* holding company and the subsidiaries of such holding company and the successors and assigns of *Bonhams* and of such companies and of any officer, employee and agent of *Bonhams* and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.

11 GOVERNING LAW

All transactions to which the *Contract for Sale* applies and all connected matters will be governed by and construed in accordance with the laws of that part of the United Kingdom where the *Sale* takes place and the *Seller* and you each submit to the exclusive jurisdiction of the courts of that part of the United Kingdom, save that the *Seller* may bring proceedings against you in any other court of competent jurisdiction to the extent permitted by the laws of the relevant jurisdiction. *Bonhams* has a complaints procedure in place.

APPENDIX 2

BUYER'S AGREEMENT WITH BONHAMS

IMPORTANT: These terms may be changed in advance of the *Sale* of the *Lot* to you, by the setting out of different terms in the *Catalogue* for the *Sale* and/or by placing an insert in the *Catalogue* and/or by notices at the *Sale* venue and/or by oral announcements before and during the *Sale* at the *Sale* venue. You should be alert to this possibility of changes and ask in advance of bidding if there have been any.

1 THE CONTRACT

1.1 These terms govern the contract between *Bonhams* personally and the *Buyer*, being the person to whom a *Lot* has been knocked down by the *Auctioneer*.

1.2 The Definitions and Glossary contained in Appendix 3 to the *Catalogue* for the *Sale* are incorporated into this agreement and a separate copy can also be provided by us on request. Where words and phrases which are defined in the List of Definitions are used in this agreement, they are printed in italics. Reference is made in this agreement to information printed in the *Notice to Bidders*, printed in the *Catalogue* for the *Sale*, and where such information is referred to it is incorporated into this agreement.

1.3 Except as specified in paragraph 4 of the *Notice to Bidders* the *Contract for Sale* of the *Lot* between you and the *Seller* is made on the fall of the *Auctioneer's* hammer in respect of the *Lot*, when it is knocked down to you. At that moment a separate contract is also made between you and *Bonhams* on the terms in this *Buyer's Agreement*.

1.4 We act as agents for the *Seller* and are not answerable or personally responsible to you for any breach of contract or other default by the *Seller*, unless *Bonhams* sells the *Lot* as principal.

1.5 Our personal obligations to you are governed by this agreement and we agree, subject to the terms below, to the following obligations:

1.5.1 we will, until the date and time specified in the *Notice to Bidders* or otherwise notified to you, store the *Lot* in accordance with paragraph 5;

1.5.2 subject to any power of the *Seller* or us to refuse to release the *Lot* to you, we will release the *Lot* to you in accordance with paragraph 4 once you have paid to us, in cleared funds, everything due to us and the *Seller* and following completion of our enquiries pursuant to paragraph 3.11;

1.5.3 we will provide guarantees in the terms set out in paragraphs 9 and 10.

1.6 We do not make or give and do not agree to make or give any contractual promise, undertaking, obligation, *Guarantee*, warranty, representation of fact in relation to any *Description* of the *Lot* or any *Estimate* in relation to it, nor of the accuracy or completeness of any *Description* or *Estimate* which may have been made by us or on our behalf or by or on behalf of the *Seller* (whether made orally or in writing, including in the *Catalogue* or on *Bonhams' Website,* or by conduct, or otherwise), and whether made before or after this agreement or prior to or during the *Sale*. No such *Description* or *Estimate* is incorporated into this agreement between you and us. Any such *Description* or E*stimate*, 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 *Lot*s 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. Departure of State, the United Nations Security Council, the European Union, Her Majesty's Treasury, or other relevant sanctions authority ("Sanctions" and a "Sanctioned Party"); or

3.8.2 located, organised or resident in a country or territory that is, or whose government is, the subject of Sanctions, including without limitation, Iran, North Korea, Sudan and Syria.

3.9 You warrant that the funds being used for your purchase have no link with criminal activity including without limitation money laundering, tax evasion or terrorist financing, and that you not under investigation for neither have been charged nor convicted in connection with any criminal activity.

3.10 Where you are acting as agent for another party ("your Principal"), you undertake and warrant that:

3.10.1 you have conducted suitable customer due diligence into your Principal under applicable Sanctions and Anti-Money Laundering laws and regulations;

3.10.2 your Principal is not a Sanctioned Party and not owned, partially owned or controlled by a Sanctioned Party, and you have no reason to suspect that your Principal has been charged or convicted with, money laundering, terrorism or other crimes;

3.10.3 funds used for your or your Principal's purchase are not connected with or derived from any criminal activity, including without limitation tax evasion, money laundering or terrorist financing;

3.10.4 items purchased by you and your Principal through Bonhams are not being purchased or to be used in any way connected with or to facilitate breaches of applicable Tax, Anti-Money Laundering or Anti-Terrorism laws and regulations; and

3.10.5 that you consent to *Bonhams* relying upon your customer due diligence, undertaking to retain records of your due diligence for at least 5 years and to make such due diligence records available for inspection by an independent auditor in the event we request you to do so.

3.11 We reserve the rights to make enquiries about any person transacting with us and to identify the source of any funds received from you. In the event we have not completed our investigations in respect of anti-terrorism financing, anti-money laundering or other financial and identity checks concerning either you or the *Seller*, to our satisfaction at our discretion, we shall be entitled to retain *Lots* and/or proceeds of *Sale*, postpone or cancel any sale and to take any other actions required or permitted under applicable law, without liability to you.

4 COLLECTION OF THE LOT

4.1 Subject to any power of the *Seller* or us to refuse to release the *Lot* to you, once you have paid to us; in cleared funds, everything due to the *Seller* and to us, and once we have completed our investigations under paragraph 3.11, we will release the *Lot* to you or as you may direct us in writing. The *Lot* will only be released on production of a buyer collection document, obtained from our cashier's office.

4.2 You must collect and remove the *Lot* at your own expense by the date and time specified in the *Notice to Bidders*, or if no date is specified, by 4.30pm on the seventh day after the *Sale*.

4.3 For the period referred to in paragraph 4.2, the *Lot* can be collected from the address referred to in the *Notice to Bidders* for collection on the days and times specified in the *Notice to Bidders*. Thereafter, the *Lot* may be removed elsewhere for storage and you must enquire from us as to when and where you can collect it, although this information will usually be set out in the *Notice to Bidders*.

4.4 If you have not collected the *Lot* by the date specified in the *Notice to Bidders*, you authorise us, acting 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* B*idders* (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 *Book*s.

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.

10.4 Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law, or (v) under our undertaking in paragraph 9 of these conditions.

11 BOOKS MISSING TEXT OR ILLUSTRATIONS

Where the *Lot* is made up wholly of a *Book* or *Books* and any *Book* does not contain text or illustrations (in either case referred to as a "non-conforming *Lot*"), we undertake a personal responsibility for such a non-conforming *Lot* in accordance with the terms of this paragraph, if:

the original invoice was made out by us to you in respect of the *Lot* and that invoice has been paid; and

you notify us in writing as soon as reasonably practicable after you have become aware that the *Lot* is or may be a non-conforming *Lot*, and in any event within 20 days after the *Sale* (or such longer period as we may agree in writing) that the *Lot* is a non-conforming *Lot*; and

within 20 days of the date of the relevant *Sale* (or such longer period as we may agree in writing) you return the *Lot* to us in the same condition as it was at the time of the *Sale*, accompanied by written evidence that the *Lot* is a non-conforming *Lot* and details of the *Sale* and *Lot* number sufficient to identify the *Lot*.but not if:

the *Entry* in the *Catalogue* in respect of the *Lot* indicates that the rights given by this paragraph do not apply to it; or

the *Entry* in the *Catalogue* in respect of the *Lot* reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion; or

it can be established that the *Lot* is a non-conforming *Lot* only by means of a process not generally accepted for use until after the date on which the *Catalogue* was published or by means of a process which it was unreasonable in all the circumstances for us to have employed; or

the *Lot* comprises atlases, maps, autographs, manuscripts, extra illustrated books, music or periodical publications; or

the *Lot* was listed in the *Catalogue* under "collections" or "collections and various" or the *Lot* was stated in the *Catalogue* to comprise or contain 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 *Lot*s to be offered for *Sale* by *Bonhams*.

"Contract for Sale" the *Sale* contract entered into by the *Seller* with *the Buyer* (see Appendix 1 in the *Catalogue*).

"Contractual Description" the only *Description* of the *Lot* (being that part of the *Entry* about the *Lot* in the *Catalogue* which is in bold letters, any photograph (except for the colour) and the contents of any *Condition Report*) to which the *Seller* undertakes in the *Contract of Sale* the *Lot* corresponds.

"Description" any statement or representation in any way descriptive of the *Lot*, including any statement or representation relating to its authorship, attribution, condition, provenance, authenticity, style, period, age, suitability, quality, origin, value, estimated selling price (including the *Hammer Price*).

"Entry" a written statement in the *Catalogue* identifying the *Lot* and its *Lot* number which may contain a *Description* and illustration(s) relating to the *Lot*.

"Estimate" a statement of our opinion of the range within which the hammer is likely to fall.

"Expenses" charges and *Expenses* paid or payable by *Bonhams* in respect of the *Lot* including legal *Expenses*, banking charges and *Expenses* incurred as a result of an electronic transfer of money, charges and *Expenses* for loss and damage cover, insurance, *Catalogue* and other reproductions and illustrations, any customs duties, advertising, packing or shipping costs, reproductions rights' fees, taxes, levies, costs of testing, searches or enquiries, preparation of the *Lot* for *Sale,* storage charges, removal charges, removal charges or costs of collection from the *Seller* as the *Seller's* agents or from a defaulting *Buyer,* plus *VAT* if applicable.

"Forgery" an imitation intended by the maker or any other person to deceive as to authorship, attribution, origin, authenticity, style, date, age, period, provenance, culture, source or composition, which at the date of the *Sale* had a value materially less than it would have had if the *Lot* had not been such an imitation, and which is not stated to be such an imitation in any description of the *Lot*. A *Lot* will not be a *Forgery* by reason of any damage to, and/or restoration and/ or modification work (including repainting or over painting) having been carried out on the *Lot,* where that damage,
restoration or modification work (as the case may be) does not substantially affect the identity of the *Lot* as one conforming to the *Description* of the *Lot.*

"Guarantee" the obligation undertaken personally by *Bonhams* to the *Buyer* in respect of any *Forgery* and, in the case of specialist *Stamp Sales* and/or specialist *Book Sales,* a *Lot* made up of a *Stamp* or *Stamps* or a *Book* or *Books* as set out in the *Buyer's Agreement.*

"Hammer Price" the price in the currency in which the *Sale* is conducted at which a *Lot* is knocked down by the *Auctioneer.*

"Loss and Damage Warranty" means the warranty described in paragraph 8.2 of the Conditions of Business.

"Loss and Damage Warranty Fee" means the fee described in paragraph 8.2.3 of the Conditions of Business.

"Lot" any item consigned to *Bonhams* with a view to its *Sale* at auction or by private treaty (and reference to any *Lot* will include, unless the context otherwise requires, reference to individual items comprised in a group of two or more items offered for *Sale* as one *Lot*).

"Motoring Catalogue Fee" a fee payable by the *Seller* to *Bonhams* in consideration of the additional work undertaken by *Bonhams* in respect of the cataloguing of motor vehicles and in respect of the promotion of *Sales* of motor vehicles.

"New Bond Street" means *Bonhams*' saleroom at 101 New Bond Street, London W1S 1SR.

"Notional Charges" the amount of *Commission* and *VAT* which would have been payable if the *Lot* had been sold at the *Notional Price*.

"Notional Fee" the sum on which the *Consignment Fee* payable to *Bonhams* by the *Seller* is based and which is calculated according to the formula set out in the Conditions of Business.

"Notional Price" the latest in time of the average of the high and low *Estimates* given by us to you or stated in the *Catalogue* or, if no such *Estimates* have been given or stated, the *Reserve* applicable to the *Lot*.

"Notice to Bidders" the notice printed at the back or front of our *Catalogues*.

"Purchase Price" the aggregate of the *Hammer Price* and *VAT* on the *Hammer Price* (where applicable), the *Buyer's Premium* and *VAT* on the *Buyer's Premium* and any *Expenses.*

"Reserve" the minimum price at which a *Lot* may be sold (whether at auction or by private treaty).

"Sale" the auction *Sale* at which a *Lot* is to be offered for *Sale* by *Bonhams.*

"Sale Proceeds" the net amount due to the *Seller* from the *Sale* of a *Lot*, being the *Hammer Price* less the *Commission,* any *VAT* chargeable thereon, *Expenses* and any other amount due to us in whatever capacity and howsoever arising.

"Seller" the person who offers the *Lot* for *Sale* named on the *Contract Form*. Where the person so named identifies on the form another person as acting as his agent, or where the person named on the *Contract Form* acts as an agent for a principal (whether such agency is disclosed to *Bonhams* or not), "*Seller*" includes both the agent and the principal who shall be jointly and severally liable as such. The *Seller* is also referred to in the Conditions of Business by the words "you" and "your".

"Specialist Examination" a visual examination of a *Lot* by a specialist on the *Lot*.

"Stamp" means a postage *Stamp* offered for *Sale* at a Specialist *Stamp Sale*.

"Standard Examination" a visual examination of a *Lot* by a non-specialist member of *Bonhams'* staff.

"Storage Contract" means the contract described in paragraph 8.3.3 of the Conditions of Business or paragraph 4.4 of the *Buyer's Agreement* (as appropriate).

"Storage Contractor" means the company identified as such in the *Catalogue.*

"Terrorism" means any act or threatened act of terrorism, whether any person is acting alone or on behalf of or in connection with any organisation(s) and/or government(s), committed for political, religious or ideological or similar purposes including, but not limited to, the intention to influence any government and/or put the public or any section of the public into fear.

"VAT" value added tax at the prevailing rate at the date of the *Sale* in the United Kingdom.

"Website" *Bonhams Website* at www.bonhams.com

"Withdrawal Notice" the *Seller's* written notice to *Bonhams* revoking *Bonhams'* instructions to sell a *Lot*.

"Without Reserve" where there is no minimum price at which a *Lot* may be sold (whether at auction or by private treaty).

GLOSSARY

The following expressions have specific legal meanings with which you may not be familiar. The following glossary is intended to give you an understanding of those expressions but is not intended to limit their legal meanings:

"artist's resale right": the right of the creator of a work of art to receive a payment on *Sales* of that work subsequent to the original *Sale* of that work by the creator of it as set out in the Artists Resale Right Regulations 2006.

"bailee": a person to whom goods are entrusted.

"indemnity": an obligation to put the person who has the benefit of the indemnity in the same position in which he would have been, had the circumstances giving rise to the indemnity not arisen and the expression "indemnify" is construed accordingly.

"interpleader proceedings": proceedings in the Courts to determine ownership or rights over a *Lot*.

"knocked down": when a *Lot* is sold to a *Bidder,* indicated by the fall of the hammer at the *Sale.*

"lien": a right for the person who has possession of the *Lot* to retain possession of it.

"risk": the possibility that a *Lot* may be lost, damaged, destroyed, stolen, or deteriorate in condition or value.

"title": the legal and equitable right to the ownership of a *Lot*.

"tort": a legal wrong done to someone to whom the wrong doer has a duty of care.

"warranty": a legal assurance or promise, upon which the person to whom the warranty was given has the right to rely.

SALE OF GOODS ACT 1979

The following is an extract from the Sale of Goods Act 1979:

"Section 12 Implied terms about title, etc

(1) In a contract of sale, other than one to which subsection (3) below applies, there is an implied term on the part of the seller that in the case of a sale he has a right to sell the goods, and in the case of an agreement to sell he will have such a right at the time when the property is to pass.

(2) In a contract of sale, other than one to which subsection (3) below applies, there is also an implied term that-

(a) the goods are free, and will remain free until the time when the property is to pass, from any charge or encumbrance not disclosed or known to the buyer before the contract is made, and

(b) the buyer will enjoy quiet possession of the goods except in so far as it may be disturbed by the owner or other person entitled to the benefit of any charge or encumbrance so disclosed or known.

(3) This subsection applies to a contract of sale in the case of which there appears from the contract or is to be inferred from its circumstances an intention that the seller should transfer only such title as he or a third person may have.

(4) In a contract to which subsection (3) above applies there is an implied term that all charges or encumbrances known to the seller and not known to the buyer have been disclosed to the buyer before the contract is made.

(5) In a contract to which subsection (3) above applies there is also an implied term that none of the following will disturb the buyer's quiet possession of the goods, namely:

(a) the seller;

(b) in a case where the parties to the contract intend that the seller should transfer only such title as a third person may have, that person;

(c) anyone claiming through or under the seller or that third person otherwise than under a charge or encumbrance disclosed or known to the buyer before the contract is made.

(5A) As regards England and Wales and Northern Ireland, the term implied by subsection (1) above is a condition and the terms implied by subsections (2), (4) and (5) above are warranties."

Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)
Please circle your bidding method above.

Paddle number (for office use only)

Bonhams

This sale will be conducted in accordance with Bonhams' Conditions of Sale and bidding and buying at the Sale will be regulated by these Conditions. You should read the Conditions in conjunction with the Sale Information relating to this Sale which sets out the charges payable by you on the purchases you make and other terms relating to bidding and buying at the Sale. You should ask any questions you have about the Conditions before signing this form. These Conditions also contain certain undertakings by bidders and buyers and limit Bonhams' liability to bidders and buyers.

Data protection – use of your information
Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our website (www.bonhams.com) or requested by post from Customer Services Department, 101 New Bond Street, London W1S 1SR United Kingdom or by e-mail from info@bonhams.com. We may disclose your personal information to any member of our group which means our subsidiaries, our ultimate holding company and its subsidiaries (whether registered in the UK or elsewhere). We will not disclose your data to anyone outside our group but we may from time to time provide you with information about goods and services which we feel maybe of interest to you including those provided by third parties.
If you do not want to receive such information (except for information you specifically requested) please tick this box ☐
Would you like to receive e-mailed information from us? if so please tick this box ☐

Notice to Bidders.
At least 24 hours before the Sale, clients must provide government or state issued photographic proof of ID and date of birth e.g. - passport, driving licence - and if not included in ID document, proof of address e.g - utility bill, bank or credit card statement etc. Corporate clients should also provide a copy of their articles of association / company registration documents, and the entities name and registered address, documentary proof of its beneficial owners and directors, together with a letter authorising the individual to bid on the company's behalf. Failure to provide this may result in your bids not being processed or completed. For higher value lots you may also be asked to provide a bank reference.

If successful
I will collect the purchases myself ☐

Please arrange shippers to contact me with a quote and I agree that you may pass them my contact details. ☐

Sale title: The Autumn Sale	Sale date: 9 - 10 October 2021
Sale no. 26978	Sale venue: Stafford

If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids.

General Bid Increments:

£10 - 200 .....by 10s	£10,000 - 20,000 .....by 1,000s
£200 - 500 .....by 20 / 50 / 80s	£20,000 - 50,000 .....by 2,000 / 5,000 / 8,000s
£500 - 1,000 .....by 50s	£50,000 - 100,000 .....by 5,000s
£1,000 - 2,000 .....by 100s	£100,000 - 200,000 .....by 10,000s
£2,000 - 5,000 .....by 200 / 500 / 800s	above £200,000 .....at the auctioneer's discretion
£5,000 - 10,000 .....by 500s	

The auctioneer has discretion to split any bid at any time.

Customer Number	Title
First Name	Last Name
Company name (if applicable)	
Company Registration number (if applicable)	
Address	
	City
Post / Zip code	County / State
Telephone (mobile)	Country
Telephone (landline)	
E-mail (in capitals)	

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:

* 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 | The Ken Senior Collection (Part Two)

Lot no.	Year	Model
35	c.1951	AJS 350cc Model 16
39	c.1948	Ariel-Triumph 500cc
73	2003	BMW 176cc C1 'Family Friend'
31	1929	BSA 2 1/4hp 15-29 Deluxe
18	c.1951	BSA 125cc Bantam
21	c.1951	BSA 125cc Bantam
22	c.1952	BSA 125cc Bantam
17	1953	BSA 125cc Bantam
16	1955	BSA 125cc Bantam
20		BSA 125cc Bantam
24		BSA 175cc Bantam
23		BSA 175cc Bantam Scrambler Special
15	c.1957	BSA 148cc Bantam D3
19	1959	BSA 175cc Bantam Super
33	1963	BSA 250cc C15
26	c.1965	BSA 175cc D7 Bantam
32	1966	BSA 250cc C15
28	1964	BSA 74cc Beagle
34		BSA B31 Project
25		BSA Bantam
27		BSA Bantam
44		Bultaco 250cc
3		Derny Cyclemotor
52		Enfield KS100
53		Enfield KS100
13	1954	Excelsior 98cc
14	1961	Excelsior 150cc
55	1988	Fiddermon 750cc Kawasaki Outfit
38	1955	Francis Barnett 197cc Falcon
12	1960	Francis Barnett 150cc Plover
37	1960	Francis Barnett 199cc Falcon
42	1974	Gilera 50cc Trial 5V
48		Giulietta 50cc Super Sport
50	c.1970	Harley-Davidson Aermacchi SS350
69	1968	Honda PC50
65	c.1971	Honda Z50 Mini Trail
71	1972	Honda CB500
72	1973	Honda CB500
62	c.1974	Honda CB250
70	1979	Honda 50cc Camino DX Moped
61	c.1982	Honda CX500
56	1983	Honda 650cc Night Hawk
59	1986	Honda VFR750F
60	1987	Honda 499cc VT
68	1988	Honda Z50R Cross
57	c.1991	Honda 583cc Revere
75	1992	Jawa 50cc Moped
66	c.1997	Jincheng JC50Q-7
58	c.1981	Kawasaki 738cc LTD
63	c.1982	Kawasaki GPZ550
67		Kawasaki MT1 Mini Bike
74		Lambretta SX200 Combination
41		MHB' Sprint Special
46	c.1953	Moto Confort 125cc C45S
47	c.1967	Moto Guzzi 125cc Stornello
45		Moto Morini 125cc Corsaro
49	c.1950	Motom Delfino
2		Motorised Tandem Derny
51	c.1974	MZ TS250
1		Narcisse-Sachs Type 100
5		New Hudson Autocycle
40	c.1948	Norman Trials
7	1957	NSU 49cc Quickly
6	c.1961	NSU Quickly
36	c.1955	Panther 250cc
9		Raleigh Runabout
11	c.1947	Royal Enfield 125cc
54	2008	Royal Enfield 500cc Bullet
30	c.1957	Velocette 192cc LE
29	1959	Velocette 200cc Valiant
8		Villiers 49cc
4	1957	Vincent Firefly Autocycle 50cc
10		Winged Wheel Bicycle
64	c.1987	Yamaha YSR50
43	c.1988	Yamaha TY250

Index | Day 2 | Collectors' Motorcycles

Lot no.	Year	Model
524	1927	AJS 349cc Model H6 'Big Port'
463	1951/52	AJS 7R 350cc Racing Motorcycle
511	1954	AJS 347cc 16MS
523	1954	AJS 348cc Model 16MS
522	1958	AJS 348cc Model 16MS
410	1965	AJS 497cc Model 18
395	1952	Alpino 125cc
455	2012	Aprilia ART 1000cc Grand Prix Racing Motorcycle
451	2013	Aprilia ART 1000cc Grand Prix Racing Motorcycle
460	2018	Aprilia RS125 Superteen Racing Motorcycle
488	1935	Ariel 601cc Model F Square Four
388	1956	Ariel 998cc Square Four
518	1960	Ariel 247cc Arrow
441	1960	Ariel 247cc Arrow Racing Motorcycle
519	1964	Ariel 49cc Pixie
401	1965	Benelli 125cc Leoncino
414	1975	Benelli 500 Quattro
397	1958	Beta 175
396	1955	Bianchi 175cc Tonal
371	1956	BMW 257cc R26
337	1979	BMW 785cc R80/7 Project
375	1980	BMW 650cc R65
309	1937	BSA 248cc B22 Empire Star
310	c.1942	BSA 496cc M20
316	1950	BSA 123cc Bantam D1
387	1955	BSA 499cc Gold Star
314	1957	BSA 123cc Bantam D1
313	1957	BSA 148cc Bantam Major
315	1957	BSA 148cc Bantam Major
311	1961	BSA 499cc Gold Star
408	1970	BSA 750cc Rocket III
514	1971	BSA 247cc Victor 250 Enduro
312	1971	BSA 740cc Rocket III
409	1971	BSA 750cc Rocket III
504	1954	Capriolo 148cc Cento 50
392	1953	CM 125cc Gran Sport 2T
391	1955	CM Francolino 175
462	2000	Double-axle Box Trailer
399	1958	Ducati 175 Sport
471	1958	Ducati 175cc Formula 3 Production Racing Motorcycle
470	1959	Ducati 175cc Formula 3 Racing Motorcycle
496	1969	Ducati 450 MkIII Desmo
497	1974	Ducati 250cc Mark III Project
403	1974	Ducati 750SS
494	1979	Ducati 900 SS
417	1995	Ducati 916 Monoposto 'Carbon Special'
416	1997	Ducati 996cc 916 SPS
468	1979	Dunstall Suzuki GS1000 Formula 1 Racing Motorcycle
481	1918	Excelsior 61ci Model 19
377	1959	Excelsior 98cc Consort Project
393	1954	FB Mondial 200cc Sport
376	1954	Francis-Barnett 125cc Kestrel Project
498	c.1949	Gilera 247cc Nettuno Sport
400	1960	Gilera 175 Super Sport
335	c.1963	Greeves-Triumph 350cc Project
427	1956	Harley-Davidson 55ci Model
428	1972	Harley-Davidson FX1200 Super Glide
431	1987	Harley-Davidson 1637cc Heritage Softail Custom
429	1992	Harley-Davidson FLSTC Heritage Softail Classic
430	1994	Harley-Davidson 1340cc FLHTC Electra Glide Classic
424	2003	Harley-Davidson 1131cc V-Rod 100th Anniversary Edition
352	1963	Honda 247cc CB72
370	1965	Honda 247cc C72
349	1971	Honda CB750 K1
350	1973	Honda CB250 K4
353	1973	Honda CB450 K5
354	1975	Honda 174cc CB175 K6 Super Sport
364	1975	Honda 49cc Z50 Mini Trail 'Monkey Bike'
419	1975	Honda CB350F
369	1977	Honda 408cc CB400F
355	1978	Honda 174cc CD175
418	1978	Honda CB400F
363	1979	Honda C50
351	1980	Honda CD200 Benly
366	1984	Honda 49cc Limited Edition Gold Monkey
346	1990	Honda VRF400R Type NC30
520	1991	Honda GB500 Tourist Trophy
362	1996	Honda 85cc Cub Economy 90
367	1996	Honda 49cc Magna
357	1997	Honda VTR1000 Firestorm
348	1999	Honda VFR800FI
365	2004	Honda 49cc Z50 Monkey Bike
343	2007	Honda CRF 250X
444		Honda 250cc RC163 Grand Prix Replica
443		Honda 250cc RC163 Grand Prix Replica
390	1959	Horex Parilla 99cc Slughi
425	1941	Indian 1279cc Four
426	1947	Indian 1200cc Big Chief
512	c.1930's	J.A.P-Powered Speedway Motorcycle
480	1929	James 3½hp Sport
361	2000	Jincheng JC50 Q-7 Monkey Bike
457	2014	Kalex-KTM 250cc Moto3 Grand Prix Racing Motorcycle
356	1974	Kawasaki 750cc H2
339	1984	Kawasaki GPz1100 Project
359	1988	Kawasaki GT750
344	2010	KTM 990 Adventure
456	2016	KTM 250cc Moto3 Grand Prix Racing Motorcycle
495	1974	Laverda 981cc 3C
478	1939	Matchless 982cc Model X
521	1941	Matchless/AJS 348cc G3/L
464	1953	Matchless 498cc G45 Racing Motorcycle
411	c.1961	Matchless 646cc G12
482	1907	Minerva 412cc
509	c.1975	Montesa 306cc Cota 348 Trials
508	c.1983	Montesa-Honda MH200 Trials
500	1952	Moto Guzzi 499cc Falcone
499	1956	Moto Guzzi 175cc Lodola
398	1958	Moto Guzzi 235cc Lodola Gran Turismo
493	1972	Moto Guzzi V7 Sport
415	2001	Moto Guzzi 1064cc California EV
394	1957	Moto Morini 175 Super Sport
503	c.1969	MotoBi 250cc Sport Special
438	1953	MV Agusta 125cc SOHC Racer
466	c.1953	MV Agusta 123.5cc Bialbero Racing Motorcycle
465	1955	MV Agusta 123.5cc Monoalbero Racing Motorcycle
502	1963	MV Agusta 50cc Liberty
404	1969	MV Agusta 592cc 4C Tourer
402	1970	MV Agusta 250B
405	1973	MV Agusta 750GT
501	1977	MV Agusta 350cc Ipotesi Café Racer
467	2014	MV Agusta F3 800 Ago
492	1930	New Hudson 346cc OHV
302	c.1951	Norman 98cc Model C Autocycle
485	1923	Norton 633cc Big 4
510	1949	Norton 499cc 500T
516	1953	Norton 497cc Dominator 88 De Luxe
527	c.1954	Norton 350cc Manx Racing Motorcycle
526	c.1957	Norton 490cc Manx Racing Motorcycle
515	1957	Norton-Ariel 998cc Square Four Special
517	1959	Norton 350cc Model 50
378	1961	Norton 350cc Type 50
374	1968	Norton 750cc Commando Fastback
382	1974	Norton Commando 850MkIIA
379	c.1975	Norton 850 Commando MkIII Interstate
383	1976	Norton Commando 850 MkIII
381	c.1974	NVT 'Cosworth' Experimental Prototype
525	1933	OK-Supreme 248cc 'Lighthouse' Model
507	c.1974	OSSA 244cc MAR Trials Motorcycle
505	1976	Ossa 244cc MAR Trials Motorcycle
386	1957	Panther 598cc Model 100
452	2014	PBM-ART 1000cc Grand Prix Racing Motorcycle
454	2014	PBM-ART 1000cc Grand Prix Racing Motorcycle

453	2014	PBM-ART 1000cc Grand Prix Racing Motorcycle
484	1911	Pierce 592cc Single
389	1954	Puch SV 175
491	1927	Raleigh 248cc Model 15
301	c.1968	Raleigh 49cc Wisp Moped
433	1972	Renwick-Konig 500cc Wedge Racing Sidecar
435	2001/c.1950	Renwick-Vincent 'Epimetheus' 1665cc Racing Motorcycle
436	2020/1948	Renwick-Vincent 998cc Series-B Rapide Steib 501 Combi.
506		Rickman / Triumph 490cc Daytona Project
513	c.1960	Rotrax-JAP Speedway Racing Motorcycle
304	1958	Royal Enfield 499cc 'Big Head' Bullet
307	1958	Royal Enfield 693cc Super Meteor
305	1960	Royal Enfield 693cc Constellation
306	1960	Royal Enfield 693cc Constellation
373	c.1962	Royal Enfield 700cc Super Meteor Project
308	c.1964	Royal Enfield 248cc Continental
372	1965	Royal Enfield 248cc Continental GT
486	1929	Scott 596cc TT Replica
407	c.1973	Slater' Egli-Vincent 989cc
445	2014	Speed Up-Honda Moto2 Racing Motorcycle
487	1935	Sunbeam 598cc Model 7 Lion Project
341	1952	Sunbeam 500cc S8
358	1972	Suzuki GT750J
360	1985	Suzuki 589cc SP600F Enduro
345	1989	Suzuki GSX-R750 Slingshot
469	1989	Suzuki RG500 Gamma
423	2000	Suzuki GSX1300R Hayabusa
347	2001	Suzuki GSX-R600 K1
368	2003	Suzuki TR50S Street Magic Moped
442		Suzuki RZ63 Replica Racing Motorcycle
432	2004	Thundercity 1450cc Chopper 'Old Skool'
334	1959	Trifield 500cc Special
330	1958	Triton 650cc 'Cafe Racer'
483	1910	Triumph 3½hp
317	1939	Triumph 493cc Model 5H De Luxe
321	1951	Triumph 499cc Tiger T100
325	c.1954	Triumph 499cc Speed Twin/Tiger T100
324	c.1954	Triumph 499cc Tiger T100
333	c.1954	Triumph 'Rolling Chassis'
328	c.1955	Triumph 498cc 'Speed Twin'
322	1955	Triumph 499cc Tiger T100
323	c.1955	Triumph 499cc TR5 Trophy
327	c.1956	Triumph 650cc Thunderbird
331	1958	Triumph 349cc Twenty One
332	c.1959	Triumph 490cc 5TA Speed Twin
319	1960	Triumph 649cc T120 Bonneville
318	1961	Triumph 649cc T120 Bonneville
342	1966	Triumph 349cc Tiger 90
326	1966	Triumph 490cc T100SS
412	1966	Triumph 650cc T120R Bonneville
320	1967	Triumph 649cc T120 Bonneville
385	1973	Triumph 740cc T150 Trident
329	1977	Triumph 740cc T160 Trident
380	1988	Triumph 750cc Bonneville
413	1993	Triumph Speed Triple 750
459	2000	Triumph TT600 Racing Motorcycle
490	1932	Velocette 249cc GTP Project
437	1963	Velocette 192cc Valiant
384	1966	Velocette 499cc Venom Thruxton
489	c.1935/c.1930	Velocette 480cc MOV/KTT Special Racing Motorcycle
474	c.1931	Vincent-HRD 500cc Two-Port OHV Sports Model
476	1948	Vincent-HRD 998cc Series-B Rapide
473	1949	Vincent-HRD 998cc Series-B Rapide Project
477	1950	Vincent 998cc Series-C Black Shadow
475	1952	Vincent 499cc Comet Project
406	1955	Vincent 998c Black Knight
303	1956	Vincent 48cc Firefly Cyclemotor
434	1950/1951	Vincent 'Prometheus' 1248cc Series-C Rapide Racing Sidecar
440	1971	Yamaha 250cc TD2 Racing Motorcycle
439	1972	Yamaha 250cc TD3 Racing Motorcycle
472	1981	Yamaha TZ250 Racing Motorcycle
422	1982	Yamaha XS1100
336	1984	Yamaha 981cc TR1
340	1989	Yamaha XJ900 Project
420	1992	Yamaha 1197cc V-Max
338	c.1992	Yamaha XT600E Ténéré Project
421	1993	Yamaha 1197cc V-Max
446	c.1995	Yamaha YZF750 Superbike Racing Motorcycle
448	1999	Yamaha 998cc 'R71' V&M Superbike Racing Motorcycle
450	2000	Yamaha 599cc R6 V&M Supersport Racing Motorcycle
458	2000	Yamaha 998cc 'R71' Superbike Racing Motorcycle
447	2001	Yamaha 998cc R1 V&M Superstock Racing Motorcycle
449	2002	Yamaha 599cc R6 V&M Supersport Racing Motorcycle
461	2014	Yamaha EC-03 Electric Scooter
479	c.1927	Zenith-JAP 678cc Model 6-80xxx

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