

Bonhams



The Autumn Stafford Sale

The Classic Motorcycle Mechanics Show

Staffordshire County Showground | Saturday 15 - Sunday 16 October 2022

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BONHAMS

101 New Bond Street
London W1S 1SR
bonhams.com

SALE TIMES

Saturday 15 October
Spares and Memorabilia
(Lot 1 - 285) 10.00
Motorcycles
(Lot 301 - 336) 16.00

Sunday 16 October
Motorcycles
(Lot 401 - 651) 10.00

SALE NUMBER

27434

VIEWING

Saturday 15 October
9am to 5pm
Sunday 16 October
from 9am

ADMISSION TO THE CLASSIC MOTORCYCLE MECHANICS SHOW

Admission is not included in the price of the catalogue.

In order to attend and take part in the live auction you will need to purchase a ticket to The Classic Motorcycle Mechanics Show.

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

Alternatively, you can bid online via Bonhams.com and The Bonhams app, or via Telephone or Absentee/Commission bidding.

YOUR SPECIALIST 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
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andrew.barrett@bonhams.com

MOTORCYCLE ADMINISTRATOR

Caz Sullivan
+44 (0) 20 8963 2817
caz.sullivan@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 15 October and 9am to 4pm Sunday 16 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 15 October and 11am to 4pm on Sunday 16 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/27434



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 accounts 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



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 301-336 & 401-651) 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 1-285) the Buyer's Premium is 27.5% on the first £20,000 of the hammer price; 26% of the hammer price of amounts in excess of £20,000 up to and including £700,000; 20% of the hammer price of amounts in excess of £700,000 up to and including £4,500,000 and 14.5% of the hammer price of any amounts in excess of £4,500,000.

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. Please note this facility is not available to first time buyers.

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

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 commonly take between 14 and 30 working days to process the NOVA and C88 Customs clearance.

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.

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 30 working days after 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) 330 173 6625
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 emailed to bids@bonhams.com no later than the morning of the sale day.

How fast will the auctioneer go?

The auctioneer will aim to sell +/- 50 lots of spares and memorabilia per hour and circa 30 vehicles per hour.

When can I clear my purchases?

Once full payment has been received, purchases can be cleared (where possible) during the auction and immediately after the auction. Lots must be collected by 7pm Sunday 16 October. Limited collection is available until 11am Monday 17 October, by appointment only. Purchasers must advise Bonhams Motorcycle Department via email no later than 7pm Sunday 16 October. Please email caz.sullivan@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, authenticity 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 are obliged to notify DVLA of the purchaser's details, upon receipt of payment from the buyer.

Please note, 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 have still not had contact from you, we will update the new keeper to the name and address shown on your Bonhams invoice. 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 contact Caz Sullivan (Motorcycle Administrator) 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, furthermore DVLA's processing time for V5C's is 4 – 6 weeks.

Vehicle Tax

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 telephone, calling 0300 790 6802. Please note those machines offered without a V5C/2 New Keepers Supplement cannot be taxed online.

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

Your contacts for this sale



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james.stensel@bonhams.com



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bill.to@bonhams.com



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andrew.barrett@bonhams.com

Representatives

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Press Office

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press@bonhams.com

Motorcycle Transporters

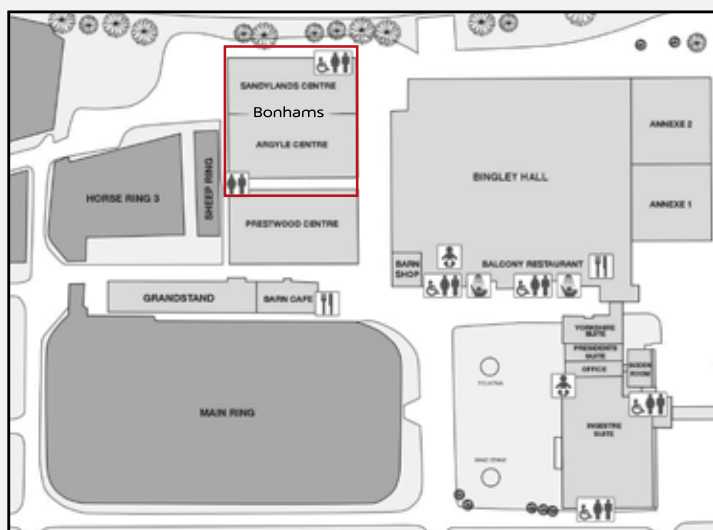
Moving Motorcycles
+44 (0) 1933 448 555
info@movingmotorcycles.co.uk
www.movingmotorcycles.co.uk

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

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 16 October and 9am to 4pm Sunday 16 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 15 October and 11am to 4pm on Sunday 16 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 16 October.

Limited collection is available until 11am Monday 17 October, by appointment only, and purchasers must advise Bonhams Motorcycle Department via email no later than 7pm Sunday 16 October if they intend to collect Monday.

Please email caz.sullivan@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 Motorcycles' Northamptonshire store at your expense.

Buyers should satisfy themselves that they have collected all relevant 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
info@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 Wednesday 19 October, by appointment only.

Vehicle Removal charges to store

£115 + VAT per motorcycle
£295 + 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 16 October.

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

Bonhams Motorcycles

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

Lots will be available for collection from 10am Thursday 20 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.

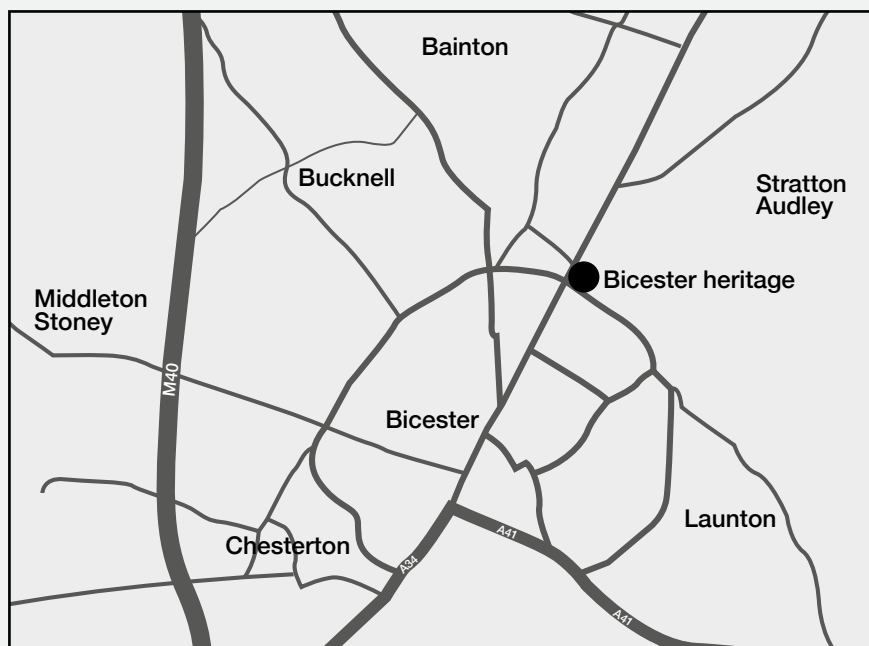
All lots marked with a ♦♦♦ will require specific shipping and storage arrangements, as they are either extremely large or heavy objects. Please contact the Motorcycle Department for detailed information in advance of bidding. Failure to contact the department may result in your purchased lot(s) being 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 493 099 email: enquiries@albanshipping.co.uk

Please note Bonhams do not provide shipping/shipping quotes, 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.



Bonhams International Motoring Team

UNITED KINGDOM



Tim Schofield



Sholto Gilbertson



Guy Newton



Richard Stafford



Louis Frankel



James Knight



Malcolm Barber



Maarten ten Holder
International
Managing Director



Katie Barnett



Katherine Broad



Mark Gold



Lauren Wear



Poppy Squire



Lynnie Farrant



Roger Bell-Ogilby
Global Business Director

EUROPE



Paul Darvill



Gregory Tuytens



Paul Gaucher



Gregor Wenner



Loïc Maschi



Daniele Turrissi



Philip Kantor
International
Chairman Motoring



Valerie Simonet

WEST COAST



Jakob Greisen



Gordan Mandich



Mathieu Guyot-Sionnest



Adrien Durban



Mark Osborne



Aleksandra Krypciak



Catherine Tejada

EAST COAST



Rupert Banner



Eric Minoff



Evan Ide



Tim Parker



Jennifer Burns



Whitney Maxwell

THE MARKET UK



David Hayhow



Fraser Smith



Paul Hegarty



Ainsley Pierce



John Hunt



Mark Livesey



Freddie Wood



Oliver Hughes



Jo Tomlin



Kayleigh Ramsay



Sam Shupac

THE MARKET EUROPE



David Toledano



Pierre Tirone



Carlotta Manchini



Caroline Cassini



Stephen Mancuso



Brett Halverson



Matthew Groner



Steve Gregg

THE MARKET USA

MOTORCYCLES



James Stensel



Bill To



Andrew Barrett



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Toby Wilson



Adrian Pipiros



James Garguilo



Estelle Perry

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THE MARKET by Bonhams
38A Innovation Drive
Milton Park, Abingdon
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www.themarket.bonhams.com

Motorcycle Spares and Memorabilia

Saturday 15 October at 10am
Lots 1 - 284

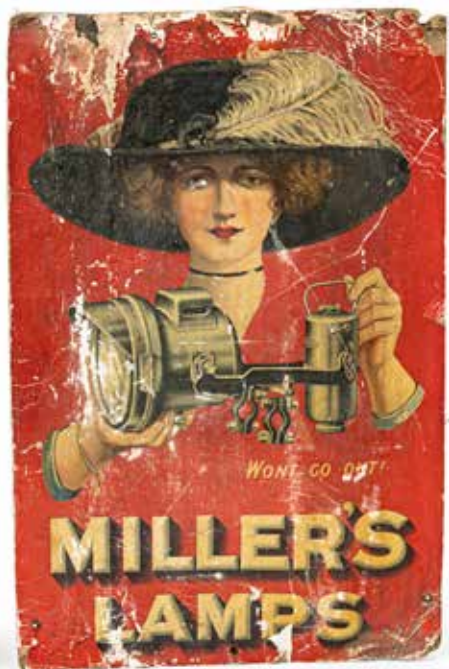
Images of each lot can be found at
www.bonhams.com/autumnsale/27434







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1 ASSORTED MOTORCYCLING BOOKS
including Maintaining Your Brough Superior: W S Gibbard, The story of MV Agusta motorcycles: Peter Carrick, The Colemans: Rod Coleman, Francis Beart a Single Purpose: Jeff Clew, Colin Seeley Racer and the Rest, and others, all in varying condition, close inspection advised.
(Qty)
£150 - 250

2° A SELECTION OF BOOKS
including original Vincent motorcycle; motorcycles of the sixties; encyclopaedia of Harley-Davidson's and other books, close inspection advised.
(Qty)
£250 - 350

3 A 1939 BROUGH SUPERIOR RANGE BROCHURE
black embossed card covers, with illustrations, specifications and details for SS100, SS80 Special, SS80 De Luxe, 11.50 Special, Dream and Alpine Grand Sports sidecar together with an Alpine Grand Sport sidecar pamphlet, close inspection advised.
(2)
£200 - 300

4 PETER HEARSEY, (BRITISH 1944-); 'MIKE HAILWOOD AT QUARTER BRIDGE'
artwork signed by the artist and dated 1980, modern medium, 53 x 36.5cm, mounted, framed and glazed (68 x 53cm overall), close inspection advised.
£200 - 400

5 W.E BOYCE CYCLES AND MOTORCYCLE EPHEMERA
a cased Motorcycling Club 9ct gold medal awarded to W.E Boyce, London, Edinburgh, London, 1914, makers mark for Joseph Moore, gold marks rubbed, together with another cased 9ct gold medal awarded to the same and inscribed '1st invitation', a cased first place 9ct gold fob medal awarded by the HWCC for the 50 mile Handicap 1906, a cased second place silver fob medal dated 1905 for the 10 mile Handicap, a selection of small format early monochrome images relating to W.E Boyce and a tyre repair book.
(Qty)
£400 - 600

6 A FULL SET OF BELIEVED UN-USED LEWIS MOTORCYCLE LEATHERS, CIRCA 1955
together with gloves and original silk scarf.
£250 - 350

7 A RARE MILITARY DISPATCH RIDER'S JACKET WITH RAF LINING
brown leather with some signs of wear but overall in good order.
£200 - 300

8 AN ORIGINAL BARBER MOTORCYCLE TRIALS SUIT, 1960S
used only a few times since the vendor acquired new in the 1960s.
£200 - 300

9 ASSORTED MOTORCYCLING WEAR
including two leather jackets (brand and size unknown); a pair of Scott leather trousers (UK size 30"/76cm); a pair of Frank Thomas riding boots (size unknown); a Davida pudding basen helmet (size S); Centurion open face helmet (size 2 56/57); a Vemar helmet; a Shark helmet (size M/57); an Everoak Racemaster open face helmet (size unknown); goggles and two pairs of leather riding gloves.
(Qty)
£150 - 200

10 A MODEL NORTON INTERNATIONAL ENGINE
mounted on a wooden plinth, 28.5cm high (plus plinth) bearing a plaque stating 'A Working Model of Reg Parnell's 1936 Norton International Built By Douglas Roe Of Rolls Royce, Derby', vendor advises that this was a running example when purchased, was rebuilt to working mechanical order in the late 1970s, at which time the present non-functional dummy magneto was fitted, condition and completeness unknown, close inspection advised.
£700 - 1,000

11 A 'MILLER'S LAMPS' ADVERTISING POSTER
mounted on board, 72.5cm x 42.5cm, showing wear and loss in places together with a 'Holdtite' advertising figurine approximately 43cm high.
(2)
£250 - 500

12 A 1:9 SCALE HAND-BUILT MODEL OF A 1950 VINCENT 'BLACK SHADOW' SERIES C
professionally assembled from white metal kit by Classic Model Motorcycles of Cornwall, finely detailed with rubber tyres, 27cm long, mounted on a wooden base with Perspex display case, measuring 32 x 14 x 20cm overall.
£500 - 700

13

A 1:9 SCALE HAND-BUILT MODEL OF A 1958 VELOCETTE VENOM 500

professionally assembled from white metal kit by Classic Model Motorcycles of Cornwall, finely detailed with rubber tyres, 27cm long, mounted on a wooden base with Perspex display case, measuring 32 x 14 x 20cm overall.

£500 - 700

14⁰⁰⁰

A C.1966 FAIRGROUND SOLEX BUMPER MOTORCYCLE AND SIDECAR

fitted with engine number L913377, approximately 4ft in length, a well built miniature bumper outfit, possibly of American origin, running condition unknown, the outfit will require recommissioning to a greater or lesser extent, close inspection advised.

£300 - 400

15

AN AJS MOTORCYCLE DEALER'S DISPLAY CASE HEAD PIECE

wooden, with the letters 'AJS' in relief, highlighted with gold colour 79.5 x 28cm, brackets added for wall mounting, condition and completeness unknown, close inspection advised.

£120 - 180

16

A POWELL & HANMER NO.68 NEW/OLD STOCK SIDECAR ACETYLENE LAMP

japanned black body with nickel-plated rim, 2¾ inch convex lens with ruby red faceted rear lens and mounting bracket to rear, in seemingly unused condition, contained in original carton box, (worn).

£120 - 160

17

A LUCAS MOTORCYCLE ACETYLENE HEADLAMP BELIEVED NEW OLD STOCK

complete with reflector, lens (diameter 3.5 inches), and burner, now showing marks from long-term storage, condition and completeness unknown, close inspection advised.

£80 - 120

OFFERED FROM THE COLLECTION OF NOTED PHOTOGRAPHER AND TRIALS GURU DON MORLEY LOTS 18-32

18

A 1980'S OULTON PARK AUGUST BANK HOLIDAY MOTORCYCLE FESTIVAL POSTER

70cm x 50cm; folded but otherwise unused together with an unused sticker for the same event, close inspection advised.

(2)

£100 - 200



18



19



20



19

A 1985 MARLBORO BRITISH GRAND PRIX POSTER

Silverstone, Sunday August 4th with Don Morley imagery depicting Eddie Lawson; folded but otherwise unused; 69cm x 49.5cm, together with a Marlboro F1 Silverstone poster depicting Niki Lauda and Alain Prost, Sunday July 21st, 69cm x 49.5cm, close inspection advised.

(2)

£200 - 300

20

A 1981 SAN MARINO GRAND PRIX POSTER

46cm x 31cm; folded with some loss to corners together with a 1983 San Marino Grand Prix poster, 50cm x 35cm, close inspection advised.

(2)

£200 - 300

21

A 1987 PORTUGAL GRAND PRIX DOUBLE SIDED FLYER

held in Jarama, Spain 27.5cm x 19cm together with another double sided flyer for Jarama, 27.5cm x 19cm, a Misano Grand Prix poster dating from the mid 1980's, 29cm x 43.5cm and a July 1985 Grand Prix de France poster depicting Christian Sarron, 40cm x 53cm, close inspection advised.

(4)

£200 - 300

22

AN NGK CITY COPPER SPARK PLUG POSTER

dating from the mid 1980's, 60cm x 42cm together with a 1983 Motowinter motorshow poster, 60cm x 42cm; a Michelin motorcycle tyre application poster, 42cm x 59cm and a mid 1990's Kawasaki poster, 42cm x 59.5cm, close inspection advised.

(4)

£200 - 300

23

A 1961 TT REPLICA CLUB TEAM PRIZE AWARD

depicting the Mercury figure, complete with caduceus, mounted on a black wooden base applied with plaque inscribed 'Auto-cycle union 1961 T.T. Races club team prize Junior race Canadian M.C.A. M.A.Duff R. Ingram D.J. Wildman', 25cm high.

£800 - 1,200



23



24

24
A 1962 TT REPLICA CLUB TEAM PRIZE AWARD
depicting the Mercury figure, complete with caduceus, mounted on a black wooden base applied with plaque inscribed 'Auto-cycle union 1962 T.T. Races club team prize Junior race Canadian M.C.A. M.A.Duff R. Ingram D.J. Wildman', 25cm high.
£800 - 1,200

25
A 1978 GRAND PRIX CSSR 3RD PLACE MEDAL
awarded to Michel Rougerie, Bruno 1978.
£150 - 250

26
A 1929 MOTOR EXHIBITION ENAMEL STAFF BADGE FOR TRIUMPH
by Caxton of Kew, Surrey.
£150 - 250



26



28 (part)



31 (part)

27
AN EARLY THE MOTOR CYCLING CLUB ENAMEL BADGE
founded 1901 and depicting a single cylinder engine; NE London MCC badge; BSA motor cycle and lightcar club badge and an Ariel motorcycle club badge together with a Brough Superior belt buckle and belt and a large selection of enamelled lapel badges, close inspection advised.
(Qty)
£200 - 300

28^o
MOTOR CYCLING - 20 BOUND VOLUMES
dating from 1950, 1952, 1953, 1955, 1956, 1957, 1958, 1959, 1960 and 1961.
(Qty)
£400 - 800

29^o
MOTORCYCLE SPORT - 11 HARDBOUND AND INDEXED VOLUMES
from the very first issue in November 1962 through until December 1973 together with 10 soft bound volumes dating from January 1974 through to December 1983, according to information supplied by the vendor the 11 hardbound copies are Motorcycle Sports own office bound copies, together with 8 volumes of On Two Wheels.
(Qty)
£300 - 500

30^o
MOTORCYCLE - 6 BOUND VOLUMES
covering 1949, 1950, 1951, 1952, 1963 together with 2 bound volumes of Motor Cycling July - December 1962 and January - June 1963 and 7 volumes of MotorCycle August - December 1962, January - December 1972, January - December 1978, January - December 1979.
(Qty)
£250 - 450

31^o
A LARGE QUANTITY OF ISLE OF MAN RELATED MEMORABILIA
including TT press kits; MCN special island issues; TT programmes from 1951 - 2016 (incomplete run) many complete with scorecards (including official scorecards that had been annotated by Don Morley); MGP programmes including 1937 Junior and Senior races; series of GS Davison books including 1951 TT Who's who and TT anecdotes and assorted paperwork.
(Qty)
£800 - 1,200

32
A SELECTION OF EPHEMERA
including a HB Suzuki clock; tiles for the San Marino Grand Prix and Isle of Man TT; Motor-Cycling personalities past and present and Motor-Racing Drivers past and present by Sallon; Sound stories volume one 1957 - 1964; volume two 1965 - 1968; part one 1967 and Isle of Man TT official review 1985 - 1999 dvd's.
(Qty)
£250 - 450

Barry Sheene MBE

(1950-2003)

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

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

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

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



© Nick Nicholls Collection @ Mortons Archive

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

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

The following Lots 33-60 are offered for sale directly from the collection of the late Barry Sheene.

33
THE PRIX DE PARIS INTERNACIONAL VITESSE PARIS-RUNGIS 1972
formule libra manche, 1st prix, some damage to trophy, 29.5cm high together with an honorary award presented by Reetenmaier Metall Warenfabrik at ADAC-Preis Hockenheim 30th September 1973, 27.5cm high.
(2)
£200 - 400

34
TWO MANX GRAND PRIX MEDALLIONS
awarded in 1955 & 1956 together with a 60th anniversary Nürburgring medallion; a Ville de Bordeaux medallion and two pocketwatches.
(8)
£250 - 350

35
TWO TROPHIES DATING FROM 1981
including the Daily Mirror trophy for best placed British rider in the Jody Scheckter World Cup race, Donington 30th August 1981, 29cm high; together with a John Player 50th anniversary International race Winter cup series winners trophy, 30th August 1981, 39cm.
(2)
£250 - 350



40

36
THE SIR HENRY SEGRAVE MEDAL
awarded to F. Sheene in 1977 and offered with display case, close inspection advised.
(2)
£300 - 500

37
THREE TROPHIES DATING FROM 1982
including the Grand Premio Banco Atlantico 2nd place in the 500cc class, 23rd May 1982, 33cm high (detached from base); together with the Grot Prus Van Nederlands Dutch TT 3rd place in the 500cc class, 21cm and a 50 year Hockenheim jubilee trophy presented for the jubilaumsrennen 16th May 1982, 53cm.
(3)
£300 - 500

38
A 1966 ASHFORD PREMIER CUP TRIAL BEST NOVICE B SHEENE
small E.P.S.N trophy, 10cm high together with various miscellaneous trophies awarded throughout Barry's life and career, close inspection advised.
(Qty)
£300 - 500

39
THE GROTE PRUS VAN NEDERLAND DE K.N.M.V. DUTCH TT
2nd place in the 125cc class riding a Suzuki, further inscribed Aangeboden door de stichting circuit van drenthe, 19cm high.
£300 - 500



41



42 (part)

40
A 1ST PLACE TROPHY IN THE 4TH INTERNATIONAL GRAND PRIX AT PESARO
17th August 1975, 47cm high.
£400 - 800

41
THE AUTOMOBIL-CLUB L'OUEST GRAND PRIX DE FRANCE MOTO 1976 1ST PLACE TROPHY
for the 500cc class, missing one handle, 50cm high.
£600 - 1,000

42
WORLD OF SPORT SUPERBIKE CHALLENGE CUPS
including one for 1979 (no lid, no base), one for 1980 round 3 (no base) and three for 1981 Rounds 1, 2 and 3 (round 3 missing lid), tallest overall cup is 51cm.
(5)
£600 - 1,000

43
THE MOTOR CYCLE STAR RIDER TROPHY AWARDED TO BARRY SHEENE AND MIKE HAILWOOD
silver with Birmingham hallmarks for 1958, applied shields to wooden base each inscribed with riders name Barry Sheene 1975 - 1977 inclusive, Mike Hailwood 1978 and Barry Sheene in 1979, 64cm high.
£500 - 800



43



44

44
A MOTOR CYCLE STAR OF '77 TROPHY
25cm high together with a Barry Sheene World Champion 1977 Suzuki 500cc Michelin presentation piece in the form of a Mr Bibendum, 13cm high and an Evening News challenge 1st place trophy for the International Motor Cycle race at Brands Hatch 1977, 13cm high.
(3)
£300 - 500

45
THE DAILY MIRROR WINNERS TROPHY FOR GREAT BRITAIN VS USA RACE
in the AGV Nations cup, Donington 23rd September 1979, 35cm high together with a 1979 A.G.V Nations Cup winning team trophy, 34cm high.
(2)
£400 - 800

46
THREE PAUL RICARD TROPHIES
undated and various sizes; Barry Sheene won at Paul Ricard in the 1976, 1977 and 1979 seasons and came 3rd in the 1978 season.
(3)
£500 - 800

47
THE CASTROL TROPHY AWARDED TO FIRST PLACE AT THE M.C.N SUPERBIKE ROUND
34cm high.
£300 - 500

48

A 1978 DUTCH TT 3RD PLACE TROPHY

25.5cm high together with a 1978 Nurburgring 4th place trophy, 23cm high.

(2)

£300 - 500

49

THE MARLBORO BRITISH GRAND PRIX RIDER OF THE DAY TROPHY

Silverstone 1979, 31cm high, together with a Winners trophy for the Shellsport 500cc Championship in 1979, 38cm high.

(2)

£300 - 500

50

A DAILY MIRROR DONINGTON ROAD RACE 1978 WINNERS TROPHY

29cm high, mounted on plastic base together with a Forward Trust 1000 trophy 1978, 37cm high.

(2)

£250 - 350

51

A BARRY SHEENE RACE WORN ARAI HELMET

with blacked out visor, FIM applied sticker inside the helmet (in Japanese); size medium together with a blue Arai helmet bag.

(2)

£800 - 1,200

52

A BARRY SHEENE RACE WORN ARAI HELMET

with Fosters and Crown Paints applied stickers, size medium with damage and paint loss to the rear of helmet and missing the front air vent for Barry's traditional cigarette hole.

£600 - 1,000

53

A BARRY SHEENE OPEN FACE ARAI HELMET

with 'Helmet Cairns 2001' applied scrutineering sticker; size medium and with signs of use.

£400 - 600

54

A BARRY SHEENE ARAI HELMET

size medium; fitted with the visor strip together with two Arai helmet bags

£200 - 300

55

A YAMAHA PUDDING BASIN HELMET

signed 'For Barry' with multiple signatures and appearing in new condition, size unknown and accompanied with a blue helmet bag.

(2)

£300 - 500



51



59 (part)

56

A SET OF BARRY SHEENE RACE WORN GLOVES

in red with white stripes, missing the left pinkie finger.

(2)

£150 - 250

57

A SET OF BARRY SHEENE RACE WORN GLOVES

in red with white stripes, missing the left pinkie finger.

(2)

£150 - 250

58

A QUANTITY OF ASSORTED ORIGINAL STICKERS

including Champion; 7; Team Suzuki-Heron; Ingersoll and various others together with an original 1974 Suzuki-Loudon-Nixon poster, close inspection advised.

(Qty)

£300 - 500

59

A QUANTITY OF GOODWOOD MEDALLIONS

including the 2002 Goodwood Revival medallion; 2001 Goodwood Revival and Louis Vitton Classic medallions.

(Qty)

£200 - 400

60

A LARGE SELECTION OF LANYARDS

for various Grand Prix's and race series including Moto GP, Superbike World Championship and Formula 1, close inspection advised.

(Qty)

£250 - 350



65



71

**OFFERED FROM THE ESTATE OF THE LATE 'ROCKET' GEORGE WANDER
LOTS 61-114**

61⁹

**A QUANTITY OF MOTORCYCLE AND
MOTORCAR LITERATURE**

comprising various motorcycle reference books; motorcycle magazines and inserts; motorcycle calendars; motor car reference books and workshop manuals for Land Rover, Rover, Lagonda and others; range brochures for Land Rover Freelander's and others. Close inspection advised.

(Qty)
£100 - 200

62

**A QUANTITY OF BSA ROCKET 3
LITERATURE**

including a workshop manual, multiple parts lists, service notes, and handbooks, together with a quantity of parts lists for other post war BSA models, four Rocket 3 "cutaway" posters c. 84cm x 59.3cm (with some minor storage marks mostly to the edges), in varying sizes and conditions, close inspection advised.

(Qty)
£140 - 180

63

**A QUANTITY OF MOTORCYCLE RELATED
BOOKS**

many of which are BSA related, various pre-war and modern magazines, race programmes, various Haynes manuals, reproduction parts lists, and 3 small posters, in varying sizes and conditions, close inspection advised.

(Qty)
£140 - 180

64

**A SELECTION OF MOTORCYCLE RELATED
POSTERS**

some framed and glazed and mounted on hardboard together with a single sided 'BSA Motorcycles' Perspex oval sign, all in various sizes, close inspection advised.

(Qty)
£250 - 350

65

THE BSA HANDBOOK 1906

(of bicycle components) 36 pages, 1909 BSA handbook 48 pages, and a 1922 BSA Bicycle catalogue 24 pages, in varying sizes and conditions, close inspection advised.

(Qty)
£200 - 300

66

**A SELECTION OF BSA CATALOGUES AND
BROCHURES FROM 1919-1927**

including 1924 and 1927 catalogues, 1925 Combinations brochure and preliminary catalogue for 6-7 h.p. Twin, in varying sizes and conditions, close inspection advised.

(Qty)
£200 - 300

67

**A SELECTION OF BSA CATALOGUES AND
BROCHURES FROM 1928 AND 1929**

including 1928 and 1929 fold out brochures, 1928 catalogue and 1928 brochure in German, in varying sizes and conditions, close inspection advised.

(Qty)
£150 - 200

68

**BSA CATALOGUES FROM 1931, 1932 AND
1933,**

the 1933 item stamped "Private and Confidential" and believed to include the proposed amendments for 1934, in varying sizes and conditions, close inspection advised.

(Qty)
£180 - 220

69

**A SELECTION OF BSA CATALOGUES AND
BROCHURES FROM 1933 TO 1937**

including "BSA Revolutionises Motor Cycling" promoting the Daimler Fluid Flywheel Transmission, various others, 1933 BSA Small Tools, and 10 "Motor Cycling" map supplements issued in 1934 and 1935, in varying sizes and conditions, close inspection advised.

(Qty)
£160 - 200

70

**A SELECTION OF BSA CATALOGUES AND
BROCHURES FROM 1936 TO 1938**

including BSA Motor Cycling Annuals for 1936 and 1937, range brochure for 1938, and French programme for 1938, in varying sizes and conditions, close inspection advised.

(Qty)
£160 - 200

71

**A SELECTION OF BSA CATALOGUES AND
BROCHURES FROM 1939 AND 1940**

including 1939 and 1940 catalogues, 1939 Australian brochure, 1939 "The Greatest Motor Cycle Test of all time" and 1930 BSA History and Guide to the Works, in varying sizes and conditions, close inspection advised.

(Qty)
£250 - 350

72

A SELECTION OF BSA BROCHURES FROM 1945 TO 1949

and "The White Coat Squad" (date unknown), in varying sizes and conditions, close inspection advised.

(Qty)

£150 - 250

73

A SELECTION OF BSA CATALOGUES AND BROCHURES FROM 1950 TO 1957

including 1957 Gold Star and Competition Models, in varying sizes and conditions, close inspection advised.

(Qty)

£140 - 180

74

A SELECTION OF BSA CATALOGUES AND BROCHURES FROM 1957 TO 1967

including 1960 and 1962 Gold Star brochures, 1959 "The Handy Dandy", "Bantam Lightweights", 1967 "BSA Scene Stealers", as well as various period road test reprints, in varying sizes and conditions, close inspection advised.

(Qty)

£150 - 250

75

A SELECTION OF BSA INSTRUCTION BOOKS FROM 1930 TO 1952

26 believed original, and a bound copy from City of Birmingham Reference Library, in varying sizes and conditions, close inspection advised.

(Qty)

£200 - 300

76

A SELECTION OF BSA PARTS BOOKS COVERING THE PERIOD 1914 TO 1930

including 1914-1923 descriptions and illustrations (in separate books), as well as books for 1924, 1925, 1926, 1927, 1928, 1929 and 1930, in varying sizes and conditions, close inspection advised.

(Qty)

£250 - 350

77

A SELECTION OF BSA PARTS BOOKS FROM 1931 TO 1939,

one from each year excluding 1935, as well as BSA 10 h.p. Saloon, in varying sizes and conditions, close inspection advised.

(Qty)

£250 - 350

78

A SELECTION OF BSA PARTS BOOKS FROM 1940 TO 1952

comprising 1940, 1946, 1947, 1948, 1949, 1950, 1951-52 and a "Master Priced List" covering the period 1927 to 1948 which indicates the year each component was last used in production and a supplement for 1949-1950, in varying sizes and conditions, close inspection advised.

(Qty)

£200 - 300

79

A SELECTION OF BSA CAR CATALOGUES AND BROCHURES

including 1931 and 1934 Three Wheeler, 1936 Scout, an undated "Ten" and "Light-six" catalogue, and Instruction Book for Three Wheelers, in varying sizes and conditions, close inspection advised.

(Qty)

£120 - 180

80

A BELIEVED BSA JM24 500CC GOLD STAR TOP-END

comprising cylinder head, cylinder barrel and rockers, no other internals present, condition and completeness unknown, close inspection advised.

£400 - 600

81

A BELIEVED BSA JM24 500CC GOLD STAR CYLINDER BARREL

condition unknown, prospective bidders must satisfy themselves as to its origins and suitability prior to bidding.

£250 - 450

82

A BELIEVED BSA JM24 500CC GOLD STAR CYLINDER BARREL

condition unknown, prospective bidders must satisfy themselves as to its origins and suitability prior to bidding.

£250 - 450

83

A C.1937-8 BSA CRANK

with casting number 66-614 BSA, stamped HV, believed M24 Gold Star type, condition, completeness and suitability unknown, close inspection advised.

£200 - 300

84

A C.1937-8 BSA CRANK

with casting number 66-614 BSA, stamped CHV, believed M24 Gold Star type, condition, completeness and suitability unknown, close inspection advised.

£200 - 300



80

85⁰⁰

A LARGE QUANTITY OF BELIEVED PRE-WAR BSA ENGINE COMPONENTS

comprising bearings; conrods and big ends; believed M24 valves and guides; oil pumps and sump plates; timing gears and cams; cam followers and other sundry spares; condition and completeness unknown, close inspection advised.

(Qty)

£500 - 800

86⁰

A SELECTION OF BELIEVED PRE-WAR BSA ENGINE COMPONENTS

comprising an OHV cylinder head, cylinder barrel with fin damage, cylinder liner and a unidentified crankcase halve with some extensive repairs/damage, condition, completeness and suitability unknown, close inspection advised.

(Qty)

£100 - 150

87⁰

THREE BELIEVED BSA ROCKET 3 CYLINDER HEADS

with casting number 70-6532; 71-3601 and one unnumbered, together with two pairs of rocker boxes, one with covers and the other without, condition and completeness unknown, close inspection advised.

(Qty)

£500 - 800



88°
AN ASSORTMENT OF BELIEVED BSA ROCKET 3 COMPONENTS
 including exhaust pipes; oil cooler; front brake plates; brake shoes; tank panels and other sundry items, condition and completeness unknown, close inspection advised.
 (Qty)
£250 - 350

89°°
A QUANTITY OF BSA RELATED SPARES
 comprising one new BSA M24 piston by 'Ross Racing Pistons' of California; various other pistons and piston rings; a Cox & Turner cylinder liner (wrapped and marked M24 82mm); a large selection of gaskets; believed BSA crank and flywheel; timing covers and other sundry items.
 (Qty)
£250 - 350

90°
A PARTIALLY COMPLETE AND DISMANTLED BSA INDUSTRIAL STATIONARY ENGINE
 numbered G HS 28339/PL/CF, believed 420cc; together with a second set of engine cases numbered G7046/PL/AN; and a BSA Power Unit, condition and completeness unknown, close inspection advised.
 (Qty)
£120 - 180

91
A BELIEVED 1938 BSA JM24 GOLD STAR ELEKTRON GEARBOX
 unnumbered aside from 'A7' mating numbers throughout, condition unknown, close inspection advised.
£500 - 800

92
A BELIEVED BSA M24 GOLD STAR GEARBOX CASING
 casting number 66-3030 and stamped 5, condition and completeness unknown, close inspection advised.
£250 - 400

93°°
A QUANTITY OF BELIEVED MOSTLY BSA GEARBOX SHELLS
 and sundry components, condition and completeness unknown, close inspection advised.
 (Qty)
£250 - 350

94°
A QUANTITY OF TRANSMISSION COMPONENTS
 comprising of mainly clutch items together with brake rods; rear brake levers; brake shoes; gear levers; wheel bearings and other sundry spares, condition and completeness unknown, close inspection advised.
 (Qty)
£300 - 400

95°
A QUANTITY OF GEARBOX INTERNALS
 believed suitable for BSA, together with final drive sprockets and other sundry spares, completeness unknown, close inspection advised.
 (Qty)
£250 - 350

96
A LUCAS RACING MAGNETO
 stamped 11248 and KNRI 42123L 4-55 condition and completeness unknown, close inspection advised.
£200 - 300

97°°
A LARGE QUANTITY OF MAGNETOS AND DYNAMOS
 including Lucas and Wyco, various detached dynamos, and sundry spares; together with a good quantity of electrical items including NOS WD rear tail light, and a variety of other components, condition and completeness unknown, close inspection advised.
 (Qty)
£500 - 800

98
AN ASSORTMENT OF CARBURETTOR COMPONENTS
 comprising an Amal Type 76/014 carburettor, Amal float bowls, various other related fittings together with fuel lines, variety of petrol taps and a 'Romac Ferrule Fixing Tool Outfit' kit, condition and completeness unknown, close inspection advised.
 (Qty)
£250 - 350

99
A SELECTION OF AMAL CONCENTRIC CARBURETTORS
 believed suitable for BSA Rocket 3, together with associated carburettor spares, comprising bell mouths; jets; slides; manifold and pivot casting and a selection of pistons, some believed new and used, condition and completeness unknown, close inspection advised.
 (Qty)
£250 - 350

100
A BANK OF THREE AMAL CONCENTRIC 626 CARBURETTORS
 mounted to a manifold with pivot mechanism, believed for BSA Rocket 3, condition and completeness unknown, close inspection advised.
£250 - 350

101
TWO SMITHS 150MPH SPEEDOMETERS
 displaying 9,114 miles and the other 3 miles.
 (2)
£150 - 250

102
THREE SMITHS REV COUNTERS
 including one chronometric 8,000 rpm type; and two other 10,000 rpm examples (one for restoration): together with sundry spares.
 (Qty)
£150 - 250

103
A QUANTITY OF MOSTLY BSA TOOLS
 including various BSA marked spanners, together with various other tools believed suitable for Pre-War and Rocket III BSA's, condition and completeness unknown, close inspection advised.
 (Qty)
£150 - 250

104
A QUANTITY OF MUDGUARDS
 believed to include some Pre- and Post-War BSA, condition and suitability unknown, close inspection advised.
 (Qty)
£80 - 120



105
NINE NEWLY MANUFACTURED BSA M24 TYPE REAR BRAKE DRUMS

with integral sprocket, lightly ribbed, each individually boxed, commissioned by the late George Wander, close inspection advised.
(9)

£300 - 500

106°
A QUANTITY OF MOTORCYCLE SADDLES

including sprung saddles, spare covers, and bum-pads, together with a dual-seat, dual-seat pan, and various saddle springs, condition and completeness unknown, close inspection advised.

(Qty)
£250 - 350

107°
A QUANTITY OF HORNS

including three bulb horn type (one Lucas King of the Road); six electrical horns; a Lucas King of the Road headlamp, a Lucas MCH69 headlamp, various headlamp rims and a set of early headlamp brackets, condition and completeness unknown, close inspection advised.

(Qty)
£300 - 400

108°
A QUANTITY OF CHAIN CASES

believed to include some BSA, together with a quantity of silencers, believed to include some BSA, condition and suitability unknown, close inspection advised.

(Qty)
£150 - 250

109
A QUANTITY OF LEVERS

including BSA, Amal; together with throttle grips and sundry handlebar grips, condition and completeness unknown, close inspection advised.

(Qty)
£250 - 350

110°
A QUANTITY OF FOOTRESTS AND FOOTREST RUBBERS

together with a selection of sidecar fittings; and a selection of mudguard stays, condition and completeness unknown, close inspection advised.

(Qty)
£150 - 250

111°
A QUANTITY OF BELIEVED MAINLY PRE-WAR BSA FORK COMPONENTS

comprising links; spindles; friction dampers; bushes; steering head bearings (believed M24) and other related spares, condition and completeness unknown, close inspection advised.

(Qty)
£250 - 350



112°°
A POWERLITE 'POWERSTART' MOTORCYCLE STARTING ROLLERS

including operating instructions, untested (missing footswitch and cable) together with wheel rims (one hand marked in felt tip 19" WM2 BSA rigid rear); spokes; two unidentified hubs; handlebars; rear shock absorbers and other sundry items, completeness unknown, close inspection advised.

(Qty)
£250 - 350

113°
A BSA ROCKET 3 RAYGUN SILENCER

together with a believed BSA Rocket 3 oil tank; coils; handlebar switch and other sundry items, condition and completeness unknown, close inspection advised.

(Qty)
£250 - 350.

114
A SELECTION OF BSA TANK BADGES AND TRANSFERS

together with filler caps; a pair of solid handlebar levers; Helicoils and other sundry items, condition and completeness unknown, close inspection advised.

(Qty)
£80 - 120



115



117



119



116



118



120

**OFFERED FROM THE
FORSHAW COLLECTION
LOTS 115 - 120**

115^o
A WESLAKE DOHC ENGINE
numbered ENG NO. 3352.S.L.P.S. bore and stroke
85.8 x 85.9, crankcase mating numbers 11/11,
fitted with oil pump, completeness and condition
unknown, close inspection advised.
£800 - 1,400

116^o
A WESLAKE ENGINE
numbered ENG. NO. 2276U.L.P.S. W.T.R.,
bore and stroke 85.8 x 85.9, with oil pump,
completeness and condition unknown, close
inspection advised.
£600 - 1,000

117^o
A JAWA-WESLAKE ENGINE
numbered 10349, crankcase mating numbers
53/53, fitted with Amal carburettor, oil pump and
Lucas magneto, completeness and condition
unknown, close inspection advised.
£600 - 1,000

118^o
A JAWA DOHC ENGINE
numbered 11899 with crankcase mating numbers
733/733, fitted with oil pump, completeness and
condition unknown, close inspection advised.
£500 - 800

119^o
A JAWA DOHC ENGINE
numbered 8093 with oil pump, completeness
and condition unknown, close inspection
advised.
£500 - 800

120^o
A PPT 500 ENGINE
numbered PPT.038 and additionally numbered
0484, bore and stroke 85 x 87, fitted with
Amal carburettor, completeness and condition
unknown, close inspection advised.
£500 - 800

**FURTHER PROPERTIES
121-228**

121^o
A 1949 NORTON 500T FRAME
numbered D3T 21787, together with a bottom
half engine numbered D3T 21787; offered with
an old style V5 and old style log book, close
inspection advised.
(2)
£300 - 500

122
A C.1950 NORTON 500T FRAME
numbered E3T 26927, close inspection
advised.
£300 - 500

123
A BELIEVED NORTON FRAME
numbered 24835, together with two Norton
bottom ends, close inspection advised.
£300 - 500

124
A BELIEVED NORTON FRAME
numbered 9754 which is stamped in the wrong
position, no decipherable number in the correct
position, condition and completeness unknown,
close inspection advised.
£250 - 350

125^{oo}
A BELIEVED NORTON FRAME
numbered D8 23655 together with a bottom
end numbered 23655 D8, condition and
completeness unknown, close inspection
advised.
(2)
£250 - 350

126
TWO BELIEVED ROYAL ENFIELD FRAMES
numbered JS/14194 (restamped) and the other
numbered 43390, close inspection advised.
(2)
£250 - 350

127

A 1955 ROYAL ENFIELD FRAME

numbered T 3970, offered with an old style V5, close inspection advised.

£150 - 250

128

AN ARIEL FRAME

numbered DU 7345, close inspection advised.

£150 - 250

129⁰⁰

A 1975 MZ TS150 PROJECT

frame number 7849715, engine number 6508185 together with a petrol tank; aluminium subframe; mudguard; headlamp shell; two side panels; two petrol tank panels; two fork shrouds, condition and completeness unknown, close inspection advised.

(Qty)

£400 - 600

130⁰⁰

A BELIEVED RUDGE 250 FRAME

unnumbered, engine numbered Z201 with attached Amal carburettor and float chamber together with a pair of girder forks, condition and completeness unknown, close inspection advised.

(Qty)

£500 - 700

131⁰⁰

A BELIEVED ONE OFF SELF MADE FRAME

unnumbered; together with forks; swinging arm; front hub and rear wheel, condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

132⁰

A NORTON ENGINE

exhibiting some unusual modifications such as barrel spacing; bolt up crankcase side and ignition components with attached tachometer drive; numbered 24621, condition and completeness unknown, close inspection advised.

£400 - 600

133⁰

A NORTON 500T ENGINE

numbered 37735 F3T, condition and completeness unknown, close inspection advised.

£400 - 600

134⁰⁰

A QUANTITY OF MAINLY NORTON ENGINE COMPONENTS

including cylinder barrels; rocker boxes; cylinder heads; timing covers and sundry items, condition and completeness unknown, close inspection advised

(Qty)

£300 - 400

135⁰⁰

A QUANTITY OF NORTON ENGINE COMPONENTS

including crankcases; cylinder barrels (one alloy); cylinder heads; crankshafts and sundry related parts, condition and completeness unknown, close inspection advised.

(Qty)

£300 - 400

136 - 137

NO LOTS

138

A BELIEVED VELOCETTE MK VIII CYLINDER BARREL

condition and completeness unknown, close inspection advised.

£300 - 400

139⁰

BSA ZB34 GOLDSTAR ENGINE COMPONENTS

comprising crankcases (numbered ZB.34. GS.2234.); crankshaft with conrod and piston; timing cover; cylinder barrel and a twin plug cylinder head together with parts, condition and completeness unknown, close inspection advised.

(Qty)

£600 - 800

140⁰

BSA ZB34 GOLDSTAR ENGINE COMPONENTS

comprising crankcases (numbered ZB.34. GS.2223.); crankshaft with conrod and piston; timing cover; cylinder barrel and a twin plug cylinder head together with parts, condition and completeness unknown, close inspection advised.

(Qty)

£600 - 800

141⁰

A 1952 ARIEL SQUARE FOUR ENGINE

numbered TM 1004, condition and completeness unknown, close inspection advised.

£400 - 600

142⁰⁰

A SCOTT AERO ENGINE

numbered A2S5019 complete with two believed transfer cases, condition and completeness unknown, close inspection advised.

(3)

£600 - 1,000

143⁰⁰

A QUANTITY OF ROYAL ENFIELD ENGINE COMPONENTS

including crankcases (numbered JS 14194; 17596 and 17535); a cylinder barrel; cylinder head; timing covers and gearbox covers, condition and completeness unknown, close inspection advised.

(Qty)

£300 - 400

144⁰⁰

A LARGE QUANTITY OF MAINLY BSA BANTAM ENGINE CASTINGS

condition and completeness unknown, close inspection advised.

(Qty)

£300 - 500

145

A NORTON DOLLSHEAD GEARBOX

numbered IN 14480 and 1-1.1-1.33-2.33, condition and completeness unknown, close inspection advised.

£400 - 600

146⁰

FOUR NORTON GEARBOXES

numbered GB5A54 D848; GB25 E55 B928; GB39 K 57 D341 and GB39 G57 C1756, condition and completeness unknown, close inspection advised.

(4)

£250 - 350

147⁰

THREE NORTON GEARBOXES

numbered G10111957 G102; G102A3913 and 15882NA, condition and completeness unknown, close inspection advised.

(3)

£300 - 500

148⁰

TWO NORTON GEARBOXES

numbered G5 G48 and G5K48, condition and completeness unknown, close inspection advised.

(2)

£250 - 350

149⁰⁰

A LARGE QUANTITY OF MAINLY NORTON GEARBOX SHELLS

together with various internals and other sundry items, condition and completeness unknown, close inspection advised.

(Qty)

£400 - 600

- 150^o
THREE BELIEVED ROYAL ENFIELD GEARBOXES
 condition and completeness unknown, close inspection advised.
 (3)
£250 - 350
- 151
FIVE SMITHS CHRONOMETRIC SPEEDOMETERS
 four 120mph, one 80mph together with another believed to be possibly MZ, condition and completeness unknown, close inspection advised.
 (6)
£250 - 350
- 152
FOUR SMITHS CHRONOMETRIC SPEEDOMETERS
 two 120mph, two 80mph together with a British Jaeger speedometer, condition and completeness unknown, close inspection advised.
 (5)
£250 - 350
- 153
THREE TWIN PILGRIM PUMPS
 together with sundry related items, condition and completeness unknown, close inspection advised.
 (Qty)
£150 - 250
- 154
A LUCAS KNR1 RACING MAGNETO
 numbered 42157X 3-55 and 10822, condition and completeness unknown, close inspection advised.
£200 - 300
- 155^o
A QUANTITY OF MAGNETOS
 some magdyno type and associated parts, condition and completeness unknown, close inspection advised.
 (Qty)
£250 - 350
- 156
SIX LUCAS DYNAMOS
 condition and completeness unknown, close inspection advised.
 (6)
£250 - 350
- 157
FOUR LUCAS MAGDYNOS
 condition and completeness unknown, close inspection advised.
 (4)
£250 - 350
- 158^o
A QUANTITY OF CARBURETTORS AND ASSOCIATED PARTS
 including Amal and Zenith together with float chambers and sundry parts, condition and completeness unknown, close inspection advised.
 (Qty)
£250 - 350
- 159
A NORTON INTERNATIONAL PETROL TANK
 numbered 179, condition and completeness unknown, close inspection advised.
£300 - 500
- 160
FOUR PETROL TANKS
 in various conditions, condition and completeness unknown, close inspection advised.
 (4)
£200 - 300
- 161
SIX OIL TANKS
 some believed Norton, condition and completeness unknown, close inspection advised.
 (6)
£250 - 350
- 162
A QUANTITY OF HEADLAMP AND HEADLAMP SHELLS
 together with various other lighting fixtures and headlamp switches, condition and completeness unknown, close inspection advised.
 (Qty)
£300 - 500
- 163^o
A QUANTITY OF PRIMARY CHAINCASES
 alloy and steel, together with rear chain guards and sundry associated items, condition and completeness unknown, close inspection advised.
 (Qty)
£200 - 300
- 164^o
A QUANTITY OF ASSORTED MOTORCYCLE TIN WARE
 condition and completeness unknown, close inspection advised.
 (Qty)
£250 - 350
- 165
SIX SWINGING ARMS
 including Norton; Royal Enfield and BSA together with assorted mudguard brackets and lifting brackets, condition and completeness unknown, close inspection advised.
 (Qty)
£200 - 300
- 166^o
AN AUTOJUMBLERS LOT
 including saddles; saddle frame; silencer; exhaust pipe; side stands; centre stands; brake pedals; gearbox components and other sundry items, close inspection advised.
 (Qty)
£300 - 400
- 167^o
AN AUTOJUMBLERS LOT
 including various engine components; sprockets; camshafts; pushrods; rockers; gear levers; push drive parts and sundry spares, condition and completeness unknown, close inspection advised.
 (Qty)
£150 - 250
- 168^o
AN AUTOJUMBLERS LOT
 including crankshaft assembly; sprockets; pistons; kickstart arms; transmission parts and other sundry parts, condition and completeness unknown, close inspection advised.
 (Qty)
£300 - 400
- 169^o
A LARGE QUANTITY OF WHEELS
 comprising of various sizes and conditions, close inspection advised.
 (Qty)
£500 - 800
- 170^o
A QUANTITY OF WHEEL HUBS, BRAKE DRUMS AND BRAKE PLATES
 various makes and models together with a brass tachometer drive and a selection speedo drivers, condition and completeness unknown, close inspection advised.
 (Qty)
£250 - 350
- 171^o
A QUANTITY OF WHEELS
 including Norton; Ariel and others, condition and completeness unknown, close inspection advised.
 (Qty)
£250 - 350
- 172
A QUANTITY OF ASSORTED HANDLEBAR LEVERS AND CONTROL LEVERS
 together with handlebar grips; handlebars and other sundry items, condition and completeness unknown, close inspection advised.
 (Qty)
£150 - 250
- 173
A QUANTITY OF FORKS AND FORK COMPONENTS
 condition and completeness unknown, close inspection advised.
 (Qty)
£250 - 350
- 174
A SET OF VINCENT GIRDRAULIC FORKS
 condition and completeness unknown, close inspection advised.
£800 - 1,200
- 175
A SET OF VINCENT GIRDRAULIC FORKS
 with semi complete dampers, condition and completeness unknown, close inspection advised.
 (5)
£800 - 1,200
- 176
A SET OF VINCENT TYPE BRAMPTON FORKS
 condition and completeness unknown, close inspection advised.
£600 - 1,000

177°

TWO VINCENT CYLINDER HEADS

numbered BA70798 and the other unnumbered together with two cylinder barrels and a selection of engine components, condition and completeness unknown, close inspection advised.
(Qty)

£250 - 350

178

A SELECTION OF AMAL CARBURETTORS

including 276/022R; 229F/1DV; CCI/2DS; 229/112R together with sundry spares, condition and completeness unknown, close inspection advised.

(Qty)

£300 - 500

179°

A SELECTION OF VINCENT COMPONENTS

including silencer; exhaust pipe; kickstart levers and centre/rear stands together with assorted sundry spares, condition and completeness unknown, close inspection advised.

(Qty)

£400 - 600

180

FIVE MAGNETOS

including Lucas MO1.4 (missing dynamo); Lucas K2F; two Lucas KVF and another unknown, together with two dynamos, condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

181

A SMITHS 5 INCH VINCENT TYPE 150MPH SPEEDOMETER

dial unnumbered, condition and completeness unknown, close inspection advised.

£400 - 600

182

A SMITHS 5 INCH VINCENT TYPE 150MPH SPEEDOMETER

dial numbered S515, condition and completeness unknown, close inspection advised.

£400 - 600

183

A VINCENT SERIES-C TYPE PETROL TANK

older restored condition with some scratches, condition and completeness unknown, close inspection advised.

£300 - 500

184

A VINCENT SERIES-C TYPE PETROL TANK

older restored condition with some scratches, condition and completeness unknown, close inspection advised.

£300 - 500

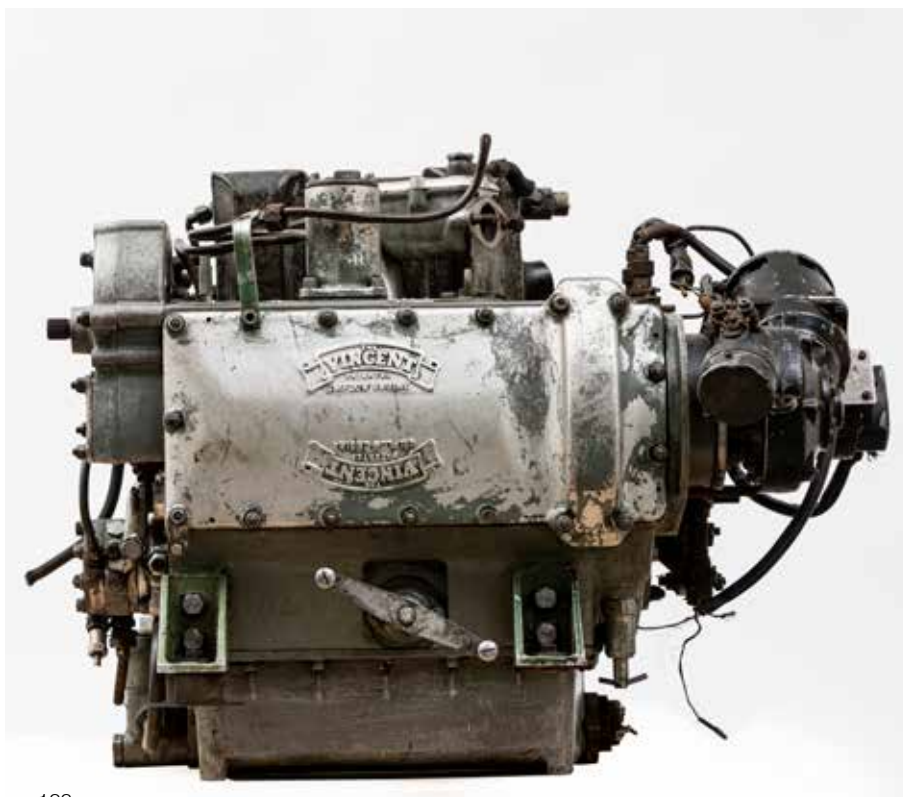
185°

TWO VINCENT TYPE FRONT WHEELS

rims unmarked, with brake hubs and plates, condition and completeness unknown, close inspection advised.

(2)

£300 - 500



188

186

A SELECTION OF HEADLAMP SHELLS

including Wipac and others together with horns and rear tail lights, condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

187

A SELECTION OF PETROL CAPS

together with various levers, close inspection advised.

(Qty)

£250 - 350

188°°°

A RARE AIR-SEA RESCUE VINCENT TWO-STROKE 1942 LIFEBOAT ENGINE

ref no. 18S/1; type T5AM/1; contract no. 6MC/766; serial no. 59.

Designed to be installed in aluminium lifeboats, parachute-dropped to downed aircrews bobbing in the Pacific Ocean.

Like so many other companies, Vincent ceased motorcycle production in 1939 and the factory shifted their efforts over to the war effort, mainly the manufacture of munitions. But in 1942 the Royal Air Force, expecting a protracted campaign against the Japanese, was looking for a lightweight, highly efficient lifeboat engine that could run reliably for extended periods of time.

Company boss Phil Vincent already held patents on a suitable design, which he turned over to Phil Irving for final engineering. The result was a 500cc opposed-cylinder design with three bores each containing two pistons. The outer two cylinders produced power, while the middle cylinder with double acting pistons fed the other two. Unfortunately, this unique engine program wasn't completed before the end of hostilities, though in final form the motor seemed to meet all of its design goals. Producing 15bhp at 3,000rpm, with 50 gallons of fuel on board, the Vincent two-stroke should have been good for up to 5 knots per hour, which certainly beats swimming or fighting off sharks. The government contracted an order of five Vincent HRD Marine engines, after negotiations the Air Ministry increased the order from five to twelve. It is believed that this example is one of twelve to survive.

This particular engine was kept under a sheet in the garden for the past 25 years and was intended to be used in a canal boat before it was purchased by the current vendor. Following a long period of inactivity, restoration to a greater or lesser extent is recommended therefore, close inspection is advised. Prospective bidders must satisfy themselves as to the completeness, condition and suitability of the lot prior to bidding. Offered with sundry spares.

£5,000 - 6,000



191

196°

A C.1918 J.A.P 8HP V-TWIN ENGINE

numbered 8/72281/, believed to have formed part of a Matchless Model H, condition and completeness unknown, close inspection advised.
£500 - 800

197°

A 1922 BEARDMORE PRECISION SV ENGINE

numbered 404 throughout, believed 600cc, condition and completeness unknown, close inspection advised.
£300 - 400

198°

A 1931 J.A.P 350CC OHV SINGLE CYLINDER ENGINE

numbered IOZ/H 10547/BS, condition and completeness unknown, close inspection advised.
£250 - 350

199°

A C.1924 BSA 249CC ENGINE

numbered B.8100; together with an Omega engine numbered J10593/2, believed 170cc, with splitdorf magneto, condition and completeness unknown, close inspection advised.

(2)

£250 - 350

200°

A RUDGE 4-VALVE ENGINE

numbered 3393, condition and completeness unknown, close inspection advised, used by D.E. Whitebread in a Rudge frame for grass track racing at Brands Hatch 1946-47.

£250 - 400

201

A BELIEVED C.1912 SCOTT FLYWHEEL ASSEMBLY

condition and completeness unknown, close inspection advised.

(4)

£200 - 300

202

A RUDGE GEARBOX

numbered 9696 to inner and outer cases, condition and completeness unknown, close inspection advised.

£150 - 250

203

A RUDGE GEARBOX

numbered 42042 to inner and outer cases, condition and completeness unknown, close inspection advised.

£150 - 250

204

A RUDGE GEARBOX

numbered 41745 to outer case only, condition and completeness unknown, close inspection advised.

£150 - 250



192

189°

A SELECTION OF VINCENT COMPONENTS

including cylinder barrels, exhaust silencer, exhaust pipes, clutch plates and other sundry spares, close inspection advised.

(Qty)

£300 - 400

190

A BELIEVED VINCENT UPPER FRAME

unnumbered, condition and completeness unknown, close inspection advised.

£400 - 600

191°°°

A BELIEVED WATSONIAN AVON SPORTS SIDECAR

for left side mounting, in unrestored condition with red upholstery, complete with chassis, mounting bars, wheel and mudguard with lamp, together with a letter from Watsonian confirming model type. Condition, completeness and originality unknown, close inspection advised. Previously fitted to a Brough Superior 11-50 (Lot 413) in this sale.

(2)

£800 - 1,200

192°°°

A BUSMAR SIDECAR

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

£300 - 500

193°°

AN AUTOJUMBLERS LOT

comprising of mudguards; magnetos; BSA winged wheel; carburettor components and other sundry spares, close inspection advised.

(Qty)

£250 - 350

194°

A C.1929 AJS FRAME

frame number indecipherable, petrol tank fitted, frame repair to lower rail, believed 350/500cc type, sold strictly for restoration, close inspection advised.

£250 - 450

195

TWO GENUINE BSA REPLACEMENT FRAMES

numbered BB31 8526 and BC11S753, both with remnants of BSA wrapping intact.

(2)

£250 - 350



209



210



211



212

205°

A SELECTION OF BELIEVED MOSTLY RUDGE ENGINE PARTS

comprising engine cases numbered 48093 / 48093 (believed c.1928 type); a second set of engine cases restamped 5/01; two 4-valve cylinder heads; two cylinder barrels and a selection of sundry components, condition and completeness unknown, close inspection advised. (Qty)

£200 - 300

206°

A SET OF RUDGE GIRDER FORKS

together with a rear frame 'swinging arm' section incorporating a rear brake plate and engine mounts, a detached brake plate, possibly Rudge, the swinging arm was constructed by D.E. Whitebread for the first version of his Rudge-JAP grass track bike, as raced at Brands Hatch in 1948, condition and completeness unknown, close inspection advised.

£100 - 200

207°

A QUANTITY OF PETROL TANKS

varying conditions, including Sunbeam (believed V-Twin type), Zenith, Indian, AJS, Triumph, BSA and others, condition and completeness unknown, close inspection advised. (Qty)

£300 - 500

208°

AN AUTOJUMBLERS LOT

including various horns and magneto spares, together with a believed Connaught crank and various sundry spares, condition and completeness unknown, close inspection advised. (Qty)

£250 - 350

209°

A 1940 BSA WM20 MOTORCYCLE PROJECT

comprising frame numbered WM.20.26345 and engine numbered 110484 with applied army contract plaque numbered SOU/2/ /55; chain case, saddle, rear stand and rear wheel, offered without documents, condition and completeness unknown, close inspection advised.

£800 - 1,200

210°

A 1928 AJS 248CC K12 MOTORCYCLE PROJECT

comprising frame numbered K121003; engine cases numbered K121003; cylinder head; cylinder barrel; timing cases; flywheel and conrod; together with a second set of engine cases numbered K121452, offered without documents, condition and completeness unknown, close inspection advised. (Qty)

£1,000 - 1,500

211°

A 1925 TRIUMPH MODEL P PROJECT

comprising frame (numbered 903305); forks; wheels; gearbox; petrol tank; saddle, and other sundry spares, incomplete, prospective bidders must satisfy themselves as to the completeness, condition and originality of this Lot prior to bidding, close inspection advised. (Qty)

£2,000 - 3,000

212°

A C.1954 GILERA 499CC SATURNO PROJECT

comprising frame numbered *269256*, engine numbered *269256*, petrol tank, a rear brake drum and brake plate; front hub and brake plate; some minor fork components; sundry minor parts. Offered without documents. Condition and completeness unknown, close inspection advised. Prospective bidders must satisfy themselves as to the date, origin and suitability of all component parts before bidding. (Qty)

£1,800 - 3,500



213^o
A 1924 RUDGE 4-VALVE ENGINE
 numbered 28489, the vendor advises the engine was purchased as a spare and it has not been dismantled or repaired, therefore restoration to a greater or lesser extent is recommended, condition and completeness unknown, close inspection advised.
£600 - 1,000

214^o
A 1946 NORTON ES2 ENGINE
 numbered A36038 together with two cylinder heads, condition and completeness unknown, close inspection advised.
 (5)
£300 - 400

215^{oo}
A QUANTITY OF MAINLY ARIEL SQUARE FOUR SPARES
 comprising crankcase numbered RD1359; barrels; cylinder head; pistons; oil tank and other sundry spares. Condition and completeness unknown, close inspection advised.
 (Qty)
£500 - 800

216^{oo}
A QUANTITY OF BELIEVED DOUGLAS ENGINE COMPONENTS
 including cylinder heads, barrels, crankcases and other assorted sundry spares, condition and completeness unknown, close inspection advised.
 (Qty)
£400 - 600

217^{oo}
A BELIEVED DOUGLAS GEARBOX
 numbered YG934; together with two gearbox shells in need of repair, clutch parts, gears and other sundry spares, close inspection advised.
 (Qty)
£300 - 500

218
AN AJS VINTAGE GEARBOX
 two-stud mounting, numbered G8651052, condition and completeness unknown, close inspection advised.
£200 - 300

219
A SELECTION OF MAGNETOS
 including BTH, condition and completeness unknown, close inspection advised.
 (Qty)
£250 - 350

220
A QUANTITY OF CARBURETTORS
 including Brown & Barlow and Amal together with various other sundry spares, condition and completeness unknown, close inspection advised.
 (Qty)
£250 - 350

221
A QUANTITY OF PILGRIM PUMPS
 including two twin pumps, condition and completeness unknown, close inspection advised.
 (Qty)
£250 - 350

222
A SET OF VINTAGE FORK BLADES
 together with a Sturmey Archer three-gear hub shell and some associated parts, a Boa Constrictor-type horn, handlebars, and a dummy belt rim, condition and completeness unknown, close inspection advised.
 (Qty)
£250 - 350

223
EIGHT NORTON WHEEL HUBS
 one believed new old stock, others in varying condition, condition and completeness unknown, close inspection advised.
 (8)
£150 - 250

224
A QUANTITY OF BELIEVED ROYAL ENFIELD HUBS
 and associated parts, including two with speedometer drive gearboxes attached, one double-sided type, condition and completeness unknown, close inspection advised.
 (Qty)
£150 - 250

225
A QUANTITY OF ASSORTED MOTORCYCLE WHEEL HUBS
 various marques, condition and completeness unknown, close inspection advised.
 (Qty)
£150 - 250

226
FOUR PETROL TANKS
 in various conditions, condition and completely unknown, close inspection advised.
 (4)
£250 - 350

227^{oo}
AN AUTOJUMBLERS LOT
 including mudguards, fishtail silencer, seat and other sundry spares, condition and completeness unknown, close inspection advised.
 (Qty)
£250 - 350

228
AN AUTOJUMBLERS LOT
 including a silencer, together with an unidentified brake plate and brake shoe; a selection of mostly Vincent instruction books and a blueprint diagram for a Vincent type gearbox, close inspection advised.
 (Qty)
£180 - 250

OFFERED FROM THE ESTATE OF THE LATE WARRICK BLACKWELL LOTS 229-END

229^o
A KAWASAKI THREE CYLINDER ENGINE
 numbered KAE 90014, with engine repairs to crankcases, condition and completeness unknown, close inspection advised.
£250 - 350

230^o
A SELECTION OF KAWASAKI ENGINE COMPONENTS
 believed three-cylinder type, including eight cylinder barrels, three cylinder heads and a set of three Mikuni carburettors; condition and completeness unknown, close inspection advised.
 (Qty)
£200 - 300

231^{oo}
A QUANTITY OF KAWASAKI SPARES, SOME BELIEVED RACING TYPE
 including cylinder barrel, two cylinder heads, pistons, levers, carburettor, clutch components, engine cover, and sundry spares, some NOS in manufacturers wrappings, possibly H1RA, condition and completeness unknown, close inspection advised.
 (Qty)
£200 - 300

232

TWO BELIEVED KAWASAKI TRIPLE CRANKSHAFT ASSEMBLIES

encased within a wooden box, condition and completeness unknown, close inspection advised.

(2)

£200 - 300

233

A BELIEVED KAWASAKI RACING TYPE REAR HUB

complete with brake plate and shoes; in box marked 'Dave Simmonds', condition and completeness unknown, close inspection advised.

£300 - 400

234

A KAWASAKI ELECTRO-TESTER

model SRK-5010 in carrying case with associated leads, untested, condition and completeness unknown, close inspection advised.

£100 - 200

235

A YAMAHA TZ125 ENGINE

numbered 3V3 only, and 8209 to the rear, appears largely complete and turns over, ignition and plug present.

£300 - 500

236⁰⁰

THREE BELIEVED YAMAHA RACING TWIN CYLINDER CRANKSHAFT ASSEMBLIES

together with a selection of crankshaft replacement parts; an unidentified single cylinder crankshaft assembly in KTM box, condition and completeness unknown, close inspection advised.

(Qty)

£300 - 500

237⁰

EIGHT BELIEVED YAMAHA RACING 250CC BARRELS

including one believed new; together with a cylinder head; exhaust springs; inlet rubbers; two thermostats; and drain plugs, condition and completeness unknown, close inspection advised.

(Qty)

£500 - 800

238

FOUR BELIEVED YAMAHA 350CC RACING BARRELS

one complete with cylinder head and inlet rubbers; together with a selection of used pistons, condition and completeness unknown, close inspection advised.

(Qty)

£200 - 300

239

TWO BELIEVED YAMAHA TR2 CYLINDER BARRELS, BELIEVED NOS

together with two used cylinder heads; fork springs; and ignition side cover, close inspection advised.

(Qty)

£400 - 600

240⁰

A QUANTITY OF MOSTLY YAMAHA RACING CLUTCH AND GEARBOX COMPONENTS

including clutch plates; clutch baskets; various gearbox internals; selector shaft; primary gear; and sundry spares, condition and completeness unknown, close inspection advised.

(Qty)

£200 - 300

241

FOUR YAMAHA PRIMARY CLUTCH COVERS

two magnesium, two standard including one NOS; several outer generator covers, an outer clutch cover (damaged); two inner generator covers, condition and completeness unknown, close inspection advised.

(Qty)

£200 - 300

242⁰

A SELECTION OF YAMAHA TZ RACING SPARES

believed mostly 125cc type, including a cylinder barrel, clutch, various electrical components, ECU, used pistons, various oil seals, a selection of fuel taps, new carburettor slides, 33 tooth sprocket and others, primary drive gear, a Mikhuni power jet carburettor and various sundry spares, condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

243⁰⁰

A SELECTION OF YAMAHA TZ SPARES

believed mostly 125cc, including cylinder barrels, cylinder heads, pistons, sprockets, gearbox components, crankshaft, gasket set, wheel spindles, radiator hoses, clutch set, and a selection of oil seals, condition and completeness unknown, close inspection advised.

(Qty)

£300 - 500

244

A BELIEVED 18 INCH REAR TZ TYPE RACING WHEEL

complete with rear brake, brake plate and sprocket; together with a believed new 2.15 x 18 DID rim, part number 94421-18178, condition and completeness unknown, close inspection advised.

(2)

£400 - 600

245

A BELIEVED YAMAHA FOUR LEADING SHOE RACING HUB

in unmarked rim, condition and completeness unknown, close inspection advised.

£300 - 500

246

TWO SETS OF NEW YAMAHA TYPE FRONT BRAKE SHOES

together with one set of rear shoes; various levers; clip-ons; callipers; front disc; rear and front master cylinders; and various sundry spares, suitability, condition and completeness unknown, close inspection advised.

(Qty)

£200 - 400

247

A QUANTITY OF MOSTLY YAMAHA RACING ELECTRICAL COMPONENTS

including Yamaha points checker; Yamaha digital dial gauge; a set of ignition coils; Hitachi ignition; an ignition back plate with rotor; NOS foot rubbers; NOS throttle barrel; steering damper; a puller; and sundry items, condition and completeness unknown, close inspection advised.

(Qty)

£200 - 300

248

TWO YAMAHA RADIATORS

with hoses, radiator cap, water pump; water pump guard, together with a selection of NOS spares, condition and completeness unknown, close inspection advised.

(Qty)

£100 - 200

249

A NEW OLD STOCK YAMAHA TEMPERATURE GAUGE

part number 409-83590-01 in original box; together with three NOS tank petrol filters 294-24167-00, close inspection advised.

(4)

£100 - 200

250⁰⁰

A SELECTION OF BELIEVED HONDA RACING SPARES

including a set of unnumbered single cylinder engine cases (possibly RS125); a crankshaft assembly; cylinder barrels; cylinder heads; pistons; sprockets; brake pads, two wheel rims (Italian), some believed RS250, some NOS, condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

251⁰

A SELECTION OF TOHATSU ENGINE COMPONENTS

including crankcases (unnumbered); cylinder barrels; cylinder heads; carburettor manifolds; engine covers; clutch components and other sundry components, condition unknown, close inspection advised.

(Qty)

£300 - 500



252°
A SELECTION OF TOHATSU ENGINE COMPONENTS

including crankcases (unnumbered); cylinder barrels; cylinder heads; carburettor manifolds; engine covers; clutch components; a top yoke; gearbox components and other sundry components, condition unknown, close inspection advised.

(Qty)
£300 - 500

253
FIVE TOHATSU TACHOMETERS
0-15,000rpm, believed NOS, condition unknown, close inspection advised.

(5)
£300 - 500

254
FIVE TOHATSU TACHOMETERS
0-15,000rpm, believed NOS, condition unknown, close inspection advised.

(5)
£300 - 500

255°°
A LARGE QUANTITY OF MOSTLY AMF HARLEY DAVIDSON WATER-COOLED TWO-STROKE RACING SPARES
including numerous barrels; two swinging arms; a wheel hub and sundry parts, some NOS, suitability, condition and completeness unknown, close inspection advised.

(Qty)
£500 - 800

256°°
A QUANTITY OF NORTON ENGINE COMPONENTS
including a set of 750cc Commando crankcases numbered 230381 (believed 1973 racing); crank; cylinder head (in box labelled 'Works Head'); timing cover; believed US-made racing conrods; together with a Joe Hunt magneto (in box labelled 'New US made Joe Hunt Magneto for Norton 750 Twin Mkl/MklI'); suitability, condition and completeness unknown, close inspection advised.

(Qty)
£500 - 800

257
A QUANTITY OF NORTON ENGINE COMPONENTS
including a set of unnumbered Commando crankcases; a cylinder head in box labelled '750cc RH5 Head'; timing cover; and an earlier cylinder head, condition, suitability and completeness unknown, close inspection advised.

(Qty)
£250 - 350

258
A SELECTION OF VELOCETTE COMPONENTS
believed KTT and KSS type, including a reproduction front hub; rear hub; timing covers; valves springs; piston and sundry parts, condition and completeness unknown, close inspection advised.

(Qty)
£250 - 350



259
A REPRODUCTION ALUMINIUM PETROL TANK, BELIEVED VELOCETTE
close inspection advised.

£200 - 300

260°
A SELECTION OF REPRODUCTION ROYAL ENFIELD COMPONENTS
including petrol tank; main stand, side stand, airbox, piston, sump guard, tank badges, foot rubbers; together with a selection of used parts including exhaust pipes, valves and sundry items, close inspection advised.

(Qty)
£200 - 300

261°
AN EICOH OHV SPEEDWAY ENGINE, CIRCA 1967
believed 350cc, with Mitsubishi magneto and a 32mm Amal Concentric. Unnumbered. Believed to have been developed by Kazuo Honda (Kyokuto fame), the name EiCoH derived from Engine Company Honda. Believed to have been dispatched to Jim Pink UK to test for grass tracking use, Pink responsible for testing the Kyokuto 500 and Tohatsu race machines, condition and completeness unknown, close inspection advised.

£300 - 500

262

TWO USED MIKHUNI 38MM POWER JET CARBURETTORS WITH NEW FUEL TAP

condition and completeness unknown, close inspection advised.

£200 - 300

263

FIVE NOS AMAL-MIKUNI 392 CARBURETTORS

believed to be an early Mikuni carburettor, condition and completeness unknown, close inspection advised.

(5)

£100 - 200

264

TWO DELLORTO CARBURETTORS

both numbered PHB34BL; together with a large SU carburettor (numbered AUC.7090-26); two Amal Mk2 concentric carburettors; an Amal remote float chamber; two bolt on float chambers; Amal monobloc carburettor and sundry spares, condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

265

A DELLORTO CARBURETTOR NUMBER SS1.38B

with remote float chamber, condition and completeness unknown, close inspection advised.

£200 - 300

266

A DELLORTO CARBURETTOR NUMBER SS1.42-B

with remote float chamber, condition and completeness unknown, close inspection advised.

£200 - 300

267

A DELLORTO SS1.32 CARBURETTOR

together with a float chamber, condition and completeness unknown, close inspection advised.

(2)

£100 - 200

268

AN AMAL T10RN CARBURETTOR

1 3/32, together with float chamber attached, condition and completeness unknown, close inspection advised.

(2)

£250 - 350

269

TWO AMAL CONCENTRIC CARBURETTORS

NOS, numbered 930/300 and 930/301; together with a pair of bellmouths and tickler extensions, condition and completeness unknown, close inspection advised.

(Qty)

£100 - 200



272

270

AN AMAL T10RN CARBURETTOR

1 3/32, together with float chamber attached, condition and completeness unknown, close inspection advised.

(2)

£250 - 350

271

A SMITHS CHRONOMETRIC 0-8,000RPM TACHOMETER

condition and completeness unknown, close inspection advised.

£100 - 200

272

A BELIEVED CERIANI FOUR LEADING SHOE RACING TYPE HUB

within a borroni WM3 x 18 rim, complete with brake shoes, condition and completeness unknown, close inspection advised.

£300 - 400

273⁰

A QUANTITY OF VARIOUS RACING SPARES

including NOS Kawasaki clutch items; Yamaha items including NOS frame to tank rubbers and waterpump gears; an unidentified crank; sprocket; coils; and sundry items.

(Qty)

£100 - 200

274

TWO CAMPAGNOLO WHEELS

one MT 2.15-19 (possibly new); the other MT2.50-18 well used; together with a Beymag 18 wheel; and another unidentified 18 inch rear wheel complete with disc and sprocket; some believed suitable for TZ250, condition and completeness unknown, close inspection advised.

(4)

£200 - 300

275

A DUCATI HEADLAMP AND INSTRUMENT ASSEMBLY

possibly 500SL, with switch console, speedometer, tachometer, mounted on a detachable bracket, with ignition and key, condition, suitability and completeness unknown, close inspection advised.

£100 - 200

276⁰

A QUANTITY OF CHASSIS COMPONENTS

including four unidentified swingarms (one believed Rickman); a set of front forks; rear shock absorbers; together with racing mudguards; bearings (some new); racing seat unit, a pad and cover; exhaust components and fairing bracket, condition and completeness unknown, close inspection advised.

(Qty)

£200 - 300



284



284



284



284

277^o

AN AUTOJUMBLERS LOTS

including a racing type oil tank; Norton slimline tank badges; boxed chains; handlebars; handlebar grips; two believed CAV injection pumps; a wheel hub; rear racks; valve seat tool; and sundry spares, condition and completeness unknown, close inspection advised.

(Qty)

£200 - 300

278

AN AUTOJUMBLERS LOT

including a Ferodo brake tester in box; Lucas electrical items; sprockets; spark plugs; boxed chains; NOS Romac minor repair outfits; unidentified lightweight conrods; NOS clutch components and sundry spares, condition and completeness unknown, close inspection advised.

(Qty)

£200 - 300

279^{oo}

AN AUTOJUMBLERS LOT

including alloy wheel rims, various sizes; Tyres (for display use only) including some racing examples; inner tubes; levers; and sundry spares, condition and completeness unknown, close inspection advised.

(Qty)

£300 - 400

280

A PAIR OF CRAVEN PANNIERS

believed NOS, close inspection advised.

(2)

£100 - 150

281^o

A QUANTITY OF BICYCLE COMPONENTS INCLUDING SOME NEW CAMPAGNOLO ITEMS

three saddles (two Brooks); derailleur parts; seat stem; levers; peddles; crank and sundry items, condition, suitability and completeness unknown, close inspection advised.

(Qty)

£150 - 350

282

A QUANTITY OF RACING PLASTICS

Believed to include Honda RS250 and others, various states of condition, condition and completeness unknown, close inspection advised.

(Qty)

£200 - 300

283

A QUANTITY OF MOTORCYCLE RIDING GEAR

including a black leather Bikers Paradise jacket size 54; brown leather Bikers Paradise Jacket size 48; a Vintage Speedwear XXI jacket in brown; a Scippis jacket size XXL; a Hogs jacket size XL; jeans size 48; Viking Warrior ankle boots size 11; and a high-vis jacket size XL, condition unknown, close inspection advised.

(Qty)

£100 - 200

284

FOUR LARGE FORMAT FRAMED AND GLAZED POSTERS

for Moto Storiche events, various sizes, close inspection advised.

(4)

£80 - 120



Motorcycles - Day 1

Collectors' Motorcycles

Saturday 15 October at 16.00

Lots 301 - 334

Further images of each lot can be found at
www.bonhams.com/27434





301



303



302

301

1995 APRILIA 650CC MOTO 6.5

Registration no. M916 AGL

Frame no. ZD4MH0000S0050550 Engine no. not known

Widely recognised as a motorcycling design icon, the Aprilia Moto 6.5 was created by Philippe Starck, the famous French industrial designer whose portfolio ranges from wind turbines to lemon squeezers, which perhaps explains its passing resemblance to one of his kitchen appliances. Introduced in 1995, the Moto 6.5 was powered by the Aprilia Pegaso's five-valve single, which went into a curvaceous bespoke frame. With 42bhp on tap, a low seat and weighing a mere 150kg (330lb) Starck's Moto 6.5 effectively fulfilled Aprilia's brief to produce a chic and user-friendly urban roadster. Sold new in Germany and UK registered in 2017, this example has been owned by the vendor since 2018. Currently showing 61,144km on the odometer, the machine last ran in 2018 and will require re-commissioning before further use. Sold strictly as viewed, it features the (rare) luggage rack and comes with a warranty booklet, instruction manual and factory brochure (in German); importation/registration paperwork; and a V5C. A spare fuel tank, exhaust system and fly-screen are included. Offered with key.

£1,500 - 2,500

No Reserve

302

1996 APRILIA 650CC MOTO 6.5

Registration no. N494 OGH

Frame no. ZD4MH00005001980 Engine no. 223523

Widely recognised as a motorcycling design icon, the Aprilia Moto 6.5 was created by Philippe Starck, the famous French industrial designer whose portfolio ranges from wind turbines to lemon squeezers, which perhaps explains its passing resemblance to one of his kitchen appliances. Introduced in 1995, the Moto 6.5 was powered by the Aprilia Pegaso's five-valve single, which went into a curvaceous bespoke frame. With 42bhp on tap, a low seat and weighing a mere 150kg (331lb) Starck's Moto 6.5 effectively fulfilled Aprilia's brief to produce a chic and user-friendly urban roadster. Production ceased in 2002. First registered in the UK in 2001 and owned by the vendor since 2017, this example has a total of 23,602km showing on the odometer. Last run in 2018, the machine will require re-commissioning before further use and is sold strictly as viewed. Offered with sundry bills, an expired MoT (2018) and a V5C document, it has the (rare) luggage rack and comes with a spare fuel tank. Offered with key.

£1,500 - 2,500

No Reserve



304

303

2001 APRILIA 650CC MOTO 6.5

Registration no. X432 DBT

Frame no. ZD4MH0000TN002571 Engine no. R0464572

Widely recognised as a motorcycling design icon, the Aprilia Moto 6.5 was created by Philippe Starck, the famous French industrial designer whose portfolio ranges from wind turbines to lemon squeezers, which perhaps explains its passing resemblance to one of his kitchen appliances. Introduced in 1995, the Moto 6.5 was powered by the Aprilia Pegaso's five-valve single, which went into a curvaceous bespoke frame. With 42bhp on tap, a low seat and weighing a mere 150kg (330lb) Starck's Moto 6.5 effectively fulfilled Aprilia's brief to produce a chic and user-friendly urban roadster. Sold new by Stockport Aprilia Ltd and owned by the vendor since 2018, this example has a total of 6,733 miles showing on the odometer. Last run in 2018, the machine will require re-commissioning before further use and is sold strictly as viewed. Offered with sundry bills, warranty booklets, PDI report, CD-ROM, four MoTs (most recent expired 2019) and a V5C, it comes with a box of indicators and a spare mirror. Offered with key.

£1,500 - 2,500

No Reserve

304

2004 ROYAL ENFIELD 499CC BULLET SIXTY-5

Registration no. YN04 RYP

Frame no. ME3ABBDB53C000199 Engine no. 3BFS50199B

This electric-start Bullet '500' comes with numerous invoices from marque specialists Hitchcock's Motorcycles Ltd totalling over £3,000, including some for performance parts (cams, valve springs, forged piston, Amal 32mm carburettor, etc). Accessories fitted include a centre stand, a rear-set kit, and a nitrous oxide injection system! Acquired by the vendor in 2012, the machine has not been run for several years and will require re-commissioning before further use. Sold strictly as viewed, it comes with a workshop manual, service guide, owner's manual, and the electric start and 5-speed gearbox supplement. Accompanying documentation includes three MoTs (most recent expired 2009), a V5C registration document, and the aforementioned invoices. It should be noted that the MoTs show the recorded 'mileage' total decreasing and changing from kilometres to miles, so the actual distance travelled since new is uncertain. (The current odometer reading is 9,360 miles.) Offered with key.

£1,500 - 2,500

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.



305



306

305

1991 YAMAHA XJ600

Registration no. H452 LWK

Frame no. 3KM001039 Engine no. 3KM001039

Yamaha pitched its XJ series of four-cylinder sports tourers at a lower price point than their more sporting FZ/FZR contemporaries, so the XJs came with tubular steel rather than aluminium frames and lower-spec running gear. Keenly priced, they proved immensely popular with riders prioritising value for money above outright performance. The XJ900 launched in 1983 and the XJ600 in 1984, and both models lasted in production for several years. Currently showing 19,797 miles on the odometer, this XJ600 has belonged to the current vendor since August 2017 and was last serviced in 2019: new oil/filter, battery, spark plugs, etc (bill on file). Last run in 2019, the machine will require re-commissioning before returning to the road and thus is sold strictly as viewed. Accompanying documentation includes sundry bills, a V5C Registration Certificate, and a quantity of MoTs dating back to 1999 (most recent expired 2018). A new and unused Haynes workshop manual is included in the sale. Offered with key.

£800 - 1,000

No Reserve

306

1990 SUZUKI VS 747CC INTRUDER

Registration no. G913 TDH

Frame no. VR51A108589 Engine no. R501-116199

The Intruder line started life in North America with the Intruder 700 and the Intruder 1400, which was actually a 1360cc machine. The US tariff, when passed into law, actually set the import limit at 750ccs instead of 700. So Suzuki soon bumped the Intruder up to be a 750, which it continued to produce until 1991. The VS Intruder bikes all have 4-stroke V-twin engines. This Intruder has been in current ownership since 1993. Unfortunately, due to health reasons it has been unused since approximately 2000. Following a period of long-term storage, the machine is offered for recommissioning to a greater or lesser extent and sold strictly as viewed, its mechanical condition being unknown. Included in the sale is a set of Cobra Exhaust silencers and leather saddlebags. Offered with a V5C and expired MoT's. Offered with key.

£2,000 - 3,000

No Reserve



307



308

307

1981 YAMAHA XS400 CUSTOM

Registration no. GBB 88W

Frame no. *4G5-004383* Engine no. *4G5-004383*

Bucking the trend towards multi-cylinder motorcycles, Yamaha's early four-strokes - the XS1/XS650, TX750 and XS500 - were all twins. The latter two models were failures but the launch of the 'XS' range of middleweights in the late 1970s at last brought Yamaha the sales success it had been seeking. Testing the XS400 for its May 1978 edition, Bike magazine found the new Yamaha 'amazingly smooth despite its lack of balancer shafts', and 'a machine with a healthy blend of speed and good handling characteristics'. Showing 4,184 miles on the odometer, this XS400 Custom was bought by a member of the vendor's family in 2003 and used for one year, since when it has been in storage. Reported as totally original and in generally excellent condition when stored, the machine will require re-commissioning before returning to the road. Offered with a V5C. It should be noted, the V5C incorrectly records the frame and engine prefixes. Offered with key.

£1,000 - 1,400

308

1991 TRIUMPH 885CC TRIDENT 900

Registration no. J599 CYM

Frame no. *SMTTC338DDM001083* Engine no. *001117*

After the Meriden Cooperative went into receivership, the rights to the Triumph name were sold to John Bloor. By 1990 he was ready to begin production, and Triumphs began to roll off the production line once again in 1991. Initial models were three- and four-cylinder machines in a modular design. Manufactured in the first year of production for Hinckley Triumphs, J599 CYM is an example of the larger three-cylinder Trident. Still largely original, it is fitted with an aftermarket fairing, which is easily removable if required. Owned by the vendor since 2014, the Trident has been used sparingly during the present ownership, and not for the past few years. However, the vendor has recently started and run the bike in preparation for the sale, rectifying a problem with the rear brake at the same time. Documentation comprises a current V5C, and two expired MoT certificates. Offered with key.

£1,500 - 2,000

No Reserve



309



310

309

1967 HONDA P50 MOPED

Registration no. KCT 97F (see text)

Frame no. P50-A181906 Engine no. P50E 180331

Introduced in 1966, the P50 (also known as the P25) represented a complete break from the Super Cub concept, mounting its 49cc single-cylinder four-stroke engine within the rear wheel assembly, an idea first tried during the 'Veteran' period. Producing a giddy 1.2bhp at 4,200rpm, the P50 was capable of a top speed of 25mph. In the UK, the Honda P50 and its ilk are supported by The National Autocycle and Cyclemotor Club, which caters for enthusiasts of cyclemotors, autocycles, mopeds and small motorcycles. This particular Honda P50 was purchased as a rolling chassis with dismantled engine. The engine has since been completely rebuilt and the vendor describes the machine as in good condition. Offered without documents, it should be noted that the registration 'KCT 97F' is not recorded in the HPI database. Accordingly, prospective purchasers must satisfy themselves with regard to the VRN's validity prior to bidding. Key not required.

£500 - 700

No Reserve

310

1973 HONDA ST70 DAX 'MINI BIKE'

Registration no. HOX 737L

Frame no. ST70-144249 Engine no. ST70E-128699

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, and 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 car. This Dax has been in current ownership since 1976. Unfortunately, due to health reasons it has been unused since approximately 2000. Following a period of long-term storage, the machine is offered for restoration and sold strictly as viewed, its mechanical condition being unknown. Offered with an old V5 and expired 1981 MoT. Offered with key.

£800 - 1,400

No Reserve



311



312

311

1995 HONDA C90 CUB

Registration no. N146 GNW

Frame no. HA025305984 Engine no. HA02E-2303689

Introduced in 1958, Honda's classic Cub 'step-thru' 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 Cub set new sales records for motorcycle production and continues to be immensely popular today. This C90 Cub was purchased new by the vendor's father-in-law in November 1995. Passed on to the vendor in 2010, the Cub was ridden for 21 miles before being stored in the garage (the current odometer reading is 2,406 miles). It has not been used since and will require re-commissioning before further use. Offered with a V5C document and expired MoT (2011). Offered with key.

£400 - 600

No Reserve

312

C.1974 BGW TRI-ROD MODEL TR-380 TRICYCLE

Serial no. 5183

"Tricycles are put aside by most persons sometime before the age of seven. But now there's a tricycle for adults. Motorized trikes are becoming increasingly popular for commuter use, shopping and all-purpose utility. They started life as ATVs (all-terrain vehicles)... Today there is a good crop of three-wheelers to choose from, with more and more being converted by their manufacturers for street use." – Popular Mechanics, June 1974. Road-going trikes might have been all the rage in mid-1970s USA, but they never caught on over here. Powered by a 319cc Briggs & Stratton 8hp engine, this example was manufactured by BGW Industries of Mansfield, Ohio and comes with its own trailer. The vehicle is offered from the collection of noted collector, the late Ken Senior. There are no documents with this Lot. Offered without key.

£300 - 500

No Reserve

313

1969 YAMAHA 125CC YAS1

Registration no. OWV 50G

Frame no. AS1 12834

Engine no. AS1 12834

Yamaha introduced its first motorcycle - the YA1 - in 1955: a 123cc single-cylinder two-stroke strongly influenced (like BSA's Bantam) by the pre-war DKW RT125. The foundations of Yamaha's sporting tradition were soon established when YA1s won the prestigious races at Mt Fuji and Asama that same year. Yamaha's first twin-cylinder '125' arrived in 1969 in the form of the YAS1 sports roadster, a development of the 100cc YL1. With 15bhp on tap, the five-speed YAS1 was as fast as many British 250s, and owners were soon exploiting its potential for racing. This YAS1 was purchased by the lady vendor in September 1971 and used by her for the next ten-or-so years. The machine was then garage stored until 2005 when it was re-commissioned by MCTechnics for her son and reregistered in his name. MCTechnics' bill is on file. In addition, the tank and fork shrouds were repainted, the seat re-covered, the brake shoes relined, and flashing indicators added. 'OWV 50G' was then used for around six months and since the autumn of 2005 has been back in the garage. It has not been started since and will require re-commissioning at the very least and possibly more extensive restoration before further use. Sold strictly as viewed, the machine is offered with some expired MoTs and tax discs, (copy) old V5, a V5C Registration Certificate, and a Yamaha Service Manual. Offered with key.

£1,000 - 1,500

No Reserve



314

1976 MOTO GUZZI 850T3 & HEDINGHAM SIDECAR

Registration no. NRY 915P

Frame no. 100594

Engine no. 100594

Introduced in 1974, the 850T owed more to the V7 Sport and 750S models than it did to Guzzi's contemporary tourers, boasting the former's frame and suspension and the latter's 'hot' camshaft. The 850T was one of the first Guzzis to employ a disc brake, mounting a single Brembo at the front while retaining the existing drum brake at the rear. Weighing slightly less than the 750S but with the same (53bhp) maximum power output and greater torque, the 850T possessed an excellent power-to-weight ratio and could justifiably claim to be one of the finest sports tourers of its day. Effectively an interim model, it was replaced in 1975 by the triple-disc-braked but otherwise similar 850T3, which remained in production until 1982. This Moto Guzzi motorcycle combination was run by the lady vendor from the mid-1980s through to 1999, since when it has been garage stored. In 2005 a new clutch was fitted and the engine run for 2-3 minutes before it was realised there was no oil in it. The engine is believed to be seized and nothing has been done to the machine since then. Sold strictly as viewed, the Guzzi is offered with an old V5 registration document; a couple of expired MoTs; Hedingham Sidecars Owners' Club magazine; and a Haynes workshop manual. The original telescopic forks and a Hedingham Sidecars wooden model are included in the sale. Offered with key.

£2,000 - 2,500

No Reserve





315

1989 BMW 980CC K1

Registration no. G959 UYK

Frame no. 6373933K1

Engine no. 40892112

Launched in 1989, the futuristically styled K1 represented BMW's bold attempt to create a hyper-sports flagship model using its K-Series 980cc four-cylinder engine, up-rated with a 16-valve cylinder head and Bosch electronic fuel injection. Despite BMW's self-imposed horsepower ceiling of 100bhp, Bike magazine's test K1 recorded a maximum of 107.9bhp on Motad's dynamometer, which was sufficient to propel the aerodynamically efficient 'Brick' to a top speed of around 150mph. Arguably more important than the headline speed figures was the manner in which this performance was delivered, Bike's tester Phil West being highly impressed by the way in which the wind-tunnel developed fairing made 120mph seem like 60, and at a mere 7,500 revs too. Produced for only four years, the K1 is already one of the more collectible of post-war BMWs, as well as remaining a thoroughly capable sports-tourer. An older restoration, this K1 currently displays a total of 42,400 miles on the odometer and now requires further attention. The machine has formed part of the collection of noted collector, the late Ken Senior, since circa 1998. Accompanying paperwork includes some ownership history; sundry bills; six expired MoTs; and an old-type V5 registration document. The machine also comes with a rider's handbook and service booklet. Offered with key.

£1,500 - 2,500

No Reserve



316

Property of a deceased's estate

2001 BMW F650 FUNDURO

Registration no. Y191 RTR

Frame no. WB1016BJXA45242

Engine no. not known

Introduced in 1993, the F650 was BMW's first single-cylinder model since the 1960s and the German company's first ever chain-driven motorcycle. It had resulted from a joint enterprise with Aprilia, the Italian version being the Pegaso 650, and was assembled by Aprilia. Both machines used engines supplied by the Austrian Rotax company, though the latest Pegaso's was a five-valves-per-cylinder unit and the BMW a four-valver. Two versions of the F650 were offered: Funduro (adventure) and Strada (roadster). Its late owner purchased this F650 from BMW dealer SPC Motorcycles of Lower Farringdon, Hampshire in April 2001 and used it as an everyday runabout (purchase receipt on file). Previously 'registered or used overseas', the machine also comes with SORN paperwork; DVLA correspondence; old/current V5/V5C documents and a quantity of expired MoT certificates, the most recent of which was issued in March 2021 at 43,270 miles. Offered with key.

£500 - 1,000

No Reserve



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

317

1948 AJS 348CC MODEL 16M

Registration no. ENR 254

Frame no. 25940

Engine no. 48/16M 7476

The typical British '350' of the 1940s/1950s was unlikely to be anyone's first choice as a fast sports bike. Rather, these honest, workaday mounts were chosen for other reasons, chiefly their inherent strength, dependability and economy. Announced in June 1945, AMC's offerings in this important market sector were the Matchless G3L and AJS Model 16, models identical in all essential respects. The pair shared the same 93mm stroke as their 500cc brethren, coupled to a 69mm bore, and could be distinguished by the different magneto position: forward of the cylinder in the AJS, behind it in the Matchless. Housed in a rigid frame with Teledraulic front fork, the rugged overhead-valve engine drove through a four-speed gearbox. The vendor's late father purchased this AJS 16M from Billie Miller of Nottinghamshire (its third private owner, who had acquired it in 1952) in the 1980s but did not register it until March 2000. Accompanying documentation includes the original old-style logbook; sundry bills; instruction manual (original) and spares catalogue; SORN paperwork; three MoTs (most recent expired 2012); and a V5C Registration Certificate. Not ridden for some time, the machine will require re-commissioning before returning to the road and thus is sold strictly as viewed. Key not required.

£1,200 - 1,600

No Reserve



318

C.1963 BSA 250CC C15 TRIALS MOTORCYCLE (SEE TEXT)

Registration no. not registered

Frame no. to be advised

Engine no. C15.42538

With its heavyweight B32 and B34 models becoming increasingly un-competitive, BSA had begun developing a trials version for the lightweight C15 '250' roadster in the late 1950s, before the latter's official launch. The trials C15 made its official debut at the start of the 1959 season when Jeff Smith secured a remarkable victory in the St David's Trial. Smith followed this up with wins in the Scott and Perce Simon events, and at the season's end the model was offered to customers for 1960 'as ridden by the works'. In production form the C15T incorporated many design compromises that were not inflicted on the works bikes, which continued their run of success throughout the 1960 season. Original C15Ts being in short supply, countless roadsters have been converted for Pre-65 trials over the last few decades. A converted C15 roadster, this machine is offered from the collection of noted collector, the late Ken Senior. There are no documents with this Lot. Offered without key.

£800 - 1,200

No Reserve





319
1960 ARIEL 247CC LEADER
 Registration no. BSL 224
 Frame no. T3522/A
 Engine no. T3522/A

Designed by Val Page and his team, the Ariel Leader and its sports derivative, the Arrow, sought to combine the virtues of speed and agility with those of cleanliness and convenience. Launched in 1958 and powered by an all-new 247cc air-cooled two-stroke twin with unitary gearbox, the Leader also broke with British tradition in its frame and suspension design, employing a stiff, fabricated-steel beam instead of tubes, and a trailing-link front fork. Detachable panels enclosing the engine and most of the rear wheel extended forwards to meet leg-shields and screen while the rear chain was fully enclosed. A highly promising design capable of further development, the Leader/Arrow deserved better than to be prematurely axed by BSA in 1965. Offered from the collection of noted collector, the late Ken Senior, this Leader is an older restoration, completed at date unknown. Last taxed in July 2000, the machine comes with its original buff logbook (for the registration '42 NPG'); some expired MoTs; assorted marque-related literature; and an old-type V5C document, the latter stating five former keepers. Offered without key.

£1,500 - 2,000
No Reserve



320
1951 BROCKHOUSE 98CC CORGI MK2
 Registration no. NXS 811
 Frame no. 22166
 Engine no. MK2 W17688

The Brockhouse Corgi was an adaptation of the Second World War Excelsior Welbike, which had been developed for use during the War for military parachutists. Intended to be dropped in its own container, the parachutist would remove it, lift up the handlebars, raise the seat, and off he went, possibly towing the container behind. After the War, the inventor, John Dolphin, took the design to Brockhouse Engineering of Southport, who modified it to produce the civilian Corgi, manufactured from 1948 to 1954 in Mark I, Mark II, and Mark IV versions. Acquired by the vendor in approximately 2017, NXS 811 was in a poor state and needing restoration. The owner advises that he carried out a total strip and rebuild, refreshing the paintwork, rewiring or renewing the various parts of the electrical system, including remagnetising the flywheel. Since completion, the machine has not been started or used, and will, therefore, require a degree of commissioning by the new owner. Documentation comprises a current V5C, photocopies of parts lists and operating instructions, sundry invoices, some photos and miscellaneous papers. Key not required.

£1,500 - 2,000





321



322

**321
1931 SUN 98CC DELUXE TOURIST**

Registration no. PO 4682

Frame no. P142 Engine no. CY2568

Sun began motorcycle production in 1911, and, over the years, utilised various power units, including Precision, VTS, Villiers, J.A.P., and Blackburne in a range of capacities from 98cc to 600cc. In 1931, for the 1932 model year, they began production of the 98cc Villiers-powered Deluxe Tourist, equipped with a two-speed gearbox, kickstart, and lighting set. PO 4682 was acquired by the vendor in 2019, in need of restoration, and cosmetical challenged. The owner advises that he carried out a total strip and rebuild, refreshing the paintwork, rewiring and /or renewing the various parts of the electrical system, relining the brake shoes, and refurbishing the machine wherever needed. Since completion, the machine has not been started or used, and will, therefore, require a degree of commissioning by the new owner. Documentation comprises a current V5C, photocopy parts book, and sundry invoices for parts. Offered with key.

£2,000 - 3,000

**322
1965 BSA 172CC D7 BANTAM SUPER**

Registration no. EOL 659C

Frame no. D7 49556 Engine no. FD7 8743

The design of the Bantam came to BSA as part of war reparations in the immediate post-war period. Derived from a 125 DKW, it was put into production initially in 1948 and in the ensuing years was slowly developed, increasing in capacity from 125 to 150, and then to 175. EOL 659C was acquired by the vendor in 2020, in need of restoration. The owner advises that he carried out a complete strip and rebuild, renovating or replacing anything that was needed. The large quantity of invoices in the history file attest to this, and include paintwork, tyres, brake shoes, wiring harness, seat, conrod/big end assembly, and a CDI ignition kit. Since completion, the machine has not been started or used, and will, therefore, require some commissioning by the new owner. Documentation comprises a current V5C, an old MoT certificate, sundry invoices, some photos, and miscellaneous papers. Key not required.

£1,000 - 1,500



323



324

**323
1961 NORTON 249CC JUBILEE DE LUXE**

Registration no. VCH 544

Frame no. 102337 17 Engine no. 94051 R17

The Norton Jubilee, the company's smallest twin, was created to celebrate the diamond jubilee of the Norton company, founded in 1898. VCH 544 was purchased by the vendor in 2016, in need of restoration. The owner advises that he carried out a complete strip and rebuild, renovating or replacing anything that was needed. The large quantity of invoices in the history file attest to this, and include paintwork, carburettor, exhaust system, 12 volt electrics, alternator stator, chains, seat and electronic ignition. Since completion, the Jubilee has been started once, but due to a leg injury, the owner is no longer able to start it, hence the sale. The machine will, therefore, require some commissioning by a new owner. Documentation comprises a current V5C, an expired MoT, numerous invoices, some photos, and miscellaneous papers. The machine is presently on SORN. Key not required.

£2,500 - 3,000

**324
1953/55 MATCHLESS 347CC G3LS**

Registration no. PTJ 898

Frame no. A1840 Engine no. 55/G3LS 29155 (see text)

PTJ 898 was purchased by the vendor in 2018, in need of restoration. The owner advises that he carried out a complete strip and rebuild, renovating or replacing anything that was needed. The large quantity of invoices in the history file attest to this, and include paintwork, tyres, exhaust system, dynamo armature, chains, seat and magneto rebuild. Since completion, the machine has been started once, but due to a leg injury, the owner is no longer able to start it, hence the sale. The machine will, therefore, require some commissioning by a new owner. Documentation comprises a current V5C, an old RF60 log book, numerous invoices, some photos, and miscellaneous papers. Prospective purchasers should note that whilst the original engine has been replaced, the V5C still records the previous engine number. The machine is presently on SORN. Key not required.

£2,500 - 3,500



325



327



326



328

325

1952 AJS 497CC MODEL 18S

Registration no. not registered

Frame no. 68753 Engine no. 52/18S 21126

Associated Motor Cycles announced its post-war range of AJS and Matchless 'heavyweight' singles in June 1945. Coded Model 18 and G80 respectively, the two 500cc models shared the same 93mm stroke as their 350cc brethren, coupled to an 82.5mm bore. Housed in a rigid frame with Teledraulic front fork, the rugged overhead-valve engine drove via a four-speed gearbox. Hairpin valve springs were adopted for 1949 and a swinging-arm frame introduced, the latter initially for export only but available in the UK from 1950, models so-equipped being suffixed 'S'. This AJS Model 18S is offered from the collection of noted collector, the late Ken Senior. The machine is offered without documents and does not display a VRN; accordingly, the purchaser will be responsible for registering the machine. (The engine turns over). Offered without key.

£1,000 - 1,500

No Reserve

326

1955 SUN 197CC CHALLENGER

Registration no. ROJ 884

Frame no. VMC5348A Engine no. to be advised

Birmingham-based Sun started life as a cycle manufacturer and built its first motorcycle prior to WWI. Motorcycle production ceased at the end of 1933, resumed briefly in 1940 and then recommenced properly in 1946 with an auticycle. The firm concentrated on Villiers-powered lightweights and first introduced the 197cc 6E-powered Challenger in 1951. This handsome model was well specified, coming as standard with telescopic front fork, plunger rear suspension, lights, battery and a proper electrical system. A swinging-arm frame was new for 1954, by which time the Villiers 8E had been adopted, and in this form the Challenger lasted until 1958. Sun ceased motorcycle production the following year. This example of one of the rarer Villiers-engine lightweights is offered from the collection of noted collector, the late Ken Senior. Accompanying paperwork consists of an expired MoT (2008) and old/current V5C documents. Offered without key.

£1,000 - 1,500

No Reserve

327

1956 EXCELSIOR 147CC COURIER

Registration no. LJU 671

Frame no. 5PC/206 Engine no. C/1611

After WW2 Excelsior concentrated on the production of lightweights powered by engines of their own make and those of Villiers. The Courier model first appeared in 1953 as the C2 with Excelsior's own 147cc engine, which went into the lightweight, plunger suspended cycle parts used for the existing U/R single-cylinder models. For 1954 a direct-lighting C1 version joined the battery-electrics C2, and then for 1955 the Courier was extensively revised with a new swinging-arm frame, dual seat as standard and battery electrics, becoming the C3. The Courier was last produced in 1957. Offered from the collection of noted collector, the late Ken Senior, this Consort was last taxed in April 2015 and comes with a V5C Registration Certificate. Offered without key.

£600 - 1,000

No Reserve

328

1977 AJW 50CC FOX CUB MOPED

Registration no. not registered

Frame no. 1061 Engine no. 1275

Founded in Exeter by publisher Arthur John Wheaton, AJW stunned the motorcycling public by displaying an advanced four-cylinder prototype at its first Earls Court Show in 1928. The 'Super Four' never made it into production, but throughout the 1930s the firm offered a diverse range powered by proprietary engines, though production never amounted to more than 250 machines annually. After WW2, AJW changed hands and re-located to Dorset where production re-commenced using JAP engines. When their supply ceased in the 1950s, the company began importing Giulietta lightweight motorcycles and mopeds from Italy, and in the 1970s marketed a range of small-capacity Minarelli-engined models of its own design. Introduced in mid-1977, the last of these was the 50cc Fox Cub, which would also be the last ever AJW motorcycle (the company went bust the following year). There are no documents with this Fox Cub, which is offered from the collection of noted collector, the late Ken Senior. Sold strictly as viewed. Offered without key.

£250 - 350

No Reserve



329



330

329
1966 BSA 172CC D7 BANTAM SUPER

Registration no. LEA 442E (see text)

Frame no. D7 6990 Engine no. GD7 6990

Many a now-mature motorcyclist's first two-wheeled experience will have been gained aboard a BSA Bantam, a model that was produced in various forms for over 20 years. This D7 model was run for some 20 years before being left in a barn and stripped by a former owner. The vendor purchased the BSA as a frame and box of parts, and then proceeded to restore it. The machine last ran in July 2022 and is described by the vendor as in good condition, although the rear-end wiring is incomplete. We are advised that the Bantam comes with an old-style logbook; however, the registration 'LEA 442E' is not recorded in the HPI database. Accordingly, prospective purchasers must satisfy themselves with regard to the validity of the VRN prior to bidding. Key not required.

£700 - 1,000

No Reserve

330
C.1958 HERCULES/PRIOR K175

Registration no. XJW 33 (see text)

Frame no. H129356 Engine no. 2092617

After WW2, the German firm of Hercules built two-stroke models almost exclusively, many of which were powered by Austrian Sachs engines. The machine offered here is an example of the Sachs-powered K175, which was a new introduction at the 1956 Frankfurt Show. Hercules motorcycles were sold in the UK under the Prior brand name, as the Hercules brand was already owned by Raleigh. The vendor advises us that the Hercules owners' club in Nürnberg has been of considerable assistance in obtaining spare parts for this machine. However, it has not been possible to return it to complete originality, though it is described as '80% original'. The Hercules last ran in July 2022 and is described by the vendor as in good condition. It should be noted that the registration 'XJW 33' is not recorded in the HPI database. Accordingly, prospective purchasers must satisfy themselves with regard to the VRN's validity prior to bidding. Offered with key.

£1,000 - 2,000

No Reserve



331



332

331
C.1959 BSA 148CC BANTAM D7 PROJECT (SEE TEXT)

Registration no. not registered

Frame no. D7 3566L Engine no. BD3B 8659M

Many a now-mature motorcyclist's first two-wheeled experience will have been gained aboard a BSA Bantam, a model that was produced in various forms for over 20 years. The introduction of the first 172cc model - the D5 - for 1958 marked a number of important developments, the most important of which were a stronger big-end bearing and improved lubrication. A raised compression ratio and larger carburettor increased maximum power to 7.4bhp and the top speed to 59mph. Introduced for 1959, successor D7 model featured the new 172cc engine while boasting a new frame, hydraulically damped front fork, bigger brakes and an up-swept handlebar. Nothing is known of the history of this D7 Bantam, which has been fitted with the 148cc engine from a D3 model dating from 1957. There are no documents with this unregistered motorcycle, which is offered for restoration and sold strictly as viewed. Offered without key.

£300 - 500

No Reserve

332
Offered from the estate of the late Ernie Hall
1955 TRIUMPH 498CC TIGER 100 PROJECT

Registration no. PLM 16 (see text)

Frame no. 58646 Engine no. T100 58646

Triumphs of the Edward Turner era are among the most stylish of post-war British motorcycles, and the Tiger 100 with its handsome all-alloy engine is one of the most charismatic and sought after of them all. The Classic Motorcycle (August 2021) references Ernie buying a new Tiger 100 from Harvey's, a well-known South London Triumph dealers, and his wife Joan confirms Ernie did buy this machine new (he taught Joan to ride on it). The motorcycle is believed complete but requires restoration/re-assembly and thus is sold strictly as viewed and without documents. Prospective purchasers must satisfy themselves with regard to its completeness or otherwise prior to bidding. Likewise the validity of the registration 'PLM 16', which is listed in the HPI database but not supported by any documentation. It should also be noted the HPI lists the capacity as 300cc. Offered without key.

£1,000 - 1,500

No Reserve



333

Offered from the estate of the late Ernie Hall

1956 TRIUMPH 498CC TIGER 100 PROJECT

Registration no. 418 VMT (see text)

Frame no. 026980

Engine no. T100 026980

The Tiger 100 sports version of Edward Turner's trend-setting Speed Twin reappeared in 1946 with telescopic forks in place of the original girders and separate dynamo and magneto instead of the pre-war magdyno. Produced almost unchanged for the next three years, the Tiger gained Triumph's distinctive headlamp nacelle in 1949 when the range was restyled. An alloy cylinder head and barrel were adopted for 1951 while a swinging-arm frame and 8"-diameter front brake were fitted from 1954 onwards. Triumphs of the Edward Turner era are among the most stylish of post-war British motorcycles, and the Tiger 100 with its handsome all-alloy engine is one of the most charismatic and sought after of them all. This Tiger 100 was Ernie's racer and is still in racing trim but comes complete with original road mudguards, etc. The HPI lists the start date of current keeper 12.06.1959 (the year Ernie married his wife Joan). There are no documents with this motorcycle, which is offered for restoration and sold strictly as viewed. The registration '418 VMT' is recorded in the HPI database; nevertheless, prospective purchasers must satisfy themselves with regard to the VRN's validity prior to bidding. Offered without key.

£1,500 - 1,800

No Reserve



334

Offered from the estate of the late Ernie Hall

1958 TRIUMPH 199CC TIGER CUB

Registration no. not registered

Frame no. 27804

Engine no. none visible

With the introduction of the 149cc Terrier in 1952, Triumph re-entered the market for lightweight commuter machines. A simple, compact, unitary construction four-stroke with four-speed gearbox, the Terrier was joined in 1954 by an enlarged version - the 200cc Tiger Cub - that offered 60mph-plus performance and 100mpg. A huge success for Triumph, particularly with younger riders, the Tiger Cub spawned a host of derivatives including sports, trials, scrambles, enduro and trail versions. The Cub underwent continual development for the next 16 years, finally ending up with BSA Bantam cycle parts before being dropped in 1970. The model remains a favourite with today's collectors, many of whom would have commenced their riding career on a Cub, and is well served by an extensive network of parts suppliers and other specialists. This Tiger Cub was used for racing by Ernie's brother. There is not much more information available and there are no documents present. It should be noted that the registration hitherto associated with this machine, '571 JPU', is not recorded in the HPI/DVLA databases and thus the machine is considered unregistered. Sold Strictly as viewed. Offered without key.

£1,000 - 1,200

No Reserve



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335

Offered from the estate of the late Ernie Hall

1956 TRIUMPH 498CC TRW

Registration no. XSJ 307 (see text)

Frame no. 23686NA

Engine no. TRW 23686NA

Developed in the immediate post-WW2 years to fulfil British Government contracts for a new military motorcycle, the TRW followed the overall lines of Triumph's trend-setting parallel twins but with the simpler and more easily maintained side valves rather than the civilian models' overhead valves. In keeping with the military's requirements for robustness and simplicity, the TRW retained a rigid frame while featuring Triumph's telescopic front fork as used by many models across the range. When their service life came to an end, many were offered for sale on the civilian market by the Ministry of Defence. Finished in RAF Blue, this matching-numbers TRW was purchased from Andy Tiernan and currently displays a total of 262 miles on the odometer. It should be noted that the registration number 'XSJ 307' does not appear in the HPI database but does appear in the DVLA database. Accordingly, prospective purchasers must satisfy themselves with regard to the validity of the VRN prior to bidding. Condition unknown, the machine is offered with an old-style V5C document and is sold strictly as viewed. Offered without key.

£3,000 - 4,000

No Reserve



336

Offered from the estate of the late Ernie Hall

1954 TRIUMPH 498CC TRW

Registration no. SVO 39G

Frame no. 23377NA

Engine no. TRW 23485NA (see text)

Developed in the immediate post-WW2 years to fulfil British Government contracts for a new military motorcycle, the TRW followed the overall lines of Triumph's trend-setting parallel twins but with the simpler and more easily maintained side valves rather than the civilian models' overhead valves. In keeping with the military's requirements for robustness and simplicity, the TRW retained a rigid frame while featuring Triumph's telescopic front fork as used by many models across the range. When their service life came to an end, many were offered for sale on the civilian market by the Ministry of Defence. Purchased from dealer Andy Tiernan circa 2002, this Triumph TRW currently displays a total of 13,168 miles on the odometer. The Triumph was first registered in 1968, which is probably when it was released onto the civilian market, and has had a change of engine at some point. It should be noted that the HPI database lists the engine number prefix as 'FRW' rather than 'TRW'. Condition unknown, the machine is offered with an old-style V5C document and is sold strictly as viewed. Offered without key.

£3,000 - 4,000

No Reserve



Motorcycles - Day 2

Collectors' Motorcycles

Sunday 16 October at 10.00

Lots 401 - 651

Further images of each lot can be found at
www.bonhams.com/27434





The David Atkinson Collection

Lots 401 - 427



From an early age David Atkinson held a passion for motorcycles, and whereas most of his peers would be off on the latest Japanese or Italian models, David's interest lay in the comparatively early British machines which was unusual at the time for someone of his relatively young age.

Born in Sunderland in 1964 David left school in 1982 and went to work as a skilled glass blower at the famous Sunderland Glassworks. But his real passion was with motorcycles and he concentrated on making a career out of trading. He was very successful at this and became a very well-known figure in the UK classic motorcycle scene and was known to be somewhat of an authority on British bikes. As well as trading in classic motorcycles David held a collection of his own that he did not intend to sell.

David moved away from Sunderland to a village just outside of Richmond in North Yorkshire with his partner Marjorie in 2012. He was very happy there, loving the country life and continuing to indulge in his passion for motorcycles. He was also pleased to have more space to expand his own collection.

An ever-present face at Bonhams motorcycle auctions he would never miss the Stafford Spring and Autumn Sales. Sadly David became ill in 2018 and despite fighting hard and accepting all treatment offered he passed away in September of the following year.

In his final months a friend asked him if there was anything he would like to do...did he have a bucket list? He answered "well you probably think I want to go somewhere exotic or do something really exciting but the truth is all I want to do is go back to Bonhams auctions" and indeed he did, shortly before he died he was sitting in the front row of the auction sticking his hand up and successfully bidding on bikes! Such was his passion.

Since David passed away in September 2019 his remaining motorcycle collection has been standing in dry storage and it is offered in its entirety at this auction. David was wise enough to spray all of his bikes with grease to avoid deterioration but given the time the bikes have stood dormant they will each require re-commissioning to some extent before returning to the road.



401



402

401

1955 BSA 248CC C11G

Registration no. 877 UYY

Frame no. BC11S.5854 Engine no. BC11G 20005

BSA's 'C' range of lightweights was first introduced in 1938. Its first exemplar was the C10 sidevalve single with coil ignition and three-speed hand-change gearbox. A de luxe version with foot-change gearbox joined the range in 1939, as did the overhead-valve C11. The original girder front fork was replaced by a telescopic unit in mid 1946, and part way through 1949 the C10 gained an alloy cylinder head. This four-speed, plunger-framed C11G appears to be a relatively complete survivor, albeit missing some parts (silencer and headlamp lens/rim for example). Presented in 'oily rag' condition for re-commissioning or more extensive restoration, the machine is offered without documents and sold strictly as viewed. It should be noted the vehicle registration number '877 UYY' 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. Key not required.

£800 - 1,200

No Reserve

402

1961 MATCHLESS 348CC G3L

Registration no. 831 XVB

Frame no. A78729 Engine no. 61/G3 40239

Weighing as much as the 500cc model from which most of them were derived, but considerably less powerful, the typical British 350 of the 1950s was not likely to be anyone's first choice as a fast sports bike. Rather, these honest, workaday mounts were chosen for other reasons, chiefly their inherent strength, dependability and economy. AMC's offerings in this important market sector were the Matchless G3L and AJS Model 16, models identical in all essential respects, tank badge and magneto position excepted. Testing one of these stalwarts in 1961, Motor Cycling recorded a modest mean top speed of 76mph but found that when toured at a relaxed pace across country, an excellent 86 miles per gallon was achievable. This Matchless G3L was acquired by the late owner in 2018 and comes with a V5C document. The machine is offered for re-commissioning or more extensive restoration and is sold strictly as viewed. Key not required.

£600 - 1,000

No Reserve



403



404

403

1961 JAMES 199CC CAPTAIN

Registration no. 854 XVB

Frame no. DL 201678 Engine no. to be advised

James had begun concentrating on the manufacture of two-stroke lightweights in the 1930s, and continued the policy after WWII. In 1951 the company became part of the Associated Motor Cycles group, joining Francis-Barnett, and from then on the two marque's model ranges became ever more similar until the transfer of Francis-Barnett production to the James factory in 1962 ushered in an era of unashamed 'badge engineering'. James models were powered by Villiers engines at first, though from 1957 many used AMC's own engine. By 1961 when the L20 example offered here was made, the Captain was being built with a swinging-arm frame and the AMC engine. This Captain was purchased the late owner in 2005 and is offered for restoration and sold strictly as viewed. It is offered with a V5C document recording the vehicle as a 'scooter combination'. Key not required.

£400 - 800

No Reserve

404

1984 BMW R80 TIC

Registration no. A701 JBJ

Frame no. 6212180 Engine no. 6212180

BMW's first 'R80' (nominally 800cc) model was the R80/7 introduced in 1977 as replacement for the 750cc R75/7. Like its predecessor, the R80/7 was powered by BMW's traditional air-cooled flat-twin engine coupled to low-maintenance shaft final drive transmission. Engineered to BMW's customarily high standards, the R80/7 was far from cheap and in 1978 cost around 40% more than Yamaha's similarly shaft-driven XS750 tourer. Last taxed until 2012 and stored since then, this matching-numbers R80 displays a total of 58,667 miles on the odometer and is offered for re-commissioning or more extensive restoration. There are no documents with this motorcycle, but the registration does appear in the HPI database. Nevertheless, prospective purchasers must satisfy themselves with regard to the validity of the VRN prior to bidding. Sold strictly as viewed. Offered without key.

£600 - 1,000

No Reserve

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



405

C.1960 BSA 649CC A10 'SUPER ROCKET' (SEE TEXT)

Registration no. 757 UYL

Frame no. GA7 8048

Engine no. DA10R 3180

"The Super Rocket has a near-three-figure cruising speed – a performance to meet the autobahn ambitions of foreign-touring enthusiasts... On the other hand... one's patience in jogging along at 30mph is rewarded by a remarkable – for a lusty 650cc twin – fuel consumption also in the three-figure class." - Motor Cycling. BSA's range for 1955 embodied several novel features. Alongside the existing plunger-framed machines were new models equipped with swinging-arm rear suspension, while the A7 Shooting Star and A10 Road Rocket sports twins came with new aluminium-alloy cylinder heads. The latter produced a highly respectable 40bhp and as tested by Motor Cycling magazine was found capable of reaching 109mph. For 1958 the sports 650 became the Super Rocket, gaining a revised cylinder head, Amal Monobloc carburettor and an extra 3bhp. The model lasted into the unitary construction era and was last produced in 1963. This BSA's accompanying V5C document records the frame-number prefix as 'CA' (for 1955) yet the frame is stamped 'GA' indicating 1960 (probably a clerical error) while the engine is a Super Rocket unit dating from 1961. Accordingly, prospective purchasers must satisfy themselves to this motorcycle's correctness or otherwise prior to bidding. Purchased by the late owner in 2005, the machine is presented in 'oily rag' condition, ripe for sympathetic restoration, and is sold strictly as viewed. Key not required.

£2,000 - 3,000



406

1966 BSA 650CC SPITFIRE MARK II

Registration no. LKR 41F

Frame no. 11633

Engine no. A65S 11633

BSA's answer to Triumph range-topping Bonneville sports roadster, the Spitfire was a new introduction for 1965 in the form of the 'Spitfire Mark II Special', though the name had previously been applied to a US-specification 'street scrambler'. Based on the previous year's Lightning Clubman, the Spitfire boasted a raised compression ratio, high-lift cams, twin Amal GP carburettors, alloy wheel rims, and BSA's 190mm front brake. With a claimed 53bhp on tap, the Spitfire was as quick in a straight line as the Bonneville, though, arguably, not as good looking. There was a slight power increase when Amal Concentric carburettors were standardised for 1967 on the Spitfire Mark III, with a further boost (to 56.5bhp) part way through the year. The Spitfire was last produced (in Mark IV form) in 1968, by which time Triumph's TLS front brake had been standardised. This matching-numbers Spitfire Mark II is presented in 'oily rag' condition, ripe for re-commissioning or more extensive restoration. Sold strictly as viewed, the machine is offered with an old-style V5C Registration Certificate. Key not required.

£1,600 - 2,000

No Reserve



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407

1947 ARIEL 499CC MODEL VG PROJECT

Registration no. not registered

Frame no. BP5905

Engine no. none visible

Val Page's arrival at Ariel in 1925 as Chief Designer would trigger a welcome upturn in the Selly Oak firm's fortunes. Page designed new models to replace the existing range, the first of which - a pair of singles displacing 600cc (sidevalve) and 500cc (overhead-valve) - debuted later that year. By 1930 the Ariel single had gained a rear-mounted magneto and its distinctive timing cover, and the engine's basic design - though frequently revised - would stand the company in good stead well into the post-war era. In 1932 the sports versions were christened 'Red Hunter' and under Page's successor Edward Turner developed into fast and stylish machines. Coded NH and VH (350/500), the sporting Red Hunters resumed production after WW2 alongside their deluxe NG and VG counterparts, the entire range boasting girder forks pending the arrival of Ariel's own telescopic fork for 1946. Ariel Owners' Club records show that frame number 'BP5905', together with engine number 'CK3688', formed part of a machine despatched to Shovelbottoms on 1st January 1947. The late owner purchased the Ariel at Bonhams' Stafford sale in April 2019 (Lot 347). Apparently subject of some previous restoration, this motorcycle is offered incomplete and for restoration. It should be noted that there is no registration document with this Lot, which is sold strictly as viewed. Key not required.

£1,800 - 2,400

No Reserve



408

1945 ARIEL 497CC VH2 RED HUNTER PROJECT

Registration no. not registered

Frame no. BP1285 (see text)

Engine no. CK300 (see text)

Val Page's arrival at Ariel in 1925 as Chief Designer would trigger a welcome upturn in the firm's fortunes. Page designed new models to replace the existing range, the first of which - a pair of singles displacing 600cc (sidevalve) and 500cc (overhead-valve) - debuted later that year. By 1930 the Ariel single had gained a rear-mounted magneto and its distinctive timing cover, and the engine's basic design - though frequently revised - would stand the company in good stead well into the post-war era. In 1932 the sports versions were christened 'Red Hunter', and under Page's successor Edward Turner developed into fast and stylish machines. This dismantled twin-port Red Hunter is offered for restoration and sold strictly as viewed. With the exception of the fuel tank, all major components appear present while the frame, forks, and sundry other parts have been repainted. The late owner purchased the Ariel at Bonhams' Stafford sale in April 2019 (Lot 333). At that time the machine came with an Ariel OC dating letter showing that it was despatched to Alexander's of Edinburgh in November 1945, only three months after the end of WW2. Unfortunately the letter has not been located. It should be noted the condition of some of the parts have deteriorated since being photographed, close inspection advised. It is believed the frame and engine numbers are non factory stampings. Key not required.

£1,000 - 1,500

No Reserve



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409

1967 VELOCETTE 499CC VENOM THRUXTON

Registration no. DRF 25E

Frame no. RS 19469

Engine no. VMT 438

Production race successes, most 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 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 1,000 were made, and today the Thruxton is one of the most sought after of post-war Velocettes. Records held by marque specialist Ray Thurston's Thruxton Register show that 'VMT 438' was sold by the factory to dealer Boulton of Stafford in September 1966 and sold new to a Martin Stone on 20th March 1967. The frame number 'RS 19469' dates from 1968 and is possibly a factory replacement or one fitted by a dealer following an insurance claim. Of correct type, the gearbox dates from circa 1959/1960. This Thruxton's accompanying V5C Registration Certificate records an owner in Basingstoke from 2003 onwards, while prior to that the motorcycle was in the Kent area. No other history is known. Stored for some years and sold strictly as viewed, the machine would respond well to re-commissioning and careful detailing.

£10,000 - 15,000



410

1970 VELOCETTE 499CC VENOM CLUBMAN

Registration no. CRP 87H

Frame no. RS 19691

Engine no. VM 6488C

Engine development of the MSS pursued as part of the scrambles programme bore fruit in 1956 in the shape of the high-performance Venom and its 350cc sibling, the Viper. The MSS frame and forks were retained for the newcomers but full-width alloy hubs were adopted to boost braking power, and smart chromed mudguards fitted to enhance the models' sporting image. In 1960 'Clubman' versions of both were introduced, minus the enclosure panels of the standard models, which featured a raised compression ratio, Amal TT carburettor, 'racing' magneto, rear-set footrests and a close-ratio gearbox among many other improvements. When supplied with the optional dolphin fairing, the model was known as the Clubman Veeline. This Venom Clubman comes with its original logbook recording Anthony Patchett at the keeper when first registered on 14th April 1970. He owned it until at least 1973. In 2006 the Venom was acquired by a Dr Marsden of Birmingham before being sold to a Mr Larner of Hook in 2010. Acquired by the late owner in 2015, the machine was MoT'd in 2005, 2006 and 2009, and there are service invoices on file from 2008 and 2009. Re-commissioning and detailing will be required before further use following several years in storage. Offered with key.

£4,500 - 6,500



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411

1958 VELOCETTE 499CC VIPER

Registration no. 221 XVF

Frame no. RS 10758

Engine no. VR 1659

"One's outstanding impression is of the exceptional flexibility and smoothness of the engine – it seems almost incredible that so much docile punch should be the product of no more than one cylinder and an 8.5:1 compression ratio," enthused Motor Cycling about its test Viper, summarising characteristics that will be familiar to anyone who has ever ridden one of Hall Green's delightful high-camshaft singles. Engine development pursued as part of the MSS scrambles programme bore fruit in 1956 in the shape of the high-performance 500cc Venom and its 350cc sibling, the Viper. The MSS frame and forks were retained for the newcomers but full-width alloy hubs were adopted to boost braking power and smart chromed mudguards fitted to enhance the models' sporting image. In 1960 'Clubman' versions of both were introduced, minus the enclosure panels of the standard models, which featured a raised compression ratio, Amal TT carburettor, 'racing' magneto, rear-set footrests and a close-ratio gearbox among many other improvements. This Viper was purchased by the late owner in 2019 and is presented in 'oily rag' condition suitable for re-commissioning or sympathetic restoration. Offered with a V5C Registration Certificate. Key not required. **£2,000 - 3,000**



412

1948 NORTON 490CC MODEL 18

Registration no. 599 UYF

Frame no. 35748

Engine no. C3 19275

Like the majority of its contemporaries, Norton relied on the sidevalve engine until the 1920s when the existing and well-tried 490cc unit was used as the basis for the firm's first overhead-valve design. After debuting on the racetrack, a road-going version - the Model 18 - was catalogued for 1923, quickly establishing a reputation for both speed and reliability. The Model 18 retained its essentially Vintage characteristics until 1931 when the range was extensively redesigned, dry-sump lubrication and a rear-mounted magneto being standardised. There were numerous improvements made to the engine throughout the 1930s while Norton's own foot-change gearbox replaced the old Sturmey Archer in 1935. Production of an essentially unchanged 1939 model resumed after WW2 and then for 1947 the Model 18 was up-dated with Roadholder telescopic forks in common with the rest of the Norton range. The Model 18 was last catalogued in 1954. Purchased by the late owner in 2014, this Model 18 has been stored and will require re-commissioning or possibly more extensive restoration before returning to the road. The machine comes with a V5C document and is sold strictly as viewed. Key not required.

£3,800 - 4,600



413

1938 BROUGH SUPERIOR 982CC SS80

Registration no. GWL 4

Frame no. M8/2006

Engine no. BSX 4706

- *Single family ownership for 59 years (1947-2006)*
- *All matching numbers other than the fuel tank (originally '3343', now '3403')*
- *Known ownership history*
- *Present ownership since 2017*





Jack Billard at a Brough Superior Club rally



'GWL 4' is one of 460 Matchless-engined SS80s built, of which some 300-or-so survive. Its accompanying Brough Superior Owners Club record card shows that this machine was supplied new to Laytons of Oxford in July 1938, where it was registered as 'GWL 4'. The SS80 was purchased from its first owner in May 1947 by Jack Billard, who owned the Brough for 58 years until his death in December 2005, aged 85. He had used it regularly until 2002, when a non-motorcycling injury meant he could no longer ride!

During WW2, Jack Billard was employed making components for the Spitfire fighter and after hostilities ceased became a specialist panel beater, making wings for Rolls-Royce and Bentley cars. Jack was a keen motorcycle enthusiast, owning a Rudge and a Vincent before the Brough. When he married in 1948, he added a single-seat sidecar to the Brough, which was replaced by a Blacknell Safety 2 after his second daughter was born in 1955. The Blacknell was purchased from T C Munday & Co Ltd of Brixton, whose original bill of sale is on file. The Brough 'combo' became the family's main form of transport, with wife and daughters taking it in turns to ride pillion or in the Blacknell's full-size seats. Sundays were spent riding through the Kent or Sussex countryside towards the coast or attending Brough Club events, winning the odd trophy along the way. In spite of this regular use, the Brough covered only 17,705 miles in nearly 70 years.

Jack Billard was not one to polish the Brough or sidecar. His priority was to see that the combination was properly maintained and roadworthy at all times. Jack fitted flashing indicators, choosing his own somewhat idiosyncratic colour code for the wiring, and added a Rolls-Royce picnic table for the convenience of the passenger in the Blacknell's back seat. The original engine was fettled in 2002/2003 by Dave Clark of the Brough Superior Club.

Following Jack's death, the Billard family offered the Brough for sale at Bonhams' Harrogate auction in November 2006 (Lot 363) where it was purchased by the immediately preceding owner. The late owner purchased 'GWL 4' at Bonhams' Stafford sale in October 2017 (Lot 229). Since acquisition the sidecar has been sold and the machine kept in storage. Presented in 'oily rag' condition, the Brough is offered for re-commissioning or possibly more extensive restoration before commencing the next stage of its fascinating history. Accompanying documentation includes the aforementioned BSOC record card, a quantity of expired MoTs, SORN paperwork, and a V5C Registration Certificate. Key not required.

£40,000 - 60,000

414

1925 ZENITH-JAP 678CC MODEL 6-80 PROJECT

Registration no. PP 5026

Frame no. 9650

Engine no. GT/T 49110

- *Rare Vintage-era Zenith v-twin*
- *Off the road for many years*
- *Offered for restoration*



Zenith motorcycles were manufactured from 1904 until 1950 in a variety of factories in or around London. From the early days proprietary engines were used, such as Fafnir, Precision, JAP, Bradshaw and Villiers. The driving force behind Zenith was Chief Engineer, and company owner, Frederick Barnes, who was responsible for the famous 'Gradua' gear. Worked by a hand-wheel or crank handle, the Gradua mechanism varied the diameter of the engine pulley while simultaneously sliding the rear wheel back and forth in the fork slots, thus maintaining correct belt tension.

Its advantages showed most effectively in speed hill climbs, and in pre-WW1 days Zenith machines gained many successes as the Zenith rider could change gear during the ascent while the other competitors had to make do with a single choice of ratio. Rival riders and manufacturers thought that this was an unfair advantage so many leading clubs excluded Zeniths from their hill climbs. Zenith was quick to recognise the publicity value and took the word 'Barred' as their trademark.

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Although the expensive Gradua system gave way to a more conventional Sturmey-Archer countershaft gearbox in the 1920s, Zenith continued to pursue its racing and record breaking activities with enthusiasm. Fred Barnes himself enjoyed considerable success at Brooklands, where in 1922 Zenith rider Bert Le Vack became the first man to lap at over 100mph on a motorcycle – in the rain. In 1928 a Zenith-JAP ridden by Oliver Baldwin established a world motorcycle speed record of 124.62mph at Arpajon in France, while Joe Wright later raised the record to 150.736mph using his supercharged Zenith-JAP 'reserve bike', his favoured OEC having succumbed to mechanical problems. Significantly, when Wright's record was set in 1930 the company was temporarily out of business.

Despite adding a Villiers-powered economy model to the range, Zenith failed to weather the financial storms of the early '30s. After a succession of closures and changes of ownership it 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 and finished in the marque's distinctive purple and black livery, this JAP sidevalve-engined Zenith 6-80 appears un-restored and almost certainly has not been touched for some considerable time. The late owner purchased the machine, which was offered from an extensive private collection, at Bonhams' Stafford sale in October 2015 (Lot 251). At that time we said the following: "The attached tax disc expired in June 1942 and the accompanying old-style continuation logbook (issued that same year) records licensing up to 31st December 1943.

A 1926 model, the Zenith was first registered in Buckinghamshire in October 1925. Acquired for the collection in 1991, this wonderful 'barn find' appears to be totally original and complete, and should, despite its somewhat distressed condition, be a relatively straightforward restoration for the experienced practitioner. Noteworthy features include an acetylene lighting set, leather-fronted panniers and a Cowey '60mph' speedometer." As well as the aforementioned logbook, the machine also comes with a (photocopy) V5 and old-style V5C documents. A most exciting and rewarding project. Key not required.

£26,000 - 34,000

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415

1954/50 VINCENT 998CC SERIES-C RAPIDE/BLACK SHADOW (SEE TEXT)

Registration no. JCR 988
Frame no. RC/12124/B (see text)
Rear frame no. RC9046B/B
Engine no. F10AB/1B/7146
Crankcase mating no. RR62 / RR62

- *Rapide upper frame*
- *All other numbers correct*
- *Previous ownership from 1968- 2018*
- *Stored for the last 53 years*



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.

Vincent Owners Club records show that engine number 'F10AB/1B/7146' (with upper frame 'RC9046B/B') belonged to a Black Shadow that went to Jenkin & Purser in Southampton in June 1950, while this machine's upper frame (number 'RC/1/7578') is from a Rapide Series C dating from 1954. The substitution was almost certainly carried out after the original upper frame had been damaged in an accident. The rear sub-frame ('RC9046B/B') is correct for the engine.

The immediately preceding owner purchased 'JCR 988' in 1968 from John Craig & Co in Bristol, whose dealer plaque is still fixed to the rear mudguard. A student in Bath at the time, the aforementioned owner used the Vincent for around one year before finding it too expensive to run; it was then put in the garage and has been unused ever since! The current (late) owner purchased the Vincent at Bonhams' Beaulieu sale in September 2018 (Lot 407), since when it has been stored. Presented in 'oily rag' condition, ripe for sympathetic restoration, the machine is offered with handbooks, an old V5 registration document, and an old-style continuation logbook (issued 1966) recording the original frame/engine numbers and listing the model as 'Black Shadow'. Key not required.

£35,000 - 45,000

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416

C.1950 VINCENT-HRD 998CC RAPIDE

Registration no. 680 YUY

Frame no. RC5210

Rear frame no. RC4114B

Engine no. F10AB/1/2692

Crankcase mating no. AA96 / AA96

- *Assembled from parts*
- *Seemingly restored to a good standard*
- *Requires re-commissioning*



The outbreak of WW2 in 1939 brought production of all Series A models to a halt, and when Vincent resumed production at the war's end it was with the all-new Series B. Its rear suspension aside, the Series A Vincent-HRD had been conventional enough: tubular steel frame, girder forks, separate gearbox, etc but with the Series B Messrs Vincent and Irving effectively established the marque's reputation for the defiance of convention in the pursuit of engineering excellence.

For a start there was no 'frame' as such, merely a fabricated box attached to the cylinder heads, that served as the oil tank and incorporated the headstock and the attachment point for the rear springs. The gearbox was integral with the engine, and the swinging arm pivoted directly in the engine/gearbox casings, features commonplace today but unusual 60 years ago. Only in his retention of the pre-war Brampton girder fork did Phillip Vincent appear to be lagging behind other manufacturers, almost all of which had switched to telescopic, but this apparent shortcoming would soon be addressed by the introduction of the famous 'Girdraulic' fork.

Introduced in 1946, the Vincent-HRD Rapide Series B was immediately the fastest production motorcycle on sale anywhere, with a top speed of 110mph. The basic design clearly had even greater potential though, which would be realised later in the form of the Black Shadow and Black Lightning models. In 1948 the Vincent range began to be up-dated to 'Series C' specification but it would be 1950 before all Vincents left the factory in this form.

This particular Rapide has been assembled from parts and restored to what seems like a good standard, though it is not known when it was constructed or last ran. The late owner purchased the machine at Bonhams' Stafford sale in October 2011 (Lot 379). Recorded on the HPI database as having registration 680 YUY, there is no paperwork with this Lot, which is offered for re-commissioning and sold strictly as viewed. Key not required.

£22,000 - 28,000

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417

1925 SCOTT 596CC SUPER SQUIRREL

Registration no. BF 8688

Frame no. 761

Engine no. FY8826 (see text)

This Super Squirrel was acquired by the immediately preceding owner, a Mr Morris, in December 2000 but has not been used for many years (a tax disc expiring 30th April 2006 is displayed). The vendor in 2000 was a Mr Derek Yates who had bought it from a Mr Moore of Sevenoaks, its owner since 1989. Although the engine turns over with compression, it is thought that it may require some attention. The magneto is attached, but we understand that it has not been timed. Please note that the accompanying V5C registration document records engine number 'FY9382'. This has been replaced with engine number 'FY8826' (there is some evidence of over-stamping of the number). The original crankcase is supplied together with a spare exhaust pipe. The late owner purchased the Scott at Bonhams' Stafford sale in April 2018 (Lot 211), since when the registration has been changed from 'UK 440' to 'BF 8688'. Following a long period of inactivity, re-commissioning, as well as the previously mentioned engine checking, will be required. Accompanying documentation consists of the 2000 sales invoice; a quantity of MoTs for the period 1998-2005; a restoration invoice from 1998 totalling £3,815; and a V5C document. Prospective purchasers must satisfy themselves with regard to this motorcycle's provenance, condition, completeness and originality prior to bidding. Key not required.

£5,000 - 8,000



418

1924 SCOTT SQUIRREL

Registration no. BF 6680

Frame no. 352

Engine no. S8125

It would appear that this Squirrel two-speeder left the factory with engine number '77192', a 596cc unit. That currently fitted, 'S8125', has a 1925 Squirrel crankcase and later water-cooled top end, so may be of either 498cc or 596cc capacity. Documents on file show that the Scott was sold in August 1933 to Mr Ronald Merchant of Mickleover, Derbyshire. He had bought it from a Mr G Hall of Whitby (see delightful letter on file with starting instructions). Also on file is Mr Merchant's insurance document dating from July 1933 (the last date is February 1952). The continuation logbook dated January 1958 still lists Mr Merchant as owner, and the machine is shown as being taxed until December 1966. The next entry on the continuation is for the Kensington motor dealer, Gerry Porter, who sold it to Christopher Lambert of Wetherby in 1997. The late collector Adrian Reed acquired the Scott from Mr Lambert in 2001. Bonhams sold the Reed Collection at Stafford in October 2018 where the machine (Lot 217) was purchased by the late owner. Since then the registration has been changed and the Scott kept in storage. Re-commissioning and possibly more extensive restoration will be required before it returns to the road. Sold strictly as viewed, the machine is offered with the aforementioned continuation logbook and old/current V5/V5C Registration Certificates. Key not required..

£5,000 - 8,000



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419

1928 SCOTT 596CC FLYING SQUIRREL

Registration no. BF 8569

Frame no. 1593M

Engine no. FZ759A (both crankcases)

Formerly part of the renowned Geeson Brothers' Collection, this 1928 Flying Squirrel features the cylinder wall oiling mechanism, discontinued in 1928, and is known as the 'short stroke' model, built on the longer wheelbase frame. The Geesons acquired the Scott from Essex in 1965 and restored it in the museum workshops. It was sold when Bonhams auctioned the Geeson Collection at Peterborough in March 2003 (Lot 210), the buyer being a Mr Peter Saunders of Bordeaux, France. Correctly liveried and presented as closely as possible to original specification, the machine comes with a letter dated 1980 from the Scott Owners' Club's John Underhill stating that it is a 1928 Flying Squirrel. Issued in 1952, the buff continuation logbook on file lists three owners: Peter Lohmeyer, John Agate and Len Geeson (the logbook has erroneously been annotated 'TT Replica'). Also on file is an invoice for a service by Newton & Smyl of Belmont, Surrey in 2011. Formerly registered 'MT 436', the Scott was purchased by the late owner in December 2017, since when it has been stored. Re-commissioning will be required before further use. Sold strictly as viewed, the machine comes with a file of documents including a V5C Registration Certificate and expired MoT (2011). Key not required.

£5,000 - 8,000



420

1935 SCOTT 596CC FLYING SQUIRREL

Registration no. YXG 726

Frame no. 4087

Engine no. DPY 4607 (see text)

This Scott Flying Squirrel was acquired by the immediately preceding owner circa 1995. Fairly early in that ownership a spare engine ('DPY 4607') was purchased and fitted after the installed engine ('FZ 3594A') began to misbehave during one of the numerous Irish rallies attended by the owner, a Scott Owners Club member. The spare engine remains in the frame to this day. This engine uses drip-feed lubrication. The gear ratios were changed by the preceding owner from wide to medium, and the clutch withdrawal mechanism fitted with a needle roller thrust bearing. The rear stand has been modified to a 'low lift' for ease of use. Over the years with its preceding owner the Scott successfully completed numerous rallies including the aforementioned Irish events, South Lakes Mountain Rally and Levis Cup Trial. The late owner purchased the Scott at Bonhams' Stafford sale in April 2012 (Lot 311). At that time we were advised that it had covered fewer than 100 miles since April 2010 and that it started and ran and did not require re-commissioning. In 2012 we also stated that the accompanying old-style continuation logbook (issued 1947) recorded the engine fitted at that time as '4088' of 498cc. Unfortunately this logbook is no longer with the machine. Since acquisition the registration has been changed and the machine kept in storage. Re-commissioning will be required before it returns to the road. Offered with a V5C document. Key not required.

£3,800 - 4,500



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421

1936 EXCELSIOR 350CC MANXMAN RACING MOTORCYCLE

Registration no. KXS 749

Frame no. MRF160

Engine no. CXR263

Although it had proved fast enough to win the 1933 Lightweight TT in Syd Gleave's hands, Excelsior's complex 'Mechanical Marvel' proved something of a disappointment thereafter, and at the end of the 1934 season the Tyseley firm opted for something simpler: the Manxman. A single-overhead-camshaft, two-valve design, the Manxman was built in 250, 350 and 500cc capacities. Road and race versions were offered, though the 500 was only ever marketed as a sports roadster. Although it never won a TT, the Manxman enjoyed considerable success in international racing and the Manx Grand Prix, Denis Parkinson winning the Lightweight race three times on the trot between 1936 and 1938. Notable Manxman developments included the switch to a shorter-stroke 250 engine in 1937 and the adoption (also applied to the 350) of an aluminium-alloy cylinder head with right-hand exhaust port. Apparently an older restoration, this Manxman racer was acquired by well-known Brighton Speed Trials competitor, the late Basil Keys, circa October 1990. (We are advised that, in terms of production, the frame and engine are close enough to have left the factory together.) The late owner purchased the Manxman when the Keys Collection was auctioned at Bonhams' Stafford sale in October 2018 (Lot 402). Since then the registration has been changed and the machine kept in storage. Re-commissioning will be required before further use. Offered with a V5C document. Key not required.

£7,000 - 10,000



422

1952 VINCENT 498CC SERIES-C COMET

Registration no. NGK 489

Frame no. RC/1/11157

Rear frame no. RC/1/11157

Engine no. F5AB/2A/9257 (see text)

Crankcase mating no. 50P / 50P (see text)

On file is an undated sales receipt for £2,275 when this Vincent was sold to Mr R Bolton of 27 Gordon Road, Chelmsford, Essex. A hand-written history on file states that Roger Bolton, a member of the Vincent Owners' Club, purchased this Comet in 1988. He used the machine every year up to 2008, attending events such as the Festival of 1000 Bikes, Coupes Moto Légende, Isle of Man TT, European Classic Show at Chatham, Battlesbridge Classic Motorcycle Show, and many more. The Comet was said to have been maintained regardless of cost and kept standard, with very few modifications. The aforementioned document also states 'loaned to museum by Mrs G Bolton, displayed in memory of Roger'. The late owner purchased the Comet in June 2017, the previous recorded keeper (from 2013) on the V5C being a Mrs Lynette Calame, also of 27 Gordon Road, so presumably Roger Bolton's daughter. The accompanying history file also contains a quantity of expired MoTs dating from the late 1980s/early 1990s through to the 2000s showing regular use (1988 at 7,899 miles; 2008 at 15,297 miles; current reading 16,004 miles). It should be noted that crankcase mating number '50P' is not correct for the engine 'F5AB/2A/9257'. The engine number has been altered to match the frame, and the original engine 'F5AB/2A/9257' with the correct crankcase mating numbers, as per the factory records, exists elsewhere. Key not required.

£7,000 - 10,000



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423

1961 BSA 499CC DBD34 GOLD STAR

Registration no. BCD 712B

Frame no. CB32.9359

Engine no. DBD.43.GS.5498

While its trials and scrambles derivatives demonstrated the design's versatility by chalking up an equally impressive record in off-road competition, for the majority of enthusiasts the 499cc DBD34 in Clubman's trim is the epitome of the 'Goldie'. The DBD, the ultimate road going 500 Gold Star, appeared in 1956 when the famous RRT2 close-ratio gearbox and 190mm front brake became standard equipment. From then on BSA's perennially popular sporting single changed little until its much-lamented demise in 1963. Today, the Gold Star remains one of the most highly sought after of post-war British motorcycles and is supported by a most enthusiastic owners' club. This Gold Star has a correct engine number and a believed-correct frame number, though these two major components did not start life together, while the gearbox number has been re-stamped. The tank has been repainted - possibly replaced - but otherwise the machine has an air or originality about it. Its late owner purchased the Goldie in 2010, since when it has been stored. Re-commissioning will be required before the machine returns to the road. The machine comes with an old-style V5 document, and the registration 'BCD 712B' is recorded in the HPI database. Nevertheless, prospective purchasers must satisfy themselves with regard to the VRN's validity prior to bidding. Key not required.

£7,000 - 10,000



424

1960 BSA 499CC GOLD STAR

Registration no. 681 YUY

Frame no. CB32.9768 (see text)

Engine no. DBD.34.GS.5300

On Wednesday 30th June 1937, a specially prepared Empire Star 500 ridden by the great Wal Handley achieved a 100mph lap of the Brooklands circuit on its way to a debut race victory and award of the 'Gold Star' that would give BSA's new super sports model its evocative name. While its trials and scrambles derivatives demonstrated the design's versatility by chalking up an equally impressive record in off-road competition, for the majority of enthusiasts the 500cc DBD34 in Clubman's trim is the epitome of the 'Goldie'. The DBD, the ultimate road going 500 Gold Star, appeared in 1956 when the famous RRT2 close-ratio gearbox and 190mm front brake became standard equipment. From then on BSA's perennially popular sporting single changed little until its much-lamented demise in 1963. Today, the Gold Star remains one of the most highly sought after of post-war British motorcycles and is supported by a most enthusiastic owners' club. This Gold Star's frame number has been re-stamped but the engine number is correct (the gearbox has been re-stamped). It is believed the late owner purchased the machine in 2013. Stored since acquisition, it will require re-commissioning before further use. It should be noted that the tank is loose and the fuel lines disconnected. Offered with a (part) V5C. Key not required.

£6,000 - 8,000



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



425

C.1961 BSA 499CC GOLD STAR

Registration no. 601 XUD

Frame no. CB32.11540 (see text)

Engine no. DBD.34.5804 (see text)

The DBD, the ultimate road going 500 Gold Star, appeared in 1956 when the famous RRT2 close-ratio gearbox and 190mm front brake became standard equipment. From then on BSA's perennially popular sporting single changed little until its much-lamented demise in 1963. Today, the Gold Star remains one of the most highly sought after of post-war British motorcycles and is supported by a most enthusiastic owners' club. The frame of this Gold Star has been re-stamped. Dating from 1961, the engine is correct but was previously in a BSA with frame number 'CB31 10757'. The V5C records the engine number for '601 XUD' as 'DBD34GS7068'. Other noteworthy features include the RRT2 gearbox, 190mm front brake and alloy wheel rims. Key not required.

£6,000 - 8,000



426

1960 BSA 499CC GOLD STAR REPLICA

Registration no. 269 UYX

Frame no. CB32.9882 (see text)

Engine no. DBD34.GS.4619 (see text)

Both the frame and engine numbers of this Clubman-style 'Gold Star' appear to have been re-stamped and thus it is not possible to determine the origin or date of manufacture of these components. The late owner purchased the BSA at Bonhams' Stafford sale in April 2017 (Lot 146). Since then the registration has been changed and the machine kept in storage. Re-commissioning will be required before it returns to the road. Accompanying documentation consists of photocopies of old-style V5 documents, an expired MoT (1999) and a V5C Registration Certificate. Prospective purchasers must satisfy themselves with regard to the origin of this machine's components, its construction and subsequent model designation prior to bidding. Sold strictly as viewed. Key not required.

£6,000 - 8,000



427

C.1951 BSA 349CC GOLD STAR

Registration no. 227 XVG

Frame no. CB32 3154 (see text)

Engine no. ZB32GS3114

This machine was purchased by the immediately preceding owner in 1998 from the family of previous owner Gordon Sweetmore of Heywood, Lancashire. Its owner since the 1980s, Gordon had used the bike extensively, including VMCC runs and events. Following acquisition, the aforementioned new owner appears to have used the machine initially before retiring it to garage storage. Comprising a (re-stamped) frame and an engine from 1951, the bike is fitted with a standard gearbox, touring bars and ordinary footrests. The late owner purchased the BSA at Bonhams' Stafford sale in April 2019 (Lot 576). Since then the registration has been changed and the machine kept in storage. Re-commissioning will be required before it returns to the road. The machine comes with a V5C and is sold strictly as viewed. Key not required.

£3,000 - 4,000

The Vale of Glamorgan Collection

Lots 428 - 448

Bonhams are delighted to offer the Vale of Glamorgan Collection.

The private vendor and life long motorcycle enthusiast assembled this eclectic collection over a period of 25 years.

Selecting mostly Japanese bikes from the 1960's through to 2000, the collection was compiled of bikes the vendor had a personal passion for.

Over the years the bikes were chosen for their originality and condition, none of which have experienced a full restoration, the vendor generally preferring to acquire bikes in excellent condition.

All of the machines in the collection have been ridden by the vendor at some time, although many have not been run for 15 or more years, but carefully stored in a dry, heated environment. Accordingly, they may require recommissioning to a greater or lesser extent before returning to the road.



428

1988 SUZUKI GSX-R750J 'SLINGSHOT'

Registration no. F960 XWO

Frame no. GR77A-102925

Engine no. R707-103841

- *Believed only three owners from new*
- *Present ownership since June 2021*
- *Last run in October 2021*
- *Last serviced in July 2020*



Suzuki rewrote the 750-class rulebook when it launched the GSX-R750 on an unsuspecting world back in 1985. The 'Gixxer's' development had been heavily influenced by lessons learned from the works TT F1 and Endurance racers of the late 1970s and early 1980s; lighter than a 600 and as powerful as a 1000, it made all other super-sports 750s seem flabby and slow. Yet within a few years Suzuki felt obliged to undertake an extensive redesign, a move prompted by the arrival of the Honda VFR750R, better known as the RC30. Like its predecessor, this second generation GSX-R benefited from experience gained in racing, featuring a much stiffer frame and swinging arm, larger-diameter forks, larger front brakes, 4-pot brake callipers, 17" wheel-spoke wheels, and a more aerodynamically efficient fairing.

The engine had a shorter stroke (for increased revs), bigger valves (same size as the GSX-R1100's), larger oil radiator, 4-into-2 exhaust system, and 36mm flat-slide 'Slingshot' carburetors that gave the model its nickname. When the time came for the next revamp, the 1990 'L' model reverted to the longer-stroke motor and 4-into-1 exhaust, its specification in many respects being similar to that of the ultra-expensive 'RR' limited edition race replica of the year before.

One of the modern era's few instant classics and until recently the sole surviving Japanese 750cc sports bike, the GSX-R750 was 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 highly original examples becoming increasingly sought after by collectors.

Supplied new by Two Wheel Services, Bridgend and believed to have had only two previous owners, this GSX-R750 was purchased by the vendor in June 2021 and last ran in October of that year. Still on its original exhaust system (many are now on 4-into-1 pipes) the Suzuki comes complete with its original numberplate and original pillion seat, the latter still in its box from 1988. Currently displaying a total of 17,192 miles on the odometer, the machine comes with numerous bills for parts; a quantity of expired MoTs and tax discs; all its original books (including the service booklet); V5/V5C documents; and a service invoice dated 30th July 2020. Offered with key.

£5,000 - 6,000

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

429

1994 SUZUKI GSX-R1100W

Registration no. L240 EHB

Frame no. GU75B-100081

Engine no. U708-100097

Suzuki re-wrote the 750-class rulebook when it launched the GSX-R750 on an unsuspecting world back in 1985. Lighter than a 600 and as powerful as a 1,000, it made all other super-sports 750s seem flabby and slow. When the 1,100cc version arrived for 1986, it similarly eclipsed every other big-bore sports bike. "The acceleration is awesome – like being charged in the back by a rugby scrum," enthused Bike magazine's tester, attempting to sum up the experience of riding a bike weighing a svelte 450lbs that produced 127bhp and could top 150mph. A collectible future classic, for sure. Purchased by the vendor in May 2011, this clean and well presented example currently displays a total of 20,061 on the odometer and comes with a substantial quantity of expired MoTs, the most recent of which expired in 2008. Re-commissioning will be required before the machine returns to the road. Notable features include a Yoshimura 4-into-1 exhaust system and a Dynojet kit. Additional documentation consists of some expired tax discs and a V5C Registration Certificate listing two former keepers. The machine also comes with its original service manual, owner's manual and service booklet. Offered with key.

£3,800 - 4,200



430

1995 YAMAHA YZF750R GENESIS

Registration no. M880 KPD

Frame no. YM *4HD-015141*

Engine no. *4HD-015141*

Having added FZR600 and FZR1000 models to its 'race replica' portfolio in the late 1980s, Yamaha eventually got around to doing the same for the 750 class, launching the all-new YZF750R and YZF750SP in 1993. All at once Yamaha had the most power and least weight in the class (133bhp and 195kg) courtesy of an improved version of the OW01 production racer's five-valves-per-cylinder engine and the latest iteration of the Deltabox aluminium alloy beam frame. Indeed, the YZF750 occupied the same amount of space as the FZR600 while offering FZR1000 power. With a racier specification than the track-focussed OW01 – shorter wheelbase, sharper steering geometry, and six-piston brakes (a sports bike first) – the YZF750 was quite simply the class of the field. A 'homologation special' intended primarily for the World Superbike Championship, the SP version came with Keihin flat-slide carburettors, a close-ratio gearbox, digital ignition system, fully adjustable suspension, and a solo seat among other modifications. This UK-market YZF750R was purchased by the vendor in June 2019 and has not been run since then. Re-commissioning will be required before further use. Accompanying documentation consists of sundry bills, an expired MoT (2012) and a V5C. Offered with key.

£7,000 - 8,000



431

2000 HONDA 999CC SP-1

Registration no. W474 UUJ
Frame no. JH2SC45A8YM002907
Engine no. SC45E-2003279

- *Limited edition 'homologation special'*
- *Good service history*
- *Present ownership since 2019*
- *Unused since acquisition*



Faced with Ducati v-twin-mounted Carl Fogarty's domination of the World Superbike Championship, Honda responded with a v-twin of its own - the VTR1000 - which would form the basis of a new WSBK contender - the SP-1, also known as the RC51. Like the all-conquering Ducatis, the SP-1's engine was a 1,000cc 90-degree v-twin, but unlike the Ducatis, which used a tubular steel trellis frame, the Honda employed the industry-standard aluminium beam type, complemented by suspension components of the very highest quality. In the capable hands of 'Texas Tornado', Colin Edwards, the SP-1 achieved its goal first time out, winning the World Superbike crown in 2000 to bring Honda its first Championship victory since 1997.

As well as the WSBK Championship's short circuits, the SP-1 proved capable of mastering true road courses in the hands of Isle of Man TT maestro, Joey Dunlop. Fitted with a WSBK-specification engine and swinging arm, the SP-1 gave Joey his 24th TT win (in the 2000 F1 race) a victory in difficult road and weather conditions that the modest Irishman later declared, 'was probably one of my best wins.'

There would be two further TT victories that week, bringing Joey's total to a seemingly unassailable 26, before he was tragically killed at a relatively insignificant meeting in Tallin, Estonia a few weeks later. To commemorate Joey's achievements, Honda dealer Tippetts Motors of Surbiton, Surrey commissioned a limited edition of 26 SP-1s to commemorate the great man and celebrate his 26 TT victories. Although the SP-1 was produced for only two years before being superseded by the SP-2, its importance to Honda cannot be overstated.

Supplied new by David Jones, Newtown and first registered on 4th July 2000, this rare and collectible Honda SP-1 was purchased by the current vendor on 2nd July 2019 at circa 26,000 miles. He rode it home and since then has done nothing with the machine, which was last started approximately two years ago. The Honda should require only minimal re-commissioning before further use. Accompanying documentation includes the original service booklet (regularly stamped up to 2017); a quantity of expired MoTs; sundry bills; and a V5C Registration Certificate. Offered with key.

£10,000 - 14,000

432

2002 HONDA 999CC SP-2

Registration no. BF52 CCO

Frame no. JH2SC45A52M201372

Engine no. SC45E-2203404

- *Limited edition 'homologation special'*
- *Good service history*
- *Present ownership since 2019*
- *Recent service*



As its nomenclature suggests, the SP-2 was a development of the first model in the series: the SP-1. Faced with Ducati v-twin-mounted Carl Fogarty's domination of the World Superbike Championship, Honda had responded with a v-twin of its own - the VTR1000 - which would form the basis of a new WSBK contender - the SP-1, also known as the RC51. Like the all-conquering Ducatis, the SP-1's engine was a 1,000cc 90-degree v-twin, but unlike the Ducati, which used a tubular steel trellis frame, the Honda employed the industry-standard aluminium beam type, complemented by suspension components of the very highest quality. In the capable hands of 'Texas Tornado', Colin Edwards, the SP-1 achieved its goal first time out, winning the World Superbike crown in 2000 to bring Honda its first Championship victory since 1997.

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On the WSBK front, Ducati struck back in 2001 courtesy of Troy Bayliss, prompting Honda to introduce the revised SP-2. The updates worked, enabling Colin Edwards to secure his second World Superbike Championship in 2002. In 2003 the WSBK rules changed to admit four-cylinder machines of 1,000cc and Honda switched to the FireBlade. More expensive to produce than the volume-selling 'Blade', the SP-2 lasted for only a few more years and was last catalogued for 2006.

Supplied new by Sutton Motorcycles of Sutton Coldfield and first registered on 1st September 2002, this rare and collectible Honda SP-2 was purchased by the current vendor on 2nd July 2019 at circa 22,400 miles from the same owner as the SP-1 in this sale. He rode it home and since then has done nothing with the machine. Smaller control levers have been fitted (the originals are with the bike, as are the original alloy kick plates).

The Honda was serviced by Thunder Road Motorcycles of Bridgend on 18th January 2022 at 22,446 miles and is MoT'd to 12th January 2023. Accompanying documentation includes the original service booklet (regularly stamped up to 2015); a quantity of expired MoTs; sundry bills; and a V5C Registration Certificate. Offered with key.

£12,000 - 16,000



433

1981 HONDA CB900F2

Registration no. KUH 142W

Frame no. SC01-4003882

Engine no. SC01E-2214047

Having blazed the multi-cylinder trail in 1968 with the trend-setting CB750, Honda found itself upstaged by Kawasaki's Z1, which was not only larger at 903cc but boasted two overhead camshafts to the Honda's one. Honda's riposte, the CB900F, did not arrive until 1979, by which time Kawasaki had moved on to the Z1000. However, the CB900's twin-cam cylinder head boasted sixteen valves compared to the Kawasaki's eight, enabling it to produce 95bhp against the Big K's 93 and deliver an almost identical straight-line performance combined with superior handling. A UK model, this 1981 Honda CB900F2 was purchased by the current vendor in April 2010 and was last run circa 12 years ago. Described by the vendor as 'almost all original, the machine will require re-commissioning before returning to the road. Accompanying documentation consists of an old-style V5C Registration Certificate and a quantity of expired MoTs issued between 1986 and 2009. The current odometer reading is 8,689 miles, which appears to be supported by MoTs. A workshop manual is included in the sale. Offered with key.

£2,500 - 3,500



434

1980 HONDA CB750 PHIL READ REPLICA

Registration no. MNB 990W

Frame no. CB750G-1013699

Engine no. CB750GE-1012001

Limited edition or celebration models have long been established as a sound marketing technique for both cars and motorcycles, so when Phil Read won the Isle of Man's inaugural Formula One TT on a works Honda in 1977, the stage was set for a special version of the Japanese manufacturer's trend-setting superbike. As a result, Honda commissioned Colin Seeley to build a batch of 150 replicas of Read's winning machine. Not to be confused with the Seeley-Honda, which used a Seeley frame, the Phil Read Replica relied on special bodywork finished in 'Honda Britain' livery to set it apart from the standard production model. With so few made, and even fewer surviving, the Phil Read Replica has become one of the more collectible Hondas of its day. This Phil Read Replica was taken in as part of a part-exchange deal in 2015. Unfortunately, nothing is known of the Honda's history or mechanical condition, although it was treated to a major service and re-commissioning at Thunder Road Motorcycles, Bridgend in February 2022 and last ran in April this year (see bill for more than £2,000 on file). Currently displaying a total of 22,209 miles on the odometer, the machine comes with a quantity of expired MoTs and a V5C Registration Certificate. Offered with key.

£7,000 - 9,000



435

1980 HONDA CB400F

Registration no. XVH 31V

Frame no. CB400F-1086510

Engine no. CB400FE-1082357

Now regarded as one of the classics of the 1970s, the Honda 400 Four first appeared in 1974. Described as 'the poor boy's muscle bike', its combination of a four-cylinder, overhead-camshaft engine in a 250-sized package endowed it a performance better than many 500s. With a stylish 4-into-1 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 CB400 "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?" Offered here is a very nice example of the mildly restyled F2 variant, introduced in 1978 (note the genuine Honda silencer). According to the accompanying V5C document, the Honda was registered to the present keeper in November 2015 having belonged to the previous keeper since October 1999. The machine also comes with an MoT certificate that expired in 2004 and carries a tax disc that expired in April of that year, suggesting that this was the last time it was on the road. Re-commissioning will be required before further use. Offered with key.

£4,500 - 6,000



436

1963 HONDA C72 247CC DREAM

Registration no. 707 AET

Frame no. C72-211916

Engine no. C72E-2112752

Based on the first Honda twin - the 250cc C70 of 1957 - the C72 arrived in 1960. The C72 tourer's cycle parts remained much as those of the preceding C70, featuring a pressed-steel frame, forks, swinging arm and rear chaincase. The engine's basic layout likewise was retained, but wet sump lubrication was adopted and the clutch moved from the crankshaft to the gearbox main-shaft. Maximum power increased to 20bhp at 8,000rpm. As well as these alterations, the sporting CB version 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 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 and twin-leading-shoe brakes, the specification of these Honda twins was unmatched by any of their rivals. Possessing an unmistakable style all its own, the C72 Dream is now one of the most desirable of these early Japanese classics. This UK-market C72 was purchased by the current vendor in May 2013 and last ran in early 2022. The machine is offered with a (copy) old V5, expired MoT (2013), current MoT certificate (expires 29.06.2023), and a V5C. Offered with key.

£2,000 - 2,500





437

1977 KAWASAKI Z650 B2

Registration no. RUH 26R

Frame no. KZ650B-010241

Engine no. KZ650BE011693

Having emphatically established its performance credentials with the Mach III two-stroke triple, Kawasaki went on to ace the opposition with the awe-inspiring Z1. Launched in 1972, the big Z spawned a range of smaller fours, the first of which was the Z650. One of the most capable sports bikes of the 1970s, the Z650 - along with the contemporary Suzuki GS750 - helped dispel the myth that big Japanese bikes didn't handle, its sturdy duplex loop frame inspiring confidence in a manner quite unlike that of its predecessor's. Effectively a Z1 in miniature, the Z650's across-the-frame air-cooled motor produced 64bhp, an output good enough for a top speed of around 120mph. This UK model was purchased by the vendor in June 2019. Unusual in retaining its original silencers, the machine benefits from new wheel rims and spokes fitted not many years ago, and we are advised by the vendor that the engine occasionally smokes a little when hot (on the overrun). Accompanying documentation consists of an expired MoT (2017) and a V5C Registration Certificate. Offered with key.

£3,500 - 4,500



438

1978 KAWASAKI Z650C

Registration no. ALH 688S

Frame no. KZ650C-018612

Engine no. Z650BE078519

Having emphatically established its performance credentials with the Mach III two-stroke triple, Kawasaki went on to ace the opposition with the awe-inspiring Z1. Launched in 1972, the big Z spawned a range of smaller fours, the first of which was the Z650. One of the most capable sports bikes of the 1970s, the Z650 - along with the contemporary Suzuki GS750 - helped dispel the myth that big Japanese bikes didn't handle, its sturdy duplex loop frame inspiring confidence in a manner quite unlike that of its predecessor's. Effectively a Z1 in miniature, the Z650's across-the-frame air-cooled motor produced 64bhp, an output good enough for a top speed of around 120mph. Complaints that the early model's single disc front/drum rear brake set up was inadequate prompted the adoption of a triple disc system on subsequent models, together with alloy wheels, as seen on this 1978 model. This UK model was purchased by the vendor in November 2014 and last ran circa 2015. Re-commissioning will be required before further use. Accompanying documentation consists of an expired MoT (2015) and a V5C Registration Certificate. The Harris 4-into-1 exhaust system is a non-standard feature. Offered with key.

£3,500 - 4,000



439

1976 HONDA CD175

Registration no. PPU 765R

Frame no. CD175-4060549

Engine no. CD175E-4031276

Introduced in 1966, the Honda CD175 was aimed squarely at the market sector that regarded motorcycles merely as cheap and convenient transport rather than thrilling lifestyle accessories. Not exactly an exciting performer, the twin-cylinder CD175 would nevertheless cruise comfortably at 65mph while at the same time delivering around 70 miles to every gallon. A lengthy - by Japanese standards - production run of almost 12 years proved the soundness of the basic concept. This UK-market example was purchased by the vendor in July 2022 and has not been run since acquisition. The machine is believed to have had only four owners and is described by the vendor as a 'good basis for recommissioning or light restoration' (at the very least it needs new tyres). Accompanying documentation includes V5C registration documents and a current MoT (expires 13.03.2023). A total of 16,302 miles is currently displayed on the odometer. Offered with key.

£2,100 - 2,300



440

1978 HONDA CB400A HONDAMATIC

Registration no. XPY 139S

Frame no. CB400A-2003634

Engine no. CB400AE-2003668

Honda first offered a 400cc twin in 1977 alongside the established four-cylinder CB400F. The new CB400T was soon updated to 'N' specification, featuring Honda's 'Euro' styling and Comstar wheels, while alongside the conventional model Honda offered the automatic transmission CB400A, one of the earliest examples of this form of transmission applied to a mass-produced motorcycle. As one might expect, the two-speed CB400A Hondamatic was aimed at buyers in the USA, where automatic transmission was the norm for cars, with relatively few sold in Europe. A US import, this CB400A was first UK registered (to Thunder Road Motorcycles, Bridgend) on 1st March 2018 and has belonged to the current vendor for the last four-or-so years. Believed all original, the machine was serviced by Thunder Road on 31st January 2022 and is MoT'd to 15th December 2022. Accompanying documentation consists of the service bill, some expired MoTs, a State of Kansas Certificate of Title, and a V5C Registration Certificate. Offered with key.

£2,000 - 2,500



441

1981 HONDA 72CC MINI TRAIL 70 'MONKEY BIKE'

Registration no. FNP 736W

Frame no. DD010XBS205067

Engine no. DD01E-5205089

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. 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. A 72cc version, the ST70 Dax, with the overhead-cam engine and slightly larger and more practical frame was introduced in 1969, becoming the CT70 for 1971, by which time telescopic front forks had been adopted. Imported from the USA and first registered in the UK in September 2020, the Mini Trail 70 offered here is the 'off-road' version of the CT70 Dax. The machine was purchased by the vendor in December 2021 and is said to have been running well at that time. This little 'fun machine' is offered with an expired MoT (August 2021) and a V5C document. Offered with key.

£2,000 - 2,500



442

1988 HONDA XBR500 PROJECT

Registration no. E324 TTX

Frame no. PC15-5200977

Engine no. PC15E-5201654



Having initially developed large-capacity singles for the off-road market, Honda and its Japanese rivals began offering a succession of purely road-going derivatives. One of the most interesting of these new Hondas was the XBR500 of 1985, the styling of which was unashamedly 'retro' apart from the Comstar wheels. The dry-sump, radial four-valve motor featured electric starting and delivered its claimed 44bhp via a five-speed gearbox, while the entire ensemble weighed in at around 380lbs. Representing a rare opportunity to acquire one of these collectible Honda singles, the example offered here was purchased by the vendor in May 2013 but has not been run (the engine turns over). It should be noted that there is a bill on file relating to an assessment of the Honda's faults (mainly electrical). The machine also comes with an owner's manual and a V5C document and is sold strictly as viewed. A total 32698 miles is currently displayed on the odometer. Offered with key.

£1,000 - 1,500

No Reserve

443

1989 HONDA C90 CUB MOPED

Registration no. G941 YDE

Frame no. HA02-1431417

Engine no. HA02E-1381749



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 Honda C90 was purchased by the current vendor in October 2013 and last MoT'd to May 2015 (expired certificate on file). The current odometer reading is 35,256 miles. Additional documentation consists of an older expired MoT and a V5C Registration Certificate. (It should be noted that the engine number is erroneously recorded in the latter.) Offered with key.

£1,500 - 2,000

No Reserve

444

1969 YAMAHA CT175

Registration no. BGU 843G

Frame no. CT1-006984

Engine no. CT1-006984



North America's wide-open spaces are the perfect playground for off-road motorcycles and the importance of this leisure-orientated sector has long been recognised by European and Japanese manufacturers. Yamaha began contesting this market in the early 1960s, offering a range of two-stroke single-cylinder trail bikes and purpose-built moto-crossers as well as twin-cylinder 'street scramblers'. Introduced in the late 1960s, the CT175 trail bike was sold mainly in the USA, where this example originated. Imported from Colorado, USA and first registered in the UK on 1st April 2017, this Yamaha CT175 was purchased by the current vendor in March 2018 and has not been run since then. Re-commissioning and the customary safety checks will be required before it returns to the road. The machine is offered with an expired MoT (2018); copies of Colorado registration documents; and a V5C Registration Certificate. It should be noted that a K&N-type filter has replaced the original air box. Offered with key.

£2,000 - 2,500

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

445

1970 HONDA SS125A

Registration no. not registered

Frame no. SS125A 113435

Engine no. SS125AE-113434

Introduced in 1967, the SS125 was one of a host of closely related quarter-litre twins offered by Honda in the late 1960s, all of which used the same single-overhead-camshaft engine in varying states of tune. With a maximum power output of 13bhp at 10,500rpm and weighing a featherweight 216lbs, the SS125 was a typical Japanese 'giant killer' more than capable of embarrassing the average British 250. Produced from mid-1967 to the end of 1970, it is one of the rarer classic Honda 125s and thus eminently collectible. Believed to be an original UK market model, this Honda SS125 was purchased by the current vendor June 2018 and is said to have been running well at that time (see magazine advertisement on file). Currently showing 11,288 miles on the odometer and last MoT'd in 2019, the machine will require re-commissioning and registering with the DVLA before returning to the road. Accompanying paperwork includes sundry bills and the last MoT. An owner's manual, shop manual and some spare cables are included in the sale. Offered with key.

£2,000 - 2,500



446

1948 ROYAL ENFIELD 346CC MODEL G

Registration no. GSL 961

Frame no. G 15658

Engine no. 19930 (see text)

Royal Enfield's range for 1946 comprised three related models: G, J and C/CO. The G and J were of 350cc and 500cc respectively and used the same overhead-valve engine but of different bore sizes, while the CO used the G motor and the C likewise but with side, rather than overhead, valves. Models G and J had a new telescopic front fork whereas the C/CO retained the pre-war girders. All had cast-iron engine top-ends, plain big-end bearings, four-speed Albion gearboxes featuring Enfield's characteristic neutral selector lever, and rigid frames. First registered as 'FRP 166', this Royal Enfield Model G was purchased by the current vendor in March 2008. He advised us that the machine ran then but has not run for circa 12 years. Re-commissioning will be required before it returns to the road. Accompanying documentation consists of an expired MoT (2000), an old-style V5C Registration Certificate, and an old-style buff continuation logbook issued in 1956. It should be noted that the engine number recorded in the logbook is '15658', indicating that there has been a swap at some time. An original instruction book and parts list are included in the sale. Key not required.

£3,500 - 4,500



447

1974 NORTON COMMANDO 850 ROADSTER

Registration no. RAX 714M

Frame no. 850 F104803 and 310307

Engine no. 310307

- *Believed one previous owner from new*
- *Present ownership since 2020*
- *Not run since acquisition*
- *Requires re-commissioning*



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 Featherbed-framed Atlas model's 750cc engine and AMC gearbox, and was an instant hit with the motorcycling public, being voted Motor Cycle News 'Machine of the Year' for five consecutive years. It might have been a little down in top speed compared to rivals such as BSA-Triumph's 750cc triples and Honda's CB750 four, but the Commando more than made up for this minor deficiency with superior mid-range torque and steadier handling. The sole model available initially became known as the 'Fastback', so called because of its streamlined seat cowl, when the range was extended by the addition of a more sporting, though conventionally styled, 'S' version in 1969.

Introduced in 1973, the '850' (actually 829cc) version featured a larger-bore, through-bolted cylinder block, stronger gearbox casting and an all-metal clutch among a host of other, more minor improvements. The extra capacity provided the '850' with even more mid-range urge and the model would continue as the sole Commando after 1975 when the electric-start MkIII was introduced.

When the Wolverhampton factory closed in 1977 it meant the end of the line for the Commando, although a couple of batches of machines were assembled and sold later under the liquidator's control. Remarkably, the Norton twin had been in production for some 30 years. The Norton Commando's passing effectively brought down the curtain on this once great British motorcycle manufacturer, and as its last-of-the-line model the Commando is held in high regard today.

Believed a one previous owner example, this 850 Commando Roadster was purchased locally by the current vendor in October 2020. Although running when purchased, the Norton has not been run since. Re-commissioning will be required before the machine returns to the road. Accompanying documentation consists of an expired MoT (2018) and a V5C Registration Certificate. Offered with key.
£10,000 - 14,000

448

1975 TRIUMPH 750CC T150V TRIDENT

Registration no. HTG 190N

Frame no. T150V NK45343

Engine no. T150V NK45343

- *An older restoration (2003-2005)*
- *Present ownership since 2021*
- *Running well when acquired*
- *Not used since acquisition*



Launched in the UK in 1969, the BSA-Triumph 750cc triples were based on the existing Triumph 500cc twin-cylinder engine, being in essence a 'Tiger-and-a-half'. Differences between the Triumph Trident and BSA Rocket 3 were more than just cosmetic: the two models used different frames and in BSA guise the motor featured an inclined cylinder block. Only the Trident survived the group's collapse in 1972, continuing as the five-speed T150V and later the T160 (using the inclined engine).

Although ultimately upstaged in the showroom by Japanese rivals, the Triumph and BSA 750 triples did more than enough on the racetrack to ensure their place in motorcycling history. BSA-Triumph's Chief Engineer Doug Hele supervised engine development throughout 1969 while frame builder Rob North devised a chassis that would stand the test of time like few others. The team narrowly missed victory at the 1970 Daytona 200, its first major event, when Gene Romero finished second on a Triumph. Dick Mann's BSA won at Daytona in 1971 and John Cooper, also BSA-mounted, at Mallory Park's Race of the Year, vanquishing the hitherto unbeatable combination of Giacomo Agostini and MV.

Percy Tait and Ray Pickrell had won the 24-hour Bol d'Or endurance race the preceding week on another Triple, and Cooper wrapped up a memorable international season for BSA-Triumph with victory in the 250-mile race at Ontario in October. As a production racer the Triple was equally dominant, as the number of important production race victories achieved (most notably by the works Triumph 'Slippery Sam') is eloquent testimony.

It appears that this beautiful T150V Trident was extensively restored by a previous owner, there being restoration photographs and numerous bills on file dating from 2003-2005. The current vendor purchased the Triumph in June 2021, at which time the machine was said to be running well. It has not been used since acquisition but should require only minimal re-commissioning before returning to the road. Accompanying documentation includes a quantity of MoTs (most recent expired 2021) and a V5C. A workshop manual is included in the sale. Offered with key. **£10,000 - 14,000**

FURTHER PROPERTIES

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



449



450

449 * N

1988 HONDA 49CC Z50J GORILLA

Registration no. not registered

Frame no. Z50J-1803370 Engine no. Z50JE-1803382

An important milestone in 'Monkey Bike' development was reached in 1974 with the launch of the Honda Z50J, which featured front and rear suspension like a 'proper' motorcycle while retaining the overhead-camshaft engine and 8" wheels, first seen on the Z50A respectively. In 1978 the Z50J was extensively revised with a larger fuel tank, front and rear racks, 12-volt CDI ignition, a manual clutch and a four-speed gearbox, becoming the more aggressive looking 'Gorilla'. Honda in Japan ceased production of the existing Monkey and Gorilla in 2007, pending the arrival of new fuel-injected models for 2008, making early original examples of these charismatic little machines all the more collectible. A collector's item, this un-restored Z50J Gorilla was purchased in Japan and imported into Belgium. The vendor describes the machine as '100%' original, while the optional front luggage basket is said to be very rare. There are no documents with this Lot. Offered with key.

£3,400 - 5,200

No Reserve

450 Ω N

C.2004 HONDA NSR50 MINI RACING MOTORCYCLE

Registration no. (see text)

Frame no. RS50-1100242 Engine no. RS50E-1100229

This miniature racing motorcycle was produced by HRC, the baby NSR was intended for track use only and thus was sold without warranty. A proper racing machine and most definitely not a toy, the NSR Mini features a beam-type frame, 50cc two-stroke engine producing 7.2PS (7.1bhp), aluminium radiator, electronic ignition, six-speed gearbox, telescopic front fork with pre-load adjustment, mono-shock rear suspension with remote reservoir and pre-load/damping adjustment, 12" diameter wheels, disc brakes, rev counter and racing fairing. The wheelbase is 1,085mm (42.7") and the 'half dry' weight 73kg (160.6lb). Top speed was around 60mph and HRC even offered a data logger as an option (!) It should be noted that the vendor cannot find the key to the fuel cap, and that this motorcycle cannot be registered for the road. Offered without key.

£2,000 - 3,000

No Reserve



451



452

451 * N

C.1958 HONDA 49CC C100 SUPER CUB

Registration no. not registered

Frame no. C100-149954 Engine no. C100E M103162

Introduced in 1958, Honda's classic C100 Cub '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 the small-wheeled scooter's, the C100 set new sales records for motorcycle production and its descendants continue to be immensely popular today. By 2018 over 100 million had been sold in over 160 countries! The vendor, a lifelong Honda fan, acquired this very early example from an auction in Japan. The start of something very special for Honda, it has the early Cub's 49cc overhead-valve engine, three-speed gearbox, automatic clutch, single seat and luggage carrier. Apparently original and complete, this collectible Super Cub could be mechanically re-commissioned and left in its present 'oily rag' condition, or alternatively treated to a sympathetic full restoration (the odometer reading is 2,014 kilometres). There are no documents or key with this motorcycle.

£4,200 - 5,000

No Reserve

452

1972 HONDA 444CC CB450 K4 SUPER SPORT

Registration no. KKL 881N

Frame no. CB450-5046400 Engine no. CB450E-5046550

This five-speed example of the CB450 is thought to have been a USA model originally, later imported to Sweden, whence the present owner purchased it and brought it to the UK, where it was registered in 2020. Whilst the vendor has not used KKL 881N on the road, he has turned it over at regular intervals, and started it occasionally. Reported to run and drive (last started in September this year), it will need light re-commissioning and it presents an opportunity to be a 'ride and improve' machine for a new owner. It should be noted that the V5C incorrectly records the year as 1975, (the year given on the Swedish documentation, and possibly the year it was imported to Sweden). Documentation comprises the current V5C, a photocopy of the Swedish registration document, the Swedish registration plate and sundry papers. The bike is presently on SORN. Offered with key.

£2,000 - 3,000

453

1966 HONDA CB160

Registration no. UCA 104D

Frame no. B160-1080232

Engine no. B160E-1080037

Make no mistake, Soichiro Honda will go down in history as the man who truly changed the face of motorcycling forever. Honda founded his enterprise in 1947, using war-surplus Tohatsu generator motors clipped to bicycles. After his supply of engines dried up, he designed his own 50cc 2-stroke clip-on motor, the first Honda Cub. Sales boomed, but Honda wanted more, and in 1954 he made the unheard-of plan of visiting the European industry and learning as much as he could, directly from the best motorcycle factories in the world. Launched in 1964, the CB160 followed the pattern of previous Honda parallel twins, though with 360-degree crankshaft layout rather than the larger twins' 180-degree type, and used the recently introduced tubular spine frame and telescopic forks. Small as a '125' yet packing a 16.5bhp punch, the CB160's excellent power-to-weight ratio and fine handling endowed it with performance at least equal to that of most British 250s. With an overhead-camshaft engine, electric starter, rev counter and twin-leading-shoe front brake, the CB160's specification and degree of refinement was unmatched by any of its home-grown rivals. It is now one of the most desirable of early Japanese classics. This restored example was acquired by the current owner in 2021 from a surgeon friend. Displaying a total of 10,288 miles on the odometer (at the time of cataloguing) the machine was last started late August 2022 (video on file) and is offered with a V5C registration document. Offered with key.

£3,000 - 4,000



454 * N

1961 HONDA 169CC M85 JUNO SCOOTER

Registration no. not UK registered

Frame no. ME856443763

Engine no. M85E-314193

In 1960 Honda introduced the all-new M80 Juno scooter. Its engine was an overhead-valve, horizontally opposed twin, unique among scooter power units. Mounted transversely immediately behind the front wheel for optimum cooling and ideal weight distribution, it incorporated hydraulic tappets and was coupled to a variable-ratio hydraulic transmission. A twist-grip on the left handlebar altered the ratio. Originally displacing 125cc, the engine was bored out to 169cc, this version's designation changing to M85. However, Honda overestimated the scooter market's appetite for complex and expensive machinery, and production of both Juno models had ceased by early 1964. Only 5,880 M85s were made. Not surprisingly, given its innovative new technology and necessary complexity, the Juno was not sold outside Japan and there are few in Europe. A rare and fascinating piece of Honda history, this restored Juno scooter was purchased from a collector in Japan and imported into Belgium. The machine comes with its original instruction manuals but is not registered. Offered with key.

£5,200 - 7,700

No Reserve





455

1995 HONDA NSR250R SP

Registration no. M46 XYA

Frame no. MC28-1005624

Engine no. MC16E-1305638

For over a decade 250cc two-stroke race replicas represented the most competitive sector of Japan's home market. Honda's initial offering was the 1984 V3 MVX250. Its V-twin successor, the NS250, was almost as short lived, replaced by the NSR250R which was offered between 1987 and 1999. This was powered by a liquid-cooled, reed valve 249cc 90° V-twin incorporating Honda's RC-Valve power valve, mimicking the NSR250 and RS250R racing models built by HRC. Starting with Freddie Spencer in 1985 Honda would win the 250cc world championship seven times during the lifetime of its road going counterpart. Unsurprisingly Honda sought to promote the road bikes as close cousins of the factory racers, culminating in what is now prized as the ultimate 250 race replica of the era: the MC28 NSR250SP offered here. The MC28 NSR250 was arguably the ultimate 250 road legal motorcycle, thanks in part to the PGM-IV ignition and Pro-Arm single sided swingarm. Also notable was the memory card "key". The SP model was another step up the performance ladder with a dry clutch, adjustable suspension and Magtek wheels. The ultimate version was that offered here, in the factory Rothmans/HRC livery, and limited to a production run of 1500. It is not known how many found their way to the UK but they remain vanishingly rare and for some the Holy Grail of 250 race replicas, with 40PS at 9000rpm pushing a featherweight 137kg. Offered in what the private vendor describes as stunning order with a recent carburettor overhaul and showing just 23,840km, this is perhaps the only opportunity to own a UK registered (as of 01/01/1995, imported from Japan by Bikes Direct) version of a remarkable production Honda. Offered with V5C, memory card "key" and paddock stand. Offered with key.

£10,000 - 15,000



456

2002 YAMAHA TW125

Registration no. BX02 VBL

Frame no. *JYADE051000001058*

Engine no. *E306E-027812*

North America's wide-open spaces are the perfect playground for off-road motorcycles, and the importance of this leisure-orientated sector has long been recognised by European and Japanese manufacturers. Yamaha began contesting this market in the 1960s, offering a range of single-cylinder two-stroke trail bikes and purpose-built moto-crossers as well as twin-cylinder 'street scramblers'. Introduced in 1999 Yamaha's TW125 featured a single cylinder four stroke engine derived from the earlier SR125. With a claimed output of 11hp at 12,000 RPM the TW appealed to novice riders but was equally suited to a wet beach with its balloon tyres. Stopping power was delivered via a single front disc and an expanding drum brake to the rear. Weighing in at around 118kg, it was light and nimble enough and its dual seat, rear footpegs and optional luggage rack made for a practical and functional everyday mount. Purchased by the vendors late father in 2012, he was advised this 13,190 mile example was predominantly used for local commuting and the occasional weekend green lane session with friends. Unused since acquisition and last MoT'd in August 2009, the late owner's son, a professional mechanic decided to recommission the TW earlier this year including the fitting of a new rear tyre, sprocket and chain as well as overhauling the front brake calliper and fitting new brake pads. Offered with V5C Registration Certificate, key and MOT history print out, the vendor advises the machine will have a fresh MOT prior to the sale.

£1,800 - 2,500



457

1986 SUZUKI GSX-R1100G

Registration no. C379 XRT

Frame no. GU74B-107310

Engine no. U704-100659

Suzuki re-wrote the 750-class rulebook when it launched the GSX-R750 on an unsuspecting world back in 1985. Lighter than a 600 and as powerful as a 1,000, it made all other super-sports 750s seem flabby and slow. When the 1,100cc version arrived for 1986, it similarly eclipsed every other big-bore sports bike. "The acceleration is awesome – like being charged in the back by a rugby scrum," enthused Bike magazine's tester, attempting to sum up the experience of riding a bike weighing a svelte 450lbs that produced 127bhp and could top 150mph. A collectible future classic, for sure. This sought-after early example was purchased in May 2001 by the vendor, who was told by the seller that it was originally in Italy (the date of first UK registration is 11th September 1998). The vendor advises us that the Suzuki has seen only light use over the last 20 years, being mainly used in summer months as a weekend ride. When purchased the bike was in blue/red/black livery, but in 2018-2019 it underwent a full cosmetic makeover by JAL Motorcycle Restoration, which included repair or replacement of the fairing, general tidying and cleaning, and a repaint in the classic blue/white finish preferred by devotees of this iconic model. Related bills are on file and the machine also comes with a V5C registration document and MoT to September 2023. Offered with key.

£4,000 - 6,000



458

1989 HONDA VFR750F-K

Registration no. F625 MMJ

Frame no. RC24-2300530

Engine no. RC24E2300529

Introduced in 1986, Honda's VFR750F had a lot to live up to. A capable sports bike, introduced to compete with the likes of Suzuki's GSX-R750 and Yamaha's FZ750, it performed incredibly well as an all-round 'sports tourer'. Following budget motoring aboard a succession of trusty everyday mounts (FS1E, CG125, CB250N and CX500 to name just a few) the vendor purchased this VFR in 1996 as his first 'decent bike'. Dealer serviced and MOT'd over the ensuing years at DC Butler of Stansted Abbots (invoices on file), the motorcycle was left stock (other than the fitting of the Givi rack system) and became the vendors transport of choice for a couple of years, whenever a car wasn't mandated by circumstance. At a similar time, the vendors father acquired a CBR1000F as his 'sensible bike' when not riding his various British motorcycles (including several important Vincent's in the sale). After several years in the saddle, it was decided that the CBR was too heavy, and a straight swap took place for the VFR. Throughout the ensuing years, the vendors father fitted a Scotttoiler and a replacement exhaust system, the Honda remaining in use until 2004 when the vendors father sadly passed. Unused since 2004 and now displaying 20,141 miles, the machine will require recommissioning to a greater or lesser extent and is therefore offered strictly as viewed. Offered with a quantity of invoices, expired MOT's, old V5, old V5C, current V5C Registration Certificate, owner's manual, expired tax discs, Honda service book stamped up to 15,237 miles in 2000, a rider's log and two sets of keys.

£600 - 1,000

No Reserve



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

459

C.1980 BAKKER-HONDA CBX1000

Registration no. EOT 742W (see text)

Frame no. none visible

Engine no. CB1E-2017855

- *Built by successful motorcycle racer, Dutchman Nico Bakker*
- *Engine reconditioned by Nico Bakker*
- *Requires re-commissioning*



A successful motorcycle racer, Dutchman Nico Bakker turned to frame-making in the early 1970s and is now one of the most highly respected specialists in this field. Catering at first for the racing fraternity (supplying frames to the likes of Phil Read, Johnny Cecotto, Giacomo Agostini, Kork Ballington and Jack Middleburg among others), Bakker branched out into providing frame kits to accommodate Japanese four-cylinder motors and the six-cylinder Honda CBX, as seen here.

The vendor supplied the engine to Nico Bakker in 2014. Bakker had the engine reconditioned, fitting a hydraulic clutch, and then built the frame and supplied the other components. When collected in 2014 the machine was complete but unpainted. The vendor rode the bike once before stripping it and having the frame painted. It was then partly rebuilt, the fuel tank, exhaust system, seat and front fairing side panels being loosely assembled. Additionally, the vendor advises us that the engine will need to be refitted correctly in the frame.

The machine will require careful re-commissioning/assembling before returning to the road and thus is sold strictly as viewed. The registration 'EOT 742W' is recorded in the HPI/DVLA database; however, there are no documents with this Lot. Prospective purchasers must satisfy themselves with regard to this motorcycle's completeness and mechanical condition, and the validity of its registration number prior to bidding. Offered with a Nico Bakker paddock stand. Offered with key.
£4,000 - 6,000

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

460

1979 HONDA CBX1000Z

Registration no. RVT 369W

Frame no. CB1-2012700

Engine no. CB1E-2012798

- 835 miles from new
- Purchased new by the vendor
- Recommissioned in 2021
- A unique opportunity



Just as it had in the preceding decade with the four-cylinder CB750, Honda stunned the world again in the 1970s, introducing the Gold Wing super-tourer and the outrageous six-cylinder CBX1000. Launched in 1978, the latter was not the first six of the modern era, Benelli's 750 Sei having beaten it by a couple of years, but it was by far the biggest and fastest. Weighing around 550lbs and with 105bhp on tap, the CBX was good for 130mph and scorched through the standing quarter-mile in around 12 seconds. For most owners though, it was not the CBX's performance so much as its on-road presence that mattered. Even today, few bikes can match it for charisma, visual appeal and, above all, sound.

Presented in resplendent Perseus Silver, this desirable, 1979 model twin-shock example of an increasingly collectible classic was registered 24th March 1981 and purchased new from John Taylor Motorcycles of Stoke as evidenced by the Honda Warranty Card in the vendors name. The motorcycle was registered to the vendors brother in November 1985 whilst working overseas hence the V5 lists two previous keepers (John Taylor MC's and the vendor) but is effectively a one owner example as well as displaying just 835 miles from new.

Unused over the ensuing years, the vendor preferring to ride his Kawasaki Z1B and BSA Thunderbolt (also offered in the sale), the vendor took the decision to recommission the motorcycle in 2021. The Carburettors were sent to marque specialists CBXcarbs for cleaning (invoice on file) and the brakes/fuel lines recommissioned by the vendor, a competent Aston Martin mechanic (David Silver parts invoice on file). The vendor advises the machine now fires up and runs very well "very quiet with no clutch chatter" (video on file) and following the usual safety checks should be ready to return to the road, the machine now MOT exempt.

Representing an almost certainly unique opportunity to acquire a near showroom-fresh CBX with incredibly low mileage, this time-warp example retains its original Dunlop Gold Seal tyres and original silencers. Offered with its original toolkit, Honda-UK vehicle document wallet containing the aforementioned Honda Warranty Card, Honda Motorcycle dealer list, Vehicle Service Booklet (unstamped), an old V5 Registration Document and two keys.

£20,000 - 25,000

461 * N

Rare pre-production prototype

1977 HONDA CBX1000

Registration no. not UK registered

Frame no. CB1-2000012

Engine no. CB1E- 2000012

- Number '12' of 41 pre-production models built
- Delivered new to the Benelux countries
- Restored to original condition
- Registered in Belgium



"The CBX was quite simply a marvellous revelation which has genuinely elevated the status of motorcycling. Few people will be able to afford to run one, but then the best is never cheap. Above all, such a motorcycle should not be condemned because it's an excess." - Bike magazine, December 1978.

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

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



Towards the end of CBX development, Honda hand built 41 pre-production prototypes for testing, press and display duties around the world. These models were used for the CBX's debut in November 1977 at Suzuka in front of the international motorcycling press, and then sent to various Honda importers around the world.

These motorcycles have frame numbers 'CB1-2000001' to 'CB1-2000041'. The engine numbers exactly match the frame number, except '22' which has engine '2000011'. However, it appears that not all of these 41 frames and engines were assembled.

Manufacture of the production CBX began with frame number 'CB1-2000042' and engine 'CB1E-2000060'. Honda ordered the destruction of all machines with preceding frame and engine numbers because they could not guarantee to supply spares for these hand-built prototypes, which differ in many ways from the series-production version, their sand-cast crankcases being the most obvious difference.

These pre-production CBXs, of which it is estimated that only six complete examples survive, are scattered all over the world. Almost all are listed in The CBX Book (volumes I and II) by Ian Foster. Number '12', the machine offered here, was discovered in Belgium and probably was intended for testing and promotion in the Benelux countries. It formerly belonged to a collector of Indian motorcycles, who had purchased it in 1983 as part of a 'job lot' of Indians. The CBX remained garaged for six years without being ridden. It currently belongs to a Belgian enthusiast.

Number '12' has been partially dismantled, restored and reassembled (except for the engine) with the original parts reused in the interests of originality (even the paintwork is original). The Honda has been featured in CBXPress magazine and on the cover of the CBX Club de France's Salon Moto Légende 2018 programme (copies on file).

An absolute 'must have' for the serious Honda collector, this wonderful pre-production CBX is offered with its original Benelux registration document and current Belgian registration papers. Offered with key.
£20,000 - 25,000



462
Property of a deceased's estate
1970 HONDA CB750
 Registration no. FBY 61J
 Frame no. CB750-1035036
 Engine no. CB750E-1034373

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. A trend-setting design of immense significance and one of the truly great classic motorcycles, the CB750 is highly sought after today by collectors. This CB750 was purchased from a West Country auction in March 1993 and carries a tax disc that expired on 30th April 2014. The vendor advises a new battery has been fitted and the bike was run recently however, the carburettor will require balancing. The machine will require re-commissioning at the very least, or possibly more extensive restoration, before returning to the road. The V5C states two former keepers but no other history is known. Accompanying documents include SORN paperwork; the 1993 auction catalogue and bill of sale; some expired MoTs; a selection of colour photographs; and a Haynes' Owners Workshop Manual. Two keys present.

£4,000 - 6,000



463
1972 KAWASAKI 903CC Z1
 Registration no. RRN 455K
 Frame no. Z1F-00285
 Engine no. Z1E-00207

Kawasaki had been planning a larger four-cylinder machine when Honda dropped the bombshell of the CB750 four - exactly the size Kawasaki were planning. The plan was shelved, and Kawasaki retreated to lick their wounds and consider the future. A new plan was formulated, and the intention was to be bigger and better, but it took a full four years to design, test and build the bike which was eventually to become the Z1 900cc Kawasaki, released at the end of 1972 for 1973. Imported to the UK from USA, this Z1 is an early example, dating from September 1972, bearing frame number 00285, and was therefore one of the earliest sent to USA, for the 1973 model year. It was registered in the UK in 1992, and purchased by the vendor in 1995. He used it regularly every year for Summer use only, and in winter the bike was kept in a dehumidified storage 'cocoon' to preserve its condition over the winter months. In 2009, when he laid it up, he drained the fuel, and placed the bike in the cocoon to preserve it. When the bike was recently removed from the cocoon and given some fresh fuel, it started up without any problem. Subject to basic safety checks, it should be ready to take to the road with a new owner in due course. It should be noted that RRN 455K is recorded on HPI as a category D insurance loss, damaged but repairable. Documentation comprises a current V5C, a California number plate, and a quantity of expired MoT certificates. Offered with key.

£14,000 - 18,000



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

464

1975 KAWASAKI 903CC Z1B

Registration no. LEH 51P

Frame no. Z1F-83345

Engine no. Z1E-083688

- 6,414 miles from new
- Recommissioned in 2020
- Purchased new by the vendor



Having established its performance credentials with the Mach III two-stroke triple, Kawasaki went on to ace the opposition again with the awe-inspiring Z1. The model had been planned in 750cc form in the late 1960s but was beaten to the showroom by Honda's CB750. Kawasaki's proposed superbike already had two overhead camshafts to the Honda's one, so its designers redrew the motor as a 900. Launched in 1972 at the Cologne Show, the big 'Zed' set new road-bike performance standards, at least as far as straight-line speed was concerned. With 82bhp on tap, top speed was around 130mph, but if the rider used all that power on twisty roads, things could get exciting. As a fast tourer though, the Z1 excelled. Mildly revised, the model was renamed Z900 for 1976, gaining twin front disc brakes and 26mm carburettors among other more minor changes. Charismatic in the extreme, these early 'Big Zeds' are served by an enthusiastic owner's club and are increasingly sought after today. Few bikes from Japan have had as big an impact on the motorcycling world.

The machine offered here is an example of the mildly revised Z1B model. Introduced in 1975, the latter featured different tank livery and the plain alloy finish for the engine's upper half (first seen on the Z1A, the Z1's having been black).

First registered 23 August 1975, the then 22-year-old vendor purchased the Z1-B new from Hill Street Kawasaki of Stoke, and vividly remembers taking delivery on Saturday 26 August 1975, immediately taking a long trip to St Tropez, his friend riding alongside on his H2 Kawasaki. The vendor opted for the optional extra 'double disc' from new (an extra £108) and whilst a common modification today, very few are thought to have been specified as such in period. The motorcycle was registered to the vendors brother in November 1985 whilst working overseas hence the V5 lists one previous keeper but is effectively a one owner example.

Unused since 1980 and stored in a dehumidified garage, the vendor, a competent Aston Martin mechanic took the decision to recommission the motorcycle in 2021 which included cleaning the carbs, replacing the brake seals (original parts offered with the machine), and re-chroming the front mudguard. The machine now fires up at touch of the button (video on file).

Aside from the tyres, which were changed almost immediately after purchase and the re-chromed front mudguard, the private vendor advises the Kawasaki remains otherwise standard, including original paintwork, original exhausts, brake pads/shoes, chain, sprockets, wheels, spokes and the engine untouched. Offered with original toolkit, two keys and an old V5 Registration Document.

£14,000 - 18,000



465

1972 SUZUKI GT750J

Registration no. EOH 502K

Frame no. GT750-21794

Engine no. GT750-21803

The current vendor purchased this GT750 circa 2012 and has taken the last 10 years to restore it. A USA model, the machine was stripped down to the last nut and bolt and the frame blasted and powder coated, while the engine was dismantled and vapour blasted. The cylinder bores were fine, only requiring a hone to help bed-in the new piston rings. The crankshaft was sent to a specialist; all the bearings were fine except for one, which was changed. All the seals were changed and the crankshaft reassembled, while the water pump was replaced with a new one. All the exhausts were re-chromed and a lot of the other chrome parts re-plated. The wheels were rebuilt with stainless rims/spokes and chromed brass nipples, and fitted with new tubes, rim tape and tyres. The Suzuki was originally Candy Jackal Blue, which had faded in the sun when it lived in Florida. A re-spray was carried out in Gold Candy, which was a standard colour in Canada and Switzerland but not the UK where blue and pink were the only colours available in 1972. Electronic ignition has been fitted and the seat re-covered. Accompanying documentation includes a VJMC dating letter, V5C Registration Certificate and a box of receipts including the bill for crankshaft reconditioning. Offered with key.

£6,500 - 8,500



466

2006 DUCATI 999 BIPOSTO

Registration no. RL55 OUN

Frame no. ZDMH400AE5B015508

Engine no. 009462

To say that the arrival of the 999 struck the Ducati world like a thunderbolt would be a gross understatement, so different was the newcomer from what had gone before. The model was introduced in 2002 as the 999 and 999 S, both of which used the 998cc Testastretta engine of the preceding 998. Today the quirky 999 has its own band of dedicated devotees, and there can be no denying that it represented a major step forward in performance terms over the outgoing 998. This Ducati 999 was part of a display of motorcycles and motor cars in a one-owner museum overseas until 2019 when it was acquired by the vendor and shipped the UK, arriving in February 2019. The odometer reading at the time of shipping was only 1,868 miles. The machine was then sent to Ducati Alton (WM Snell Performance) in Hampshire for a full service including new timing belt and MoT (at a cost of £1,300) then UK registered 'RL55 OUN'. The Ducati has been dry stored and regularly run to temperature but not ridden. Prior to the auction the bike will be fully serviced and MoT'd by Ducati Alton (bill on file). In excellent condition overall, it now displays only 1,870 miles. This pristine low-mileage Ducati 999 is offered with a V5C, fresh MoT, the aforementioned service bills and a rear paddock stand. Offered with key.

£6,000 - 8,000



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

467

1983 KAWASAKI GPZ1100

Registration no. JWR 101Y

Frame no. KZT10B-008328

Engine no. KZT10BE008247

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. Tested by Bike magazine (August 1981 edition) the newest 'Big Z' scorched through the standing quarter-mile in 11.53 seconds on its way to a top speed within a whisker of 140mph. The suspension calibration was all-new for 1982, to make the big GPz an even better handler both on the track and on the street. The fork had slightly stiffer springs, and compression and rebound damping were increased approximately 10%. In the rear, the Kayaba shocks used the same springs, but with greater pre-load, and the compression damping was effectively doubled. This GPz1100 was acquired by the current owner in 2006 from a Steve Paxman, for £1,450 (bill of sale on file). Owned for 16 years, it has been regularly serviced by the vendor, most recently 2021. The vendor advises us that this GPz1100 was last run in August 2022 and is only selling due to his advancing years and a back operation which has made it difficult for him to push and turn the machine. Offered with V5C registration certificate; expired MoTs (most recent May 2021); various bills/invoices; Pembroke Classics and VMCC correspondence; etc. Offered with key.

£4,500 - 6,500



468

1989 SUZUKI GSX-R 750 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 stroke; bigger valves; larger oil radiator; 4-into-2 exhaust system; and 36mm flat-slide 'Slingshot' carburetors 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. This Slingshot was purchased by the vendor at Bonhams Autumn Stafford Sale 2021 (Lot 345) and has since been recommissioned and dry stored. There is some corrosion present, and the bodywork shows signs of repairs. Offered with a V5C document. Offered with key.

£3,000 - 5,000



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.



469

1992 YAMAHA 1197CC V-MAX

Registration no. J399 MHR

Frame no. JYA2WEE05NA022490

Engine no. 2WE-022490

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 the last owner, Hans Schifferle, in July 1992 from Motorradspport 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 8,216 miles on the odometer, the machine is offered with the following detached spares: swingarm, fork stanchions, rear shocks, yoke, brake calipers, brake pads and mudguard. Documentation includes a current V5C, a current MoT certificate, a 2021 servicing invoice, a German Fahrzeugschein; expired TÜV (MoT) certificate and correspondence; 2021 invoice for new tyres; 2000 Motorradspport Schmid invoice for servicing; two VMX12U owner's manuals; and a Yamaha Riding Tips booklet. Offered with key.

£5,000 - 8,000



470

2016 HONDA NM4 VULTUS

Registration no. AX16 GYR

Frame no. JH2RC82A9FK000067

Engine no. RC70E6100076

Looking like a stealth bomber inspired by Japanese Anime cartoons, the Vultus was a difficult machine to categorise right from the start. As far as Honda is concerned, the Vultus was a custom, yet at first glance it has more in common with a super scooter, full size wheels notwithstanding. The Vultus first emerged as a concept in 2014 and was then put into production as a limited edition model, sharing its 745cc twin-cylinder engine and DCT semi-automatic transmission with the NC750 Integra scooter. According to MCN: "an 18/17in wheel combo and fat 200-section rear tyre means this is certainly no wobbly scoot... Instead it's rock stable, nimble enough to wriggle through traffic... and yet also a joy to carve and slice until the ground clearance runs out through the twisties." Equipped with the optional panniers and heated grips, the Vultus we offer is one of only 50 officially imported into the UK by Honda and has been owned from new by the current vendor. The machine has covered a mere 1,500 miles from new and is described by the vendor as in excellent condition, having been serviced annually. The only notified blemish is a scuff to the bottom of one pannier. Last run in July 2022, this stunningly futuristic motorcycle is offered with sundry bills, current MoT and a V5C document. Offered with key.

£6,500 - 7,500



471

2012 NORTON COMMANDO 961 SPORT

Registration no. FN62 FJF

Frame no. SAYCMM01SCY000238

Engine no. 501-0258

- One owner from new
- 2,925 miles from new
- Later type of ECU and other updates
- Full history available



The current vendor purchased this Commando 961 new from Norton at Donington Park on 1st October 2012. He owns several motorcycles and as a result has not ridden this one very much. Its present odometer reading is 2,925 miles.

Norton serviced the Commando while it was under warranty and also fitted long silencers giving a better sound. Since then, the owner (a qualified aircraft engineer) has serviced the bike every year. It has been SORNed every winter. In 2014, following a leak in the petrol tank, Norton supplied a new petrol tank under warranty.

This Commando was fitted with the early type of ECU. Following Norton's collapse, the vendor was able to purchase and fit the later ECU from the ECU manufacturers - Specialist Control Systems Ltd (SCS). Included was an adapter to connect the ECU to a laptop and use software downloaded from SCS's web site to adjust the ECU (adaptor included in sale). The Commando was taken to a tuning specialist - Innocent Engineering in Hungerford - this spring and they were able to adjust it to improve part-throttle fuelling and tick-over using this software.

As Innocent are also suspension specialists, they adjusted the suspension and damping to give improved handling along with a better, softer ride. A new battery was fitted in 2020.

This spring (2022) the Commando was taken to Motorvated Ltd in Derby, whose owner is Stuart Bodycote, an ex-Norton engineer. He gave it a full-service including cam chain adjustment and updated the bike with the later engine breather and air filter drain modifications. The machine will come with a file containing its complete history including receipts for parts; various Norton brochures and other publicity material; and magazine road tests and articles published around the time of purchase. Also included is correspondence from Norton explaining the delays in manufacturing the bike; an owner's handbook and the Norton Service Manual published by Norton. The machine also comes with a V5C Registration Certificate and MoT to October 2023. The original silencers and original ECU are included in the sale. Offered with key.

£10,000 - 14,000



472

1970 NORTON 750CC COMMANDO FASTBACK

Registration no. NTM 95H

Frame no. 135051

Engine no. 20M3S/135051

This 1970 Norton Commando Fastback is finished in green and black and has matching numbers. The machine was supplied to the current owner by GB Motorcycles of Chippenham, Wiltshire in 2001 and has been in his possession for more than 20 years. This machine has seen limited use but has been much enjoyed as part of a collection of over 100 motorcycles. It has proven to be extremely reliable in all respects with the exception of the original glassfibre fuel tank, which was damaged by ethanol in the fuel. Consequently, a new ethanol fuel-proof fuel tank has been manufactured and supplied (using the original one as the mould). This has completely solved the problem. Apart from the upgraded fuel tank, the Commando remains completely standard and has never been dismantled during the current ownership. It has been regularly serviced by the Norton-enthusiast owner; a Norton Owners' Club member, he owns a large collection of Nortons and still uses his prized 1959 Norton Dominator Model 99, which he has owned since 1962. The machine is offered with a V5C Registration Certificate, a current MoT and a good history file of old MoTs, etc. Offered with key. **£6,500 - 8,500**



473

1958 NORTON 600CC DOMINATOR 99

Registration no. 340 BTO

Frame no. N14 77071

Engine no. 77071 14N (see text)

Introduced for 1956, the 596cc Dominator Model 99 was outwardly identical to its Model 88 smaller brother. Though endowed with greater power and higher gearing which enabled it to top the magic 'ton', the 99 retained all the excellent handling and steering characteristics associated with the Featherbed chassis. The model remained essentially unchanged - apart from gaining alternator/coil-ignition electrics for 1958 - until dropped in 1962. This beautifully presented and original Model 99 is finished in its original colour of Post Office Red. According to the vendor, it retains many original features including 6V coil ignition; original mudguards and numberplates; correct speedometer and carburettor; original 6V ammeter and Lucas lights and wiring; and all the correct nuts, bolts and fixings. The chrome wheel rims and stainless spokes are new. However, it should be noted that the crankcase has been re-stamped with the original engine number, suggesting it has been replaced at some point. The Dommie has been restored to 'as new' condition and kept in clean, dehumidified conditions in a bespoke housing-standard storage building by the owner, who has an extensive collection of motorcycles including many Nortons. A Norton Owners' Club member, he also rides a similar model owned since 1962. The machine will require careful running-in before its performance is used to the full. Accompanying documentation includes a V5C Registration Certificate and a fresh MoT. Offered with key. **£5,000 - 7,000**



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474

Number 118 of 650 made

2008 TRIUMPH T100 BONNEVILLE 50TH ANNIVERSARY

Registration no. AJ58 RKA

Frame no. *SMTTJ9157G9367440*

Engine no. 7362733

Finished in a special Meriden Blue/Exotic Orange colour scheme echoing the 'Tangerine Dream' livery of the very first Triumph Bonneville of 1958/1959, this 50th Anniversary Bonneville was two years old when purchased by the vendor and is virtually unused. This model is essentially the same as the contemporary T100 Bonneville, and is powered by the latter's 865cc twin-cylinder engine. The original Bonneville engine was of 650cc, hence 650 units for this special edition. Since acquisition the Bonneville has been carefully stored in a purpose-built, fully insulated, housing-standard building and kept in a dehumidified atmosphere at medium temperature. It is completely original, flawless and 'as new' in all respects having covered only some 120 miles from new. The machine comes with a Certificate of Authenticity; all its original owner's handbooks; fresh MoT; and a V5C Registration Certificate. Signed by Triumph CEO, John Bloor, the aforementioned Certificate of Authenticity lists this machine as number '118' of the 650 in the 50th Anniversary limited edition, and it is similarly identified by a brass plate on the handlebar clamp. Presented in pristine condition, this rare and collectible motorcycle would make an ideal addition to any Triumph enthusiast's collection or similarly would fit very well into any museum. Offered with key.

£6,000 - 10,000



475

1968 BSA 654CC THUNDERBOLT

Registration no. PAO 982F

Frame no. A65TE 5070

Engine no. XE 02916 A65L

Following Triumph's lead, BSA turned to unitary construction of the engine/gearbox for its range of parallel twins, launching the all-new 500cc A50 and 650cc A65 Star models in January 1962. The cycle parts were much as before, comprising a duplex loop, swinging-arm frame fitted with a telescopic front fork. The first high-performance variant - the A65R Rocket - arrived in October 1963, only to be superseded the following year by the Lightning, the first of the unitary construction twins (along with its A50 equivalent, the Cyclone) to be equipped with the new splayed-port, twin-carburettor cylinder head. For 1965 the Star tourers were replaced by the A50 Royal Star and A65 Thunderbolt, both of which came with a single Amal Monobloc carburettor. This machine is a 1968 BSA A65 Thunderbolt fitted with a 1970 A65 Lightning engine equipped with an A65 Thunderbolt cylinder head. The BSA was sold to the current owner in 1991 as a restored machine and has since been tidied up by the vendor, the works including fitting a replacement fuel tank and side panels. Used sparingly, the bike has been carefully looked after by the owner, who has a sizeable collection of BSA A65s. Accompanying documentation includes a quantity of MoTs and SORNs, a V5C Registration Certificate and current MoT. Offered with key.

£4,000 - 6,000





476

1971 BSA 650CC LIGHTNING SPECIAL

Registration no. BRM 848J

Frame no. A65L EE 08786

Engine no. A65L/EE 08493

This 'oil-in-frame' Lightning was originally dispatched to BSA Incorporated in Baltimore, Maryland, USA on 17th May 1971, while its Lightning engine went to Hart, Nibbrig & Grieve in Sassenheim, Netherlands on 27th May 1971. Formerly part of the collection of the late David Jenner, well-known A65 specialist, the machine was sold to the current owner in 2010. Following the same high standards of restoration as David Jenner, the BSA has been fully restored to as new condition throughout (details and specification with documents). It has been refinished in a custom metallic blue and white colour scheme with a four-gallon ethanol-proof glassfibre fuel tank (based on a design by David Jenner). It also has scalloped side panels (based on a 1968 Triumph Thruxton Bonneville), swept-back exhausts, Gold Star silencers, and rear-set footrests. The engine is in standard specification throughout with standard crankshaft bearings throughout and a standard cylinder bore. As all the mechanicals have been overhauled and renewed, careful running in will be required before using the machine's performance to the full (only 10 miles have been covered since restoration). Accompanying documentation includes a V5C, NOVA certificate, BSA Owners' Dating Certificate and Vehicle Report, and a fresh MoT certificate. Offered with key.

£5,000 - 7,000



477

1971 BSA 654CC A65 FIREBIRD

Registration no. AVV 338J

Frame no. A65FS HE12277

Engine no. A65FS/HE12277

This machine is a 1971 'oil-in-frame' BSA A65 Firebird with matching frame and engine numbers originally supplied to BSA Incorporated in Baltimore, Maryland, USA. It was re-imported to the UK in the late 1990s by well-known A65 specialist, the late David Jenner and sold to the current owner in 2010. Following the same high standards of restoration as David Jenner, this bike has been fully restored and is presented in beautiful condition throughout (details and specification with documents). The BSA has been refinished in a distinctive bright yellow and black combination, including black wheel hubs and brake plates, and a pair of non-standard matte black megaphone-style silencers and exhaust pipes to suit the style of the machine. The engine, like the rest of the motorcycle, is fully reconditioned with all worn parts replaced or refurbished. The timing-side crankshaft bearing is minus 0.010", the crankshaft journals minus 0.020" and the cylinders with new pistons are bored to plus 0.020". Of course, following the rebuild the usual running-in process will be required before using the machine's performance to the full. (Fewer than 10 miles have been covered since the restoration.) Accompanying documentation includes a V5C Registration Certificate; a NOVA certificate; a BSA Owners' Club Dating Certificate and Vehicle Report; and a fresh MoT. Offered with key.

£7,000 - 10,000



478

1971 BSA 740CC ROCKET III

Registration no. UMA 429K

Frame no. A75R KG00367

Engine no. A75R KG00367

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. A matching-numbers 1972 model built in September 1971, this Rocket III was exported new to the USA and first registered in the UK in July 2010. Restored by its first UK owner in 2010 (all bills on file), the BSA was converted by him to five-speed transmission and electric starting in 2018. The fuel tank was restored by specialists Lewis & Templeton and the speedometer rebuilt (but not zeroed) by Gagg & Son. Last run earlier this year, having covered only some 1,500 miles since restoration. 'UMA 429K' has a number of concours awards to its credit: Llan Bike Fest 2017; B.M.P.S. 2017; TOMC 'Best Classic Motorcycle' 2014; 'Best Rocket III' TR3OC Cadwell Park 2014; Best Mk2 Rocket 3' Anglesey Circuit 2010; and 'Best Mark II Rocket 3' Beezumph 20 (all awards included). Offered with a dating certificate, V5C document and keys.

£8,000 - 10,000



479

1976 TRIUMPH 740CC T160 TRIDENT

Registration no. MYE 306P

Frame no. JK05594

Engine no. JK05594

Of BSA-Triumph's two flagship three-cylinder models, only the Triumph Trident survived the Group's collapse in 1972, continuing as the five-speed T150V and later the heavily revised and restyled T160 (using the inclined engine of the deleted BSA Rocket III, suitably altered to appear more Triumph-like). The important production race victories achieved (most notably by the works Triumph 'Slippery Sam') testify eloquently to how effective a high-speed road-burner a well-fettled triple can be; indeed, the T160's improved cycle parts reflected lessons learned from production racing. Other important advances included an electric starter, rear disc brake and left-side gearchange. Fewer than 7,500 T160s were made between March 1975 and December 1976 when the Small Heath factory closed, and this last-of-the-line triple can only become increasingly collectible. Today the BSA-Triumph triples enjoy an enthusiastic following worldwide and are supported by a first rate owners' club - the T&R3OC - and numerous recognised specialists. This T160 was restored in 2017 when the following new parts were fitted: clutch and pressure plate; wiring harness; rear brake master cylinder, pipes and pads; tyres and tubes; chain and sprockets. At the same time the forks were rebuilt with new seals and the fuel tank re-sprayed (bills available). The Triumph last ran in August 2022 and is described by the vendor as in good condition throughout. Offered with three expired MoTs and a V5C document. Offered with key.

£5,000 - 7,000





480

1970 BSA 654CC THUNDERBOLT

Registration no. DVT 65J

Frame no. DC21051 A65T

Engine no. DC21051 A65T

Following Triumph's lead, BSA turned to unitary construction of the engine/transmission for its range of parallel twin as the 1960s dawned, launching the all-new 500cc A50 and 650cc A65 Star models in January 1962. The basic architecture of the preceding A7/A10 was retained, so the new engine remained an air-cooled parallel twin with 360-degree crankshaft and single camshaft mounted at the rear of the cylinder block. The cycle parts were much as before, comprising a duplex loop, swinging-arm frame fitted with telescopic front fork. For 1965 the Star tourers were replaced by the A50 Royal Star and A65 Thunderbolt, both of which came with a single Amal Monobloc carburettor. The single-carburettor twin was preferred by many riders, being more economical, easier to keep in tune and only marginally less powerful than the twin-carb Lightning model. First registered 17 September 1970, the vendor purchased the BSA as a 'two-owner example' in 1972 for £265 when displaying just 4,200 miles, and fitted the oil cooler, crash bars and carrier shortly after. The motorcycle was registered to the vendors brother in November 1985 whilst working overseas, seeing little use until 1997 when transferred back to the vendor, a competent Aston Martin mechanic. In 2020 the forks were repainted, and the fork seals renewed. Now displaying 8,859 miles to the odometer, the vendor advises the machine starts easily and idles well (video on file). Accompanying documentation consists of two expired Mots', a 1978 tax disc and two keys.

£4,500 - 5,500



481

1971 NORTON 810CC COMMANDO BY PAUL DUNSTALL

Registration no. TFV 59J

Frame no. 140225

Engine no. 140225

Owned by the current vendor for 32 years, the matching-numbers Norton Commando offered here has been extensively upgraded with accessories produced by famed Norton tuner Paul Dunstall. One of the smartest café racers we have seen in a long while, it features Dunstall's 810cc alloy cylinder block; fuel tank, seat and front mudguard; twin-leading-shoe front brake (very rare); clip-on 'bars; rear-set footrests; and Decibel silencers. Other notable features include an in-period Churchgate Mouldings fairing with nosecone; Borrani flanged alloy wheel rims shod with Dunlop TT100 tyres; Boyer Bransden electronic ignition; Fred Barlow-tuned big-valve cylinder head; 4S camshaft; and vernier-adjustable Isolastic engine mounts. This machine has recently been treated to a complete 'last nut and bolt' rebuild to a very high standard by a former Superbike engineer. Only parts of the highest quality have been used and hand finished, while 99% of the fittings and fastenings are stainless steel. In addition, the fuel tank has been treated and is now ethanol-proof. Completed in 2020, the machine comes with old/current V5/V5C documents and a vast quantity of paperwork dating back to the 1980s when many of these special parts were purchased. Offered with key.

£9,000 - 12,000



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482

1976 TRIUMPH 744CC T140 BONNEVILLE

Registration no. NPH 912P

Frame no. T140V AN67186

Engine no. T140V AN67186

"The Bonneville's biggest plus must be its weight, or rather, the lack of it. At just 424lb with a gallon of fuel, it's a hundredweight lighter than several Oriental machines of similar capacity." – Bike magazine, January 1979. The final phase of Triumph twin 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. Despite the age of the basic design and strong competition from Japanese and European manufacturers, the Bonnie remained for many years the UK's top-selling 750 and was voted Motor Cycle News 'Machine of the Year' in 1979. This Triumph T140V Bonneville was purchased from the USA in November 1989 and first registered in the UK in February 1992. Offered from the collection of noted collector, the late Ken Senior, the Bonnie retains its factory paintwork and last US registration plate. A total of 8,192 miles is shown on the odometer. Accompanying paperwork consists of an old US title; the 1989 bill of sale; and old V5/V5C registration documents. Offered with key.

£4,000 - 6,000



483

1979 TRIUMPH 750CC T140 FLAT TRACKER SPECIAL

Registration no. KDL 680V

Frame no. T140E CA19690

Engine no. T140E CA19690

A mainstay of American motorcycle sport for decades, flat track racing has only caught on in the UK relatively recently. By the mid-2000s, there were two series: the ACU National Short-track Championship and the Silkolene Short-track Championship, both of which catered for a variety of different types of machine ranging from moto-cross and enduro bikes to purpose-built flat-trackers. Back in the late 1970s though, there was another, ultimately abortive, attempt to establish the sport in this country in the form of the Strongbow Cider-backed series, most of the machines contesting it being Triumph engined flat-trackers. To drum up interest, the organisers had to have American stars present, and Kenny Roberts and Dave Aldana were flown over from the USA to show the Brits how it should be done. This flat tracker-style special was purchased by Mark Wilsmore of Ace Café fame in 1984. Built by the late Bill Crosby of Reg Allen Motorcycles, it features twin front disc brakes with AP Lockheed lightweight racing brake callipers; a Micron fork brace; and a Norman Hyde oil cooler. Purchased by the vendor at the Bonhams Autumn Stafford Sale 2018 (Lot 393), they have since recommissioned it and dry stored. The machine comes with an old V5; a quantity of MoTs (most recent expired 2007); and old/current V5C Registration Certificates. Offered with key.

£3,000 - 4,000



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



484

1972 RICKMAN STREET MÉTISSE TRIUMPH 700CC SPECIAL

Registration no. GVG 359K

Frame no. 970 R

Engine no. TR6P DU59167

"The components for this Rickman Métisse were all bought in the classic period, but never assembled into a complete machine until 2003." – The Classic Motor Cycle, January 2008. The Rickman brothers - Don and Derek - were already established moto-cross stars when they built the first Métisse in 1959, and within a decade their company would grow to become one of the biggest and best-known independent motorcycle frame-makers. The machine offered here is an example of the 'Street Métisse', which was launched at the Earls Court Motorcycle Show in 1966. It was purchased in 2001 as a never-assembled kit of parts, many still in their original boxes, by George Blackwell, who went on to build it into a complete machine, finishing the task in September 2003. The original purchaser of these parts was one A.Appleton of Norfolk. Notable features include Norton forks with Paul Dunstall sliders and integral front brake callipers; Rickman eight-valve cylinder head; Quaife five-speed gearbox; Dunstall exhaust system, AP Racing rear brake; and a Rickman 700cc conversion. Although the frame was designed to be oil-bearing, it was considered safer to use a separate (central) oil tank. This most handsome special comes with a vast accumulation of bills and other documentation dating back to the late 1960s, including Rickman Brothers' invoice for frame number 'R.970'. A copy of the aforementioned magazine article is on file also. Offered with key.

£16,000 - 20,000



485

1999 BMW K1200 RS

Registration no. V434 DAH

Frame no. WB10544A0XZA32724

Engine no. 11992251

The BMW K1200RS is a sport-touring motorcycle and is the last evolution of the BMW four-cylinder longitudinal engine, often referred to as the flying brick. From 1996 to 2004 37,992 units were built at the BMW plant in Spandau Germany. It was based on a revamped version of the K 1100 RS, conceptually a similar bike, but whose 1092 cc engine made a lot less power and revved lower. The engine in the K1200 RS is an 1171cc liquid-cooled inline four-cylinder engine with dual overhead cams and four valves per cylinder, using a crankshaft with 5mm more stroke. It also had more revving ability with lighter pistons and valves, plus they tuned it for more power with a higher 11.5:1 compression ratio (vs 11.0:1) and ram air, all of which give the K1200 RS 30 more horsepower (23 more kW) peak. Acquired in 2017, this K1200 currently displays a total of 20,913 miles (at the time of cataloguing) and was last ridden in 2018. Currently sorned and dry stored. 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 V5C registration certificate; expired MoT; service book and owner's manual and a Haynes workshop manual. Offered with key.

£1,800 - 2,400

No Reserve



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

486

C.1981 VILLA-SEBRING 125

Registration no. not registered

Frame no. FV-S*4073* DGM0M50957

Engine no. FV125S4064

Brothers Francesco and Walter Villa began building their own machines in the mid-1960s. Walter raced Villa bikes before his rise to stardom, securing three consecutive 250-class World Championships for Harley-Davidson between 1974 and '76, to which he added one in the 350 class. Manufactured up to 1988, the firm's lightweight roadsters used proprietary engines at first, while its successful moto-cross and enduro models used motors of Villa's own design. From the early 1980s the roadsters featured water-cooled engines of Villa's own manufacture, such as the Seebring offered here (idiosyncratic spelling is correct). The production Seebring's cockpit fairing was mounted directly on the front fork while this one's is fixed to the frame, as seen on the later version of this model: the Daytona. It also has a low exhaust pipe, whereas the standard Seebring had a high-level pipe. Probably this is a pre-production machine built for a trade show prior to the start of series production in 1982. Noteworthy features include reed-valve induction, a six-speed gearbox, Motoplat electronic ignition, mono-shock rear suspension, disc front brake and 18" alloy wheels. We are advised that the machine has been homologated but is not licensed. Purchased by the vendor at the Bonhams Spring Stafford Sale 2016 (Lot 230), it has been dry stored since and is offered with a NOVA declaration.

£800 - 1,200

No Reserve



487

One owner from new

1972 BULTACO 250CC METRELLA MKII

Registration no. HUK 118J

Frame no. B-2304507

Engine no. M-2304507

One of motorcycling's many legends, the foundation of Bultaco was occasioned by the resignation of Francisco Xavier Bulto from Montesa, a company he had co-founded with Pedro Permanyer in 1945. The Montesa board wanted to withdraw from racing. Bulto disagreed and left in 1958, taking most of the racing department with him to set up a new company – Bultaco. Given the circumstances of Bultaco's birth, the company began racing soon afterwards. The Bultaco Metralla Mk 2 was marketed as "a wolf in sheep's clothing, a road racer that you can ride on the street." The design was simple, the hand built mechanicals reliable and tough, the handsome bike stark, stable, and fast. This example offered here was imported new in Northern Ontario where the current vendor grew up and purchased the Metralla from a local Honda dealership for around 350 dollars (original purchase receipt on file). In 1979 he moved to the UK and the Metralla was put into storage in his father's apartment building lock up until he passed away in 2010, the Metralla was imported into the UK where it was completely restored over a period of three years (2011-2014) at a cost of around £6,000. Parts that could be restored were and NOS parts were sourced, including the seat that came from Japan. Since then, it has been dry stored and used occasionally for trips to Goodwood from London. The machine was last run in December 2021, following a period of inactivity, recommissioning is recommended before returning to the road thus the machine is sold strictly as viewed. Offered with V5C Registration Certificate. Offered with key.

£4,000 - 6,000



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488

One owner from new

1981 DUCATI 864CC 900SS

Registration no. NPK 688W

Frame no. DM860SS 090574

Engine no. 091895 DM860

- Classic 'bevel-drive' Ducati
- Improved 'square case' model
- 24,217 miles from new



Ducati's second-generation v-twin engine - the 900cc 'square case' (actual capacity 864cc) - debuted in the 860GT of 1974 and the following year was used to power the new 900SS superbike. The latter was styled like the original 750SS that had been developed from Paul Smart's 1972 Imola winner. (The 750SS continued in this new 'square case' guise, though almost all of these smaller, second-generation models were destined for the Italian market). More than just a simple over-bore, the 'square case' engine incorporated a new camshaft drive arrangement, improved oil pump, cartridge-type oil filter and electronic ignition. In addition, the gearchange was moved to the left-hand side and the frame altered to provide chain adjustment at the swinging arm pivot.

As had been the case with the original 750SS, desmodromic valve gear distinguished the new sports roadster from its tourer counterpart. 'Like the tamer valve spring version of the engine in the 900GTS it is uncannily smooth, while possessing a much more dramatically punchy power output than the soft touring motor,' reported Bike magazine in October 1977. Breathing through gaping 40mm Dell'Orto carburettors, the 900SS engine produced 70bhp at 7,500rpm, an output good enough for a top speed of 135mph.

The 900SS's competition heritage was obvious on the road: 'While other flash Italian bikes are basically roadsters dressed up and pretending to be racers, this is the real thing,' declared Bike.

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

This particular 900SS has belonged to the current vendor from new. Noteworthy features include stainless Conti-type (Keihan) silencers; Boyer Bransden electronic ignition; and Koni shock absorbers (original Marzocchi's included in the sale). Described by the vendor as in good condition, the Ducati was last run approximately 10 years ago and will require re-commissioning before returning to the road. The machine is offered with Boyer and Koni instructions; a V5C Registration Certificate; and MoT certificates up to 2005. Offered with key.

£15,000 - 20,000

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

489

1969 DUCATI 450 MKIII DESMO

Registration no. HWR 162G

Frame no. DM450 451100

Engine no. DM450 451100

- *Eleganza prize winner*
- *2019 Motogiro entrant*
- *Top of the range Super Sport variant*



By the mid-fifties Ducati was facing closure, so in a final throw of the dice hired Fabio Taglioni to design a bike to win the Motogiro. This and the Milano Taranto were known as the Gran Fondo (big ride) races, travelling across the Italian countryside as the ultimate high speed marketing machine, regularly making the front pages of newspapers. Taglioni's bevel drive overhead cam Gran Sport was the result, taking every place but one in the 1955 giro 100cc class, and fifth overall, only beaten by 175s. The following year a 125cc version would win outright, securing Ducati's future and ultimately being developed into 250 and 350 versions.

The next significant development of Ducati's singles were the 'wide case' models of 1967. Changes were not just confined to the wider rear engine crankcase casting and frame mounting: Taglioni and his team also incorporated a stronger con-rod and big-end bearing, alongside improvements to the lubrication system and gearbox. There was also fulfilment of a Taglioni dream, with desmodromic valve actuation now available on production models, not just the racers. These top-of-the-range super sports variants were distinguished by their extra chrome and restrained 'D' decals on the side panels.

Late in 1968 the Ducati single appeared in its largest '450' (actually 436cc) incarnation, which offered considerably more torque courtesy of the substantial hike in capacity, and additional frame bracing to allow a rider to make the most of it.

They are a joy to ride, especially on Italian mountain roads. Bike magazine wrote in 1975 that they offer "that rare blend of two wheeled excitement, satisfaction and safety".

This particular 450 MkIII Desmo motorcycle was imported from the US and then fettled and UK registered by Made In Italy Motorcycles of Stowmarket several years ago, a business much admired by the UK cognoscenti. The current owner reports that it ran very well during the 2019 Motogiro D'Italia, winning the "Eleganza" prize offered by the Ducati Museum and presented by director Livio Lodi who considered it "a most original and well preserved motorcycle".

Original parts, including the Borrani rims and heel/toe gear-lever, are included, as the 450D is currently fitted with stainless steel rims and a conventional gear lever, as well as a 12v conversion. It is offered with two keys and a current V5C registration certificate.

In common with many Ducatis imported from the US the frame number plaque is absent and the frame number is not a factory stamping, and duplicates the engine number. However it is as recorded on the V5C. Accordingly prospective bidders must satisfy themselves as to the origins, date and suitability of the machine's component parts prior to bidding. Offered with key.

£8,500 - 10,000

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.

490

1974 DUCATI 750SS

Registration no. not registered

Frame no. DM750SS*075134*

Engine no. 075185

- One of only 401 'round cases' built
- Matching numbers
- Restored by Swiss engineer Ulli Rothlisberger
- Only 1,070km (665 miles) recorded since restoration
- Kept in private collections
- Not been ridden in over 20 years



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 fairing rather than the racer's fuller streamlining.

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



The 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.

This Ducati 750SS, a matching-numbers example with factory correct frame and engine number stamping, it is recorded in marque specialist Ian Falloon's definitive register.

The Ducati was restored by Swiss precision engineer Ulli Rothlisberger with his friend and former Ducati engineer, Hannes Jakob. Ulli did the bodywork while Hannes restored the engine. Ulli then covered 1,070 kilometres while running in the machine before placing it with his extensive motorcycle collection in 1998. He never rode it again. Photocopies of bills and invoices (in German) relating to the restoration are available.

In August 2003 a sister 750SS, also restored by Ulli, was featured and advertised for sale in Classic Bike magazine. It was described by Ducati guru, the late Mick Walker, as the best he had ever seen. American fabric designer Michael Maharam contacted Ulli to make an offer. That bike had already been sold, so instead Michael bought this one, which Ulli had held back as the better of the two.

The 750SS then spent 15 years in Michael's studio on the 14th floor of a block in New York as a work of art together with an old R50 BMW and various Vintage-era Bianchi racing bikes. It was never ridden.

The current vendor bought the Ducati from Michael Maharam some four years ago, it being the third 750SS he has been lucky enough to own since 1976. He changed the oil and filter, cleaned out the carburettors and set up a slave fuel supply to bypass the tank (so as not to leave traces of ethanol). The bike fired on the sixth or seventh kick, after not having run for some 20 years, and settled to a perfect tick-over. It has been permanently housed in a Carcoon bubble in a heated garage since purchase and, again, never ridden.

Currently fitted with a Bologna numberplate, the Ducati is offered with a photocopy of an Italian registration document from Sulmona, Abruzzo, dated 7th May 1974 (when the machine was registered AQ 26405), a Swiss Rapport d'expertise, dated 3rd December 1990, and UK HMRC custom clearance and nova paperwork dating from 2018. The Ducati does not have a US title (the American owner never registered it), nor has it been registered in the UK. A possibly once-in-a-lifetime opportunity to own an example of this iconic Ducati. Offered with key.

£140,000 - 170,000

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491

2003 DUCATI 999 R

Registration no. CX03 GBU

Frame no. ZDMH400AA3B006968

Engine no. ZDM999W4-000959

To say that the arrival of the 999 struck the Ducati world like a thunderbolt would be a gross understatement, so different was the newcomer from what had gone before. The model was introduced in 2002 as the 999 and 999 S, both of which used the 998cc Testastretta engine of the superseded 998, before being joined for 2003 by the range-topping 999 R, the latter powered by the 999cc short-stroke motor of the 998 R. Improvements to the R's running gear included an Öhlins front fork with radial brake callipers; forged alloy wheels; magnesium headlight support; and carbon-fibre bodywork. Delivered new by Woods Motorcycles of Abergele, this 999 R has formed part of a private collection since 2009. Always kept in a dry heated room, it has not been started since acquisition. The machine has its numbered plaque on the top yoke ('262') but not the cover or stand (not present when purchased) and comes with bills, MoTs, an old-style V5C document, code card and all its original books, including the stamped service booklet. A Datatool Series 3 alarm/immobiliser is fitted. Today the quirky 999 has its own band of enthusiastic devotees, and there can be no denying that it represented a major step forward in performance terms over the outgoing 998. Offered with key.

£14,000 - 16,000



492

2018 MV AGUSTA F4 'RC' (REPARTO CORSE)

Registration no. HG18 DJZ

Frame no. ZCGF620BCHV006963

Engine no. F61BH06298

Since its rebirth in 1999, MV Agusta's output has been characterised by the plethora of limited edition variations of their standard models. One of the most exotic of these limited editions is the F4 RC (Reparto Corse – Racing Department), which was introduced in 2015 and manufactured to World Superbike Championship specifications. The RC was fitted with a revised version of the short-stroke Corsacorta engine, which produced 205bhp at 13,450rpm with the road exhaust, and 212bhp with the supplied race kit, the latter including a titanium SC-Project single-exit exhaust system and matching ECU. Extensive use was made of magnesium, titanium and carbon fibre to reduce the weight by 7kg compared to the F4 RR, while fitting the race kit knocked off a further 6kg. The RC's livery was the same red, white and green as used by works rider Leon Camier in the World Superbike Championship. Production was limited to 250 machines. Number '55' of the series, the machine offered here has been fitted with its race kit and comes with the kit's wooden supply crate. The MV was purchased new by the vendor and has hardly been used since. Kept in dry storage and not ridden for the last three years, the machine had its first service at 500 miles and has covered only some 1,000 miles from new. Offered with a V5C document. Offered with key.

£25,000 - 30,000



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

493

Property of a deceased's estate

1998 DUCATI 916 BIPOSTO

Registration no. S727 KVV

Frame no. ZDM916S*012849*

Engine no. ZDM916W4*013358*

Styled by Massimo Tamburini, the iconic 916 immediately captured the public's imagination on its arrival in 1994 and would go on to establish Ducati as one of the world's foremost brand names. In developing the original Ducati 851 Superbike, the 916's direct ancestor, engineer Massimo Bordi created one of the finest motorcycle power plants ever. Ducati's trademark desmodromic valve system was retained, as was the 90-degree angle between the cylinders. Wrapped around this outstanding engine was a frame consisting of a 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. This Ducati 916 was acquired in 2007 by its late owner. His pride and joy, it has been on display in the living room. Currently displaying a total of 14,669 miles on the odometer (at the time of cataloguing). Following a period of inactivity, the machine will require re-commissioning to a greater or lesser extent and thus is sold strictly as viewed. Included in the sale; 3-spoke front and rear wheels; indicators; wing mirrors; front mudguard; windscreen; rear number plate/indicator assembly and footrests. The Ducati is offered with current/old V5C document; expired MoTs and tax discs; owner's manual; service/warranty booklet; etc. Offered with key.

£4,000 - 6,000

No Reserve



494

1994 DUCATI 600CC MONSTER

Registration no. L966 XLD

Frame no. ZDM600W001579

Engine no. ZDM600A20*002909*

While its large-capacity sports models were grabbing the headlines by dominating the World Superbike Championship, it was the relatively humble Monster that was Ducati's real success story, selling worldwide by the container-load and thus ensuring the company's survival. It remains a cornerstone of the Ducati line up to this day. This carburettor-model 600 Monster has belonged to the current vendor since September 2020. Extras/upgrades fitted include the twin-disc front end; fly screen; braced handlebar; belly pan; rear indicators; front daytime light; carbon silencers; front mudguard; and mirrors. The all-important valve shims adjustment was last carried out at 24,338 miles and the cam belt changed at 25,118 miles (August 2021). The current recorded mileage is 25,616. A service was carried out and the engine tuned in March 2022, which included fresh (Ducati approved) oil and oil filter, and a new rear tyre. The previous owner fitted a new chain/sprocket and new front tyre. Only being sold because of old age and health issues, and the fact that the vendor is reducing the size of his collection, the Ducati comes with a history file containing a list of fitted extras; hand-written service records; starting instructions; V5C document; old MoTs; copy of previous V5C and various invoices. The machine is ready to ride and has a MoT valid until August 2023. Offered with key.

£2,000 - 2,500



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495

1976 LAVERDA 981CC JOTA

Registration no. MGK 980V

Frame no. 4259

Engine no. 4259

- *Ex-Mick Hunt*
- *Offered with letter from Steve Wynne*
- *Used during the 1978 F1TT*



© Bill Snelling



Laverda had been racing its 3C since introduction, but UK importer Roger Slater also worked with his own dynamometer to break the 90bhp mark using factory 4/C cams and high compression pistons, but most especially a unique exhaust system. Roger persuaded the factory to allow him to have an exclusive new model built to this specification in an exclusive range of colours and to be called the Jota, after a Spanish tune in triple time.

The factory agreed, despite being confused by the name – there is no J in the Italian alphabet – and Roger commissioned Tim Healey – better known for his work on Ariel Square Fours – to manufacture the exhaust system. The first Jotas arrived in the UK in December 1975 and soon amassed an impressive competition record, winning the coveted Avon production title in its debut year. Most significantly the Jota scorched its way into every motorcyclist's imagination when Motor Cycle declared it the world's fastest road bike, the Jota tripping the MIRA speed trap at over 140mph, a figure barely credible at the time.

The following year (1977) Jotas had a successful showing in the first ever Formula 1 TT. In atrocious weather Mick Hunt, riding in the famous Sports Motorcycles colours, brought home the first Jota in sixth place. This was no soft result: competitors included Phil Read and Stan Woods on factory Hondas; in his Laverda book Mick Walker refers to this race as "the Jota's finest racing day."

In the famous 1978 F1TT Mick's Jota was initially well placed but didn't make the finish and following a crash his 1976 Jota was retired. It was registered for the road in 1979 by Motodd who fitted 1979 wheels and forks.

Bonhams are delighted to offer this very Jota, confirmed as Mick Hunt's race bike by Steve Wynne of Sports Motorcycles' fame. The bike is cosmetically a little weary but apparently still rides and runs well, repainted in its original silver. Intriguingly there is what Roger Slater refers to as a "safe repair" to the frame's top tube: however rumour had it that racing Jotas' top frame tube were occasionally cut and shut to improve handling and Phil Todd has confirmed he did have such modifications carried out to other Jotas by Maidstone Motoliner.

This is a unique opportunity to own perhaps the most famous examples of one of the world's most famous motorcycles. It is sold with a key and V5C, together with a copy of Motodd's original registration document, factory delivery note and letter from Steve Wynne. Offered with key.
£20,000 - 22,000

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

496

1953 MV AGUSTA SUPER SPORT LUSO

Registration no. 745 YUJ

Frame no. 029947

Engine no. 0206395

The two-stroke MV Super Sport Lusso is a rare model, and even rarer in original and un-restored condition like this one. This machine was used for the popular town-to-town races in Italy until 1959 and still carries its Italian tax disk on the handlebars. In that year a visitor from England saw the MV and brought it back to the UK. For many years it was displayed in the reception area of his motor museum in Kent, never failing to attract favourable attention. Eventually the museum was sold and the contents auctioned. The vendor heard about the MV and purchased it in 2011 as a non-runner. Once the missing drive chain and battery had been replaced, the MV ran beautifully and has done so ever since. The owner has taken the MV to the Isle of Man where it has always been the centre of attention. Some years ago the owner met the great Giacomo Agostini at the Stafford show; it turned out that Ago had a similar bike when he was young and had loved it. That is when he signed the front of this machine. The owner has used the MV regularly, finding it a joy to ride, but now finds his decreasing mobility a handicap, hence the decision to sell. Accompanying documentation consists of sundry bills, dating certificate, V5C and the original Italian libretto. Key not required.

£4,500 - 6,500



497

1952 ALPINO 125CC

Registration no. PSX 413

Frame no. S1449

Engine no. 125/03492

Having manufactured motorcycles from 1925 to 1929, Pietro Trespici returned to the business of two-wheeled transport in 1944 with a highly successful cyclemotor. He set up a new factory at Stradella in Lombardy, where his company Motobici Srl commenced production of Alpino motorcycles, 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 by Hans Schifferle in 2013 in its current state with Hans planning to restore it but, sadly, time did not allow. Purchased by the current vendor at Bonhams Autumn Stafford Sale 2021 (Lot 519), they have since recommissioned the Alpino and registered it in the UK. The machine is offered with a German Fahrzeugschein; expired TÜV (MoT) certificate and correspondence; copy Alpino Instruction Manual; and V5C.

£1,800 - 2,400

No Reserve



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The Forshaw Speedway Collection

The Pioneering Years of Speedway

Lots 498 - 528

Richard Forshaw will always be remembered for this formidable collection of speedway machines, on display at the world renowned Haynes Motor Museum for the last 25 years. Richard's on track experience as a speedway rider provided him with a unique understanding of riding the machines he was collecting and he became the most discerning, persistent and avid collector determined to assemble a panorama of machines defining the history of the sport. Perhaps the most remarkable of all is that this was achieved over a period of little more than fifteen years. The first acquisitions from the early 1980s with the latest still joining the collection right up to his untimely death at the age of only fifty in 1997.

Whilst the 31 machines of the collection are landmark examples throughout a period of seven decades, perhaps the most remarkable are the 10 dating from between 1927 and 1930 that represent that short period when dirt track racing, soon to be referred to as speedway, was coming to terms with a unique sport that defied all the logic of riding a motorcycle.

A speedway machine has no gearbox, they run at a constant ratio, there are no brakes and with an engine that even in this early period was pushing out around 30bhp, the complete machine weighing in the region of 200lbs. The speedway machines of the 21st century are built to the same basic format accept the engines are peaking at 80bhp plus.

Tracks in Britain are short, averaging around 400 yards. All races are run anti-clockwise and there are two short straights leading into two long bends. Acceleration down the straights is electrifying, approaching the bends at speeds which appear impossible if not suicidal for any rider to be able to negotiate. Instead of slowing for the bends, not so easy anyway without brakes, the machine

is laid down, the rider opening the throttle, the rear wheel starts to spin and break away. Steering into the slide, the machine is now broadsiding or drifting, the rider negotiating the corner largely with the throttle. The throttle must never be eased, to do so the machine will snap straight sending it, and of course the rider, into the outer fence. All instructors will tell you that, "it is always more throttle". Thus, it has to be understood that speedway is unique requiring a highly specialised riding style on a very specialised machine. All this was not fully understood when dirt track racing first officially made its appearance on February 19th 1928 at High Beech near Epping in Essex. That first meeting attracted a crowd of some 20,000 when it had been considered that maybe a few hundred might turn up. The explosion of fanatical enthusiasm for the new sport rapidly spawned the construction of tracks all around the country to meet a demand of interest second only to football.

The beginnings and growth of dirt track racing in Britain has to be one of the most astonishing stories in the history of the motorcycle world. Those early pioneering years were a period of fascinating technical interest as manufacturers worked closely with riders, experimenting to produce a machine most suited to the extraordinary demands of the cinder track. The astonishing immediate success of the sport resulted in nearly every British manufacturer in a rush to produce what they imagined was a suitable dirt track model between 1928 and 1930. At the 1929 MotorCycle Show at Olympia as many as seventeen manufacturers displayed something they considered appropriate.

Developing from board racing, dirt track had begun in America in the early years of the 20th Century where it prospered before spreading to Australia in the 1920s. Once again the sport spread with tracks opening all around the country. Reports of the new craze soon spread to England. Businessmen were quick to see the possible profits with one of the early tracks, Stamford Bridge, grossing as much as £25,000 in 1928 alone.

In that first year with the rush to join the track, riders with no experience stripped their road machines of anything and everything considered not necessary to have a go. With few regulations there were machines of all sizes but mainly 350cc and 500cc, overhead valve, side valve and even two strokes. The manufacturers with no idea of what was really needed offered models which might have vaguely looked the part but were never going to be successful. In any one meeting there could be machines from at least six different makers. It is surprising that makers such as Velocette and Sunbeam spectacularly failed with all their racing commitment - but others never achieved much if anything either such as Humber, Coventry Victor and the most unlikely of all, OEC with its Duplex steering a sure recipe for disaster.

Richard Forshaw pictured with the rider Brian Crutcher



The first great success came from Douglas (Lot 507) with the flat engine – perhaps the first laydown concept finally revived in the 1990s. A race with four Douglas machines was a crowd favourite. Those engines with their particular spine chilling roar drew crowds in the thousands. Another favourite was the flame spitting, screeching, yowl of the Scott (Lot 506) bought to the fore by that great character, Frank Varey. The Scott was a machine few others could get on with. The Douglas was the first successful broadside machine and while the first British riders were beginning to get the hang of it 'Sprouts' Elder descended onto the British tracks from his experience in America. The crowds gasped as Sprouts threw his Douglas into bends at unheard of speeds smashing lap records by huge margins. With his demands of £100 appearance money plus winnings Sprouts showed how big money could be earned.

Following Sprouts, Art Pechar arrived from America with his 350cc Indian (Lot 509). Once again, the irrepressible Art showed the world what cinder track racing was all about, demolishing the track records at both Greenford in Middlesex and Stamford Bridge the other side of London at Chelsea, both on the same day, Art became a staunch favourite and idol at Stamford Bridge.

The one manufacturer to successfully challenge Douglas was Rudge (Lot 501). After a shaky start where the prototype killed the test rider Rudge soon learnt what was needed. With an improved model and its powerful TT based engine (Lot 499) Rudge soon confined Douglas to the history books.

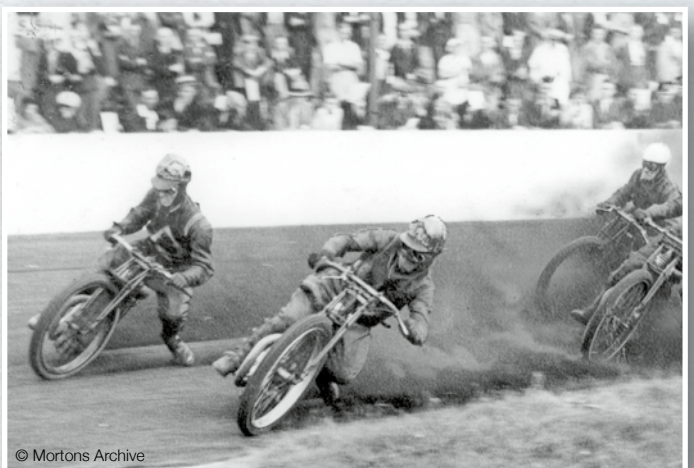
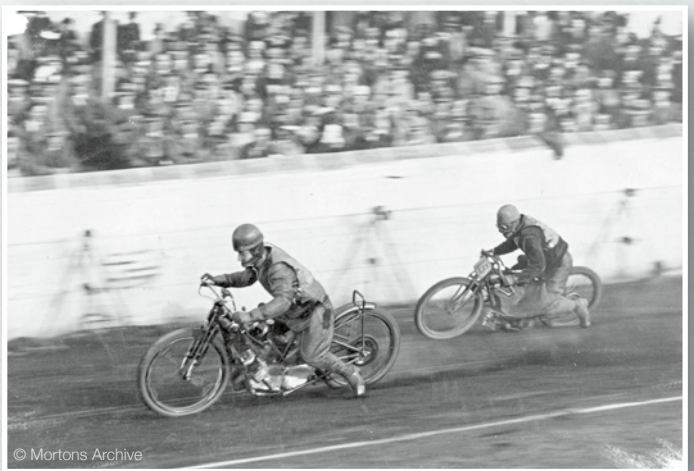
The first in Britain to produce a complete purpose-built machine was George Wallis in 1930 using a Blackburn engine (Lot 503) and later when it became available, the JAP (Lot 504) from John A. Prestwich of Tottenham north London. The Wallis became a great success throughout the 1930s but initially George Wallis teamed up with Comerfords to produce his machine, this becoming the Comerford Wallis.

Prestwich realising the special demands of what was becoming speedway passed on the concession of selling their engine to Victor Martin (Lot 498) in 1932. Victor Martin became a great success eventually taking over the Wallis design as well. Of the pioneering machines in The Forshaw Collection two stand out as surprising failures. The great names in the history of British motorcycling BSA and Norton were both deeply involved and committed to sport on a wide basis but their attempts to produce a dirt track machine never really succeeded. The BSA (Lot 505) in the collection is believed to be the sole survivor and the Norton (Lot 502) are both remarkable survivors. It is to the great credit of Richard Forshaw that he tracked down these examples but then he was always on the lookout for those other curiosities that never made the grade too. As can be seen from The Forshaw Collection exhibits they continue into the innovative post war frame makers, the introduction of the 4 valve engine and finally the laydown revolution making this, surely, one of the most remarkable and representative collections ever gathered together.

Andrew King

Horologist

**World authority on the life and work of John 'Longitude' Harrison
Bonhams Clock Department consultant.....and speedway fanatic**



1933 MARTIN-RUDGE JAP 500CC SPEEDWAY RACING MOTORCYCLE

Engine no. JOS/232921

- A highly original and truly unique example of a Martin-Rudge
- Catalogue specification down to the original tyres
- An example of a JAP engine in a Rudge design frame and one of the most successful speedway machines of the pre-war years

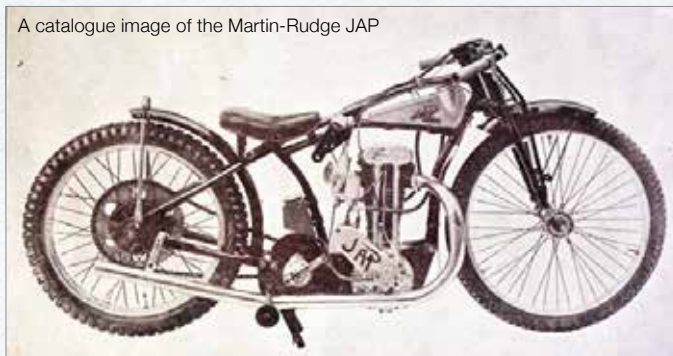


Engines from the John A Prestwich factory in Tottenham, North London, were well established in motorcycle racing. Record breaking and general motorcycle engine production by the time the 'dirt track' (initially referred to, pejoratively as 'dirt track' but later became recognised as 'speedway') racing phenomenon arrived in England in 1928. Although dubious at first about any possible future in the new sport it would appear that it was when Bill Bragg, captain of the financially successful Stamford Bridge Team, met one of the Prestwich brothers, Vivian at the 1929 MotorCycle Show at Olympia in November that attitudes changed. Vivian had been very interested in the series of special racing engines that Bert Le Vack had developed a few years earlier and was now shrewd enough to realise that 'dirt track' racing really did have a future and, as such, persuaded his doubting father to change his mind.

This led to Stan Greening, design engineer, working with Bill Bragg to produce an engine with suitable characteristics. A prototype engine was ready within three months but initial tests in early 1930 were not successful and further development followed.

At this time it would appear that the bench mark was moving towards Rudge, the compact lightweight 4 valve TT based engine ousting the Douglas monopoly. This is where Wal Phillips enters the story. Wal had worked at JAP with his uncle, Bert Le Vack on the experimental racing engines between 1922 and 1925, he was also an accomplished rider on the cinder tracks. By 1930 he had changed his allegiance from Douglas to Rudge. Wal still visited the JAP factory and Stan Greening, hearing about this latest news, asked Wal to lend him the Rudge engine. Whilst the new JAP engine was a rather different concept and without any intention of following the 4-valve route it was the concentration of port design with gas flow coupled with cam profiles that was the breakthrough that Greening was seeking with Wal working with him. The final contribution was made by Lodge producing a suitable range of racing plugs and finally Amal with their special twin float track carburettor. By August 1930 the revised engine was ready for testing at Bill Bragg's Stamford Bridge track.

A catalogue image of the Martin-Rudge JAP



George Wallis had heard about the proposed trial and persuaded Wal to use one of his frames. Wallis frames were showing some success and on that first trial Wal Phillips easily broke the track record. However, the handling was not at all satisfactory. George Wallis redesigned his frame more on the lines of Rudge geometry and finally the Wallis JAP was a resounding success. Over the years more developments took place but the Tottenham factory decided that with this highly specialised engine it would be advisable to set up a separate operation.

Victor Martin had been involved from the beginning with the development of the new JAP engine and was now entrusted to take over the project. Thus, in 1932, Victor Martin & Co was formed as an offshoot of the Prestwich factory in Cheshunt, Hertfordshire. Frames, with the JAP engine, were made to the Rudge design under special license and the new machine was marked as the Martin-Rudge. This became one of the most successful speedway machines of the pre-war years.

This Martin-Rudge is truly unique. The name of the original owner is unknown but in 1935 the machine was tucked away into a cupboard under the stairs of his house in Fleetwood, Lancashire. It would appear that the machine was little used until it was enshrined in this blissful slumber for more than half a century when it was finally exhumed in 1989. This was when the house was cleared presumably on the death of the owner. By October 1989 Richard Forshaw had acquired it for his collection. This Martin Rudge is as perfect to catalogue specification as can be expected. Even the tyres appear to be original. Originality in any racing machine is very rare with all the stresses involved, repairs and replacements are inevitable. This machine has its originality endorsed by the extreme rarity of a remarkable provenance.

Accompanied with the receipt, two original Victor Martin catalogues, photographs and much Rudge and Victor Martin material. The mechanical condition is not known and therefore we recommend re-commissioning and/or restoration to a greater or lesser extent. Key not required.

£12,000 - 16,000

499

Offered from The Forshaw Speedway Collection

C.1930 RUDGE-WHITWORTH 499CC DIRT TRACK RACING MOTORCYCLE

Engine no. 4619

- *Hugely successful model*
- *Evidence points to it being remarkably original*
- *A rare document from the early history of dirt track racing*



Like so many similar motorcycle manufacturers Rudge started life in 1894 as a bicycle maker, with the combination of two factories in Birmingham and Coventry forming Rudge Whitworth. It was not until 1911 that the first motorcycle appeared, the famous 'Multi' which won the Senior TT in 1914 ridden by inventor and engineer, Cyril Pullen. Rudge produced v-twins as well as singles but it was the v-twin that first appeared with a four speed gearbox. In 1923 the Rudge Four was introduced - a single with a four-speed gearbox but, notably, the first Rudge four valve engine which was to become the hallmark of Rudge and their racing successes.

This was based on Harry Ricardo's design for Triumph as early as 1921. Initially 350cc, the new four valve engine was more powerful than the previous 500cc engine. In 1925 this led to the Rudge Special, a full four valve 500cc. It was this engine that became so success in racing and in modified form it became the basis for the 'dirt track' model.

The first of these appeared in June 1928 using many existing production parts in the construction but the engine now ran on methanol. A certain influence came from Stan Glanfield from his round the world endurance on a Rudge sidecar outfit. Starting in July 1927 his travels included Australia where he was captivated by the dirt track racing which had been well established for around five years. Returning eight months later all this experience stood him in good stead in being able to advise on the new dirt track model. Stan later also went on to produce his own dirt track machine.

There is no history file with this DT Rudge and it is not known when it joined the collection. Close examination indicates that it cannot have had very much use and in comparison with Rudge factory catalogues from 1929 through to 1932 all the evidence is that it is remarkably original. A true time warp discovery which, even without provenance, is a rare document from the early history of dirt track racing. The mechanical condition is not known and therefore we recommend re-commissioning and/or restoration to a greater or lesser extent. Key not required.

£8,000 - 14,000

500

Offered from The Forshaw Speedway Collection

C.1931 HUSQVARNA DIRT TRACK RACING MOTORCYCLE

Frame no. 7SMx115?1 (see text)

Engine no. 7SM 117

- *Acquired by Richard Forshaw from Lennart Olofsson in Sweden in 1991*
- *Restored by well-known Swedish restorer Olof Johansson*
- *A rare survivor*



Established in the 18th century as a munitions manufactory and diverting first into bicycle making it was in 1903 Husqvarna started to produce motorcycles. The factory often used proprietary engines, initially FN and Moto-Reve but notably JAP from the Prestwich factory in Tottenham, North London. By 1926 the chief designer, Harold Toller designed a 730cc OHV v twin and increased the production range in 1928 with their own single cylinder models, whilst at the same time using JAP engines with factory modifications.

In 1928/9 former FN design technicians, Folke Hannerstedt and Calle Heimdahl designed a new 498cc v twin racing machine. Other manufacturers favoured OHC single cylinder engines but the new Husqvarna racer was a push rod variant, the legacy from the factory use of JAP engines became all too evident. This racing machine became very successful becoming well known in Britain when ridden by Stanley Woods.

The dirt track model was introduced in 1930 and once again, the influence from Prestwich is very obvious. The engine in this machine looks so much like the first JAP 'Dog Ear' dirt track engine with exposed pushrod and rocker assemblies. The coil valve springs are another confirmation of an early engine, all later Husqvarna engines of this type equipped with hair spring valve springs.

This early Husqvarna machine was acquired by Richard Forshaw from Lennart Olofsson in Sweden in late 1991. The machine had been found in Norway before arriving in Sweden in the early 1970s but was not restored until much later by well-known Swedish restorer Olof Johansson with the intent of including it in a museum. This museum closed and all the exhibits were to be sold including the Husqvarna.

It is certainly a rare machine, little known to British speedway. It remains an excellent example from this renowned Swedish manufacturer with a reputation steeped in motorcycle sport. Accompanied with the correspondence, photographs and a description of Husqvarna speedway machines in Swedish. It should be noted that it has not been possible to discern the penultimate number in the frame number sequence and the mechanical condition is not known and therefore we recommend re-commissioning and/or restoration to a greater or lesser extent. Key not required.

£7,000 - 10,000

501

Offered from The Forshaw Speedway Collection

1928 RUDGE-WHITWORTH 499CC DIRT TRACK RACING MOTORCYCLE

Frame no. 30950

Engine no. 55865

- *Very rare first period Rudge*
- *Restored machine, notably including the infamous all-embracing triangulation*
- *Acquired for the collection in 1993*

The introduction of Rudge to dirt track racing has been outlined under Lot 499. Whilst from 1929 onward the DT Rudge became an established and successful venture after the first intrepid steps in 1928 had proved fraught with problems. It was Douglas that ruled the tracks until the Rudge started to make its mark during the following year. Many other motorcycle manufacturers were very excited in joining in and at least seventeen displayed DT models at the 1929 Olympia Show. Although some of these machines saw the light of day, only one other than Douglas made the grade and that was Rudge. By June 1928 the first DT Rudge was produced.

As with all other manufacturers it was assembled from existing parts and modified as considered necessary. It was not understood what was required for the unique English short circuit cinder tracks, the initial belief being that the frame should be as stiff as possible. Evidence of this with the first Rudge is from the somewhat alarming addition of a full triangulation of tubes bolted to both sides of the main frame, effectively locking the headstock in a brace with the rear wheel mounting point. A problem arose with the first prototype when one of the Rudge workers was allowed to try it out in the works yard.





Acceleration was impressive as expected from the TT based engine but when it came to leaning the machine to turn, the rigidity of the frame threw the poor rider into a wall causing injuries from which he never recovered. It was an inauspicious start. Despite persisting with the new model they proved to be difficult to handle although with very good power. Riders could instinctively feel that there needed to be some flexibility in the frame. The 1929 Rudge catalogue clearly shows how this was addressed, notably by the removal of the all-embracing triangulation. In 1929 Douglas still had a good season but the writing was on the wall, the latest Rudge was on the hunt and soon to drive Douglas into oblivion.

Richard Forshaw acquired this very rare first period Rudge in 1993. In a letter to him dated 25th March, the noted speedway guru Noel Clark says, "just come back...a few hours after hearing about your Rudge, you deserve it, had a long time getting one but it sounds a cracker". From accompanying photographs of the Rudge as acquired it was certainly very complete, indeed a "cracker" but in an 'as found' condition. Richard commenting "it is a very original piece showing little signs of use, I am tempted to leave it as it is and certainly would if its condition was a little better".

The machine had been acquired from Halifax along with a Cole engine. Finally the decision was taken to restore the machine notably adding the infamous triangulation which must have been removed from so many of these early Rudges. With the help of many excellent photographs and the excellent Rudge catalogues this DT Rudge, frame number 30950 (last 1928 frame number 31120) is fitted with a 1929 engine and is presented close to the original catalogue specification.

Accompanying documents include correspondence, photographs of the machine as found, Rudge catalogues, copies of Rudge factory drawings, relevant extracts from the press and a 21-part series 'The Days of the Speedway Rudge' by Cyril May published in Speedway Star, 1970. The mechanical condition is not known and therefore we recommend re-commissioning and/or restoration to a greater or lesser extent. Key not required.

£8,000 - 12,000

502

Offered from The Forshaw Speedway Collection

C.1930 NORTON 490CC OHV DIRT TRACK RACING MOTORCYCLE

Frame no. 42399

Engine no. 46752

- *Exceptionally rare Norton variant*
- *In single family ownership from the 1930s until 1989*
- *Found to substantially complete before restoration embarked upon*



There is no greater name in motorcycle racing than Norton. James Lansdown (Pa) Norton was born in 1869, the son of a cabinet maker who followed a very different path through his fascination of mechanics, intoxicated by innovation in a fast changing world. This demonstrated from a young age when he built a working model steam engine before becoming a teenager. He was apprenticed as toolmaker from the age of fifteen but contracting severe rheumatic fever four years later left him with poor health for the rest of his life. This did not prevent him from setting up his own business. At the age of twenty nine in 1898 the Norton Manufacturing Company was supplying components to the flourishing bicycle trade.

With the approach of the twentieth century Norton's imagination was inspired by an emerging interest in motorcycles which were gaining popularity amongst local enthusiasts. Diverging into motorcycle production was irresistible. A meeting with Charles Garrard, British importer of the French Clement range of engines, resulted in the two men in a joint venture, with Norton manufacturing for Garrard. But from 1902 a Norton motorcycle appeared for the first time with an ever increasing range becoming available but still using proprietary engines, notably Peugeot. Norton himself competed in many sporting events enabling him to evaluate his own machines.

The year 1907 was momentous for James Norton with the inauguration of the Isle of Man Tourist Trophy races. This was Norton's very first race, the entry of a 690cc V twin Peugeot engined machine owned by Harold Rembrandt Fowler but with factory support. Not only was this Norton's first race but it was an entirely new venture for the intrepid 'Rem' Fowler. With serious opposition and despite making a dozen stops and falling off on a couple of occasions Rem won his class. From being considered without any hope of success this was an outstanding result for the little-known Norton name but unwittingly the start of a formidable racing history over the following decades not only in the Isle of Man but throughout the world.

This amazing success spurred Norton to design his first engine. This the first single cylinder engine to become the epitome of the Norton racing motorcycle. There was a survival from bankruptcy in 1912 saved by the action of R.T (Bob) Shelley who with James Norton revitalised the company with expansion evident from 1916. Whilst there were racing and record-breaking successes from the opening of Brooklands in 1907 it was not until 1924 that Norton succeeded in the Isle of Man again, winning both the Senior and sidecar TTs with their ubiquitous push rod OHV singles.

Although the first overhead camshaft Norton, the CS1, appeared in 1927 and was successful in that year's TT, it was an adapted version of the push rod engine that was proposed for the dirt track machine.



Hennie Kroeze pictured with the Norton



Lot 502 on display at The Haynes Motor Museum

By May 1930 when the Norton dirt track model made its first public appearance the sport was very much on a rising ascendancy and by this time the unique requirements for a cinder shifting machine were beginning to be understood. The Norton was the result of much experiment and attention to the latest ideas. The frame with certain influence from the current all-conquering Rudge including the necessary Webb forks and even Rudge type high level twin exhaust pipes. The inclusion of twin exhaust pipes with a single exhaust valve engine an unnecessary complication and added weight.

Frank Varey gave the new Norton the first public outing winning races and breaking lap records at Perrey Bar and Nottingham. However, Frank Varey was one of the very few to really master the Norton and despite his glowing testimonials few other riders liked it. Perhaps the frame was too stiff and the engine rather heavy leaving the handling "much to be desired". The machine soon gained the reputation of "being a camel". With the rapid development of the JAP engine soon to eclipse the entire speedway world, the Norton like all others was consigned to obscurity.

Very few of these Nortons were made - maybe no more than eleven - although there are reports of successes on Australian tracks and maybe even in New Zealand. There is some evidence too that the specially developed engine was sold separately as well.

This now very rare example, originally supplied to a dealer called Frodsham in Warrington, UK, was sourced by Richard in 1989 where it had been in the family of Henny Kroeze from the 1930s. Henny's uncle, Arie van de Ployn had used the machine for grass track racing. For this the three speed Sturmey Archer gearbox was used although it is now converted to just a simple countershaft. The engine, a 1930 Model 18 single port unit fitted with the correct short DT timing cover, is not as the original but appears to have been in the frame for most of its life, the engine having been fitted to a machine supplied to the Netherlands in June 1930. When purchased the motorcycle had deteriorated but remained substantially complete until a more recent restoration. This has included the replacement of the lower rear frame chain stays no doubt removed in the earlier life of the machine to find more flexibility.

The Norton dirt track machines were built to a very high specification with a traditional rather heavy lugged frame. The accompanying file with letters discussing the purchase, invoices, photographs before and after restoration, period extracts from magazines and a Wright Wood image of Frank Varey with one of these Nortons. The mechanical condition is not known and therefore we recommend re-commissioning and/or restoration to a greater or lesser extent. Key not required.

£14,000 - 18,000

503

Offered from The Forshaw Speedway Collection

C.1930 WALLIS-BLACKBURN OHV SPEEDWAY RACING MOTORCYCLE

Engine no. GCR 1482

- *An example of the first purpose built dirt track frame*
- *Possibly the only Blackburn engined example in existence*
- *Very rare survivor from the earliest days of cinder track racing*
- *Featured in The Classic MotorCycle July 1986 edition in an article written by Jeff Clew*



George Wallis's contribution to the dirt track/speedway phenomenon tends to be overshadowed by the names of Douglas and Rudge in particular but, whereas these manufacturers and many others joining the burgeoning sport produced machines derived and developed from standard factory production parts, George Wallis produced the first purpose-built dirt track frame in Britain.

George Wallis was born in 1903 in Grimsby, Lincolnshire, the Wallis family soon moving to Sheffield where George grew up. His early life was rather chequered. He started work as an apprentice with the Phoenix Car Company which soon folded. He then moved on to start his own business selling and repairing motorcycle which soon folded as well. Moving south he joined the famous Brooklands racing driver and record breaker Parry Thomas but did not stay very long before using this illustrious name to approach the boss of Harley Davidson with the confidence to ask to be manager of their British racing team. Again, this did not work out as Harley Davidson wanted Wallis to join their headquarters in Milwaukee. Not satisfied with this George decided to strike out on his own again in 1926 using his ingenuity by designing a hub steering system for motorcycles.

Although a promising start with plenty of interest his investors were not so confident and again another venture flopped. Not down for long, fortuitously in 1928 Wallis was appointed manager of the Australian speedway team. Immediately fascinated by the new sport and with Douglas in the ascendancy, George with his ingenuity could see that the shorter lighter single cylinder machines had a lot of potential. He must have been impressed with the American Art Pechar's immediate success with his Indian (see Lot 509) as well as the Harley Peashooters.

By March 1929 Wallis had his first bespoke track machine ready for test. The frame based very much on the Harley but the wheelbase shortened and the engine moved forward resulting in the steeply curved down tube. The final notable feature was a steeper head angle at 71 degrees, very close to the ideal used in modern speedway. In 1929 the JAP engine was a year away, not ready for even limited production until the latter part of 1931. Casting around for a likey power plant a Blackburn seemed to be a likely choice. The workmanship of his motorcycle was noted as exceptional, the frame skilfully hand crafted further described simply and unequivocally as "beautiful".



For the first test, however, an early 344cc JAP engine was installed and even with this, Frank Arthur took the Wallis for a few laps of the White City track. Arthur was very impressed saying that he could almost slide the machine "hands off". Other experienced riders circulating on the machine, Colin Watson and Ron Johnson, could only agree.

Wallis supplied and sold his machines and by 1931 the Wallis now with JAP engine became a defining dirt track model. Continuing his rather unpredictable business career he became engineer to first Crystal Palace Speedway then moving on to Stamford Bridge and finally Plymouth all those tracks closing down in succession. In 1930 he finally teamed up with Comerfords. Teddy Comerford had founded his eponymous company in 1924 with the sale and service of motorcycles, Comerfords of course becoming a serious player in the motorcycle world with a strong competition allegiance. With Comerfords, Wallis machines found huge success, the Comerford Wallis sold in very large numbers variously estimated at between three hundred and maybe over a thousand. Eventually the concession moved to Victor Martin where, added to the Victor Martin range it remained in production throughout the 1930s.

This very early Wallis with the rare Blackburn engine fitted to only the very first Wallis frames was found in Newcastle and after passing through several hands, including former speedway riders Ken Middleditch and Reg Luckhurst, it was acquired by Richard Forshaw in the early 1980s. In 1985 Richard took it to a Brooklands reunion and also a Rudge Enthusiasts Club Rally. At the time the Wallis was in an incomplete state. The engine was complete and soon restored but the countershaft had to be remanufactured. The correct 28in tyres were sourced but only suitable for display, the machine finally completed and brought together as it is presented today.

Offered with a copy of a Jeff Clew article from the July 1986 edition of The Classic MotorCycle this Wallis remains a very rare survivor from the earliest days of cinder track racing. The mechanical condition is not known and therefore we recommend re-commissioning and/or restoration to a greater or lesser extent. Key not required.

£10,000 - 15,000

Offered from The Forshaw Speedway Collection
**1931 WALLIS-JAP 350CC SPEEDWAY
 RACING MOTORCYCLE**

Engine no. IOR/S 45642

- A defining dirt track model
- Very rare twin port 'Dog Ear' JAP engine
- Produced before the merger with Comerfords



The first prototype engine for dirt track racing emerged from the Prestwich factory in February 1930 within three months from Bill Bragg's meeting with Vivien Prestwich at the Olympia MotorCycle Show the previous November. This first JAP engine was a hybrid made up from a modified 350cc engine that had been used for setting records at Brooklands.

A 500cc barrel had been grafted on with its fins trimmed to reduce weight and a modified 350cc twin port head completed that first engine. The quest to minimise weight and deliver competitive power with the Rudge, which was beginning to challenge the Douglas, was not successful. Technical director, Stan Greening worked hard to improve all areas of the recalcitrant power plant. It was not until Wal Phillips acquired a Rudge that a breakthrough was forthcoming (see Lot 503). The strength of the Rudge engine, apart from the 4 valve layout, which Greening did not want to use, was in the port shapes and angle and in valve timing and cam profiles. Still retaining the twin port head, by August 1930 the engine was ready for testing using the newly developed Lodge racing plugs and the twin float track racing carburettor specially designed for them by Amal.



The frame that George Wallis persuaded Wal Phillips to use for that first test was not a success but with modifications including shortening the wheelbase and altering the front fork angle the Wallis finally proved to be a winner, the speed and handling all too obviously capable of serious competition.

Soon everyone wanted one but at this time only experimental engines were being used. However, a few replicas were produced that year, the fortunate few including Arthur Warwick, Dicky Case and Phil Bishop all proving the success of the new Wallis JAP. During the winter of 1930/1 further improvements were made including a single port cylinder head whilst the twin port head continued a little longer. 1931 saw for the first time the famous JAP logo on the timing cover replacing the previous JAP letters that had been inscribed in block capitals. Innovation always has its detractors but the sceptics of the new JAP engine were in for a surprise. When early in 1931 a special invitation race was included in the British Motor Cycle Racing Club's Brooklands event for machines fitted with the new JAP speedway engine.

Here there were wins at over 90mph with Wal Phillips lap at 105mph earning him a rare and coveted Brooklands Gold Star for those who managed a lap at over 100mph. The sceptics were silenced. All the more impressive was that the lap had been achieved by a speedway rider. The Wallis JAP was now in much demand and whilst Wallis produced some of these himself, he eventually teamed up with Comerfords, the machine becoming known as the Comerford Wallis.

There is no history file with this Wallis but it probably dates from 1931. The frame is very similar to the Wallis Blackburn (Lot 503) but following a little later with one of the very rare twin port 'Dog Ear' engines with exposed push rods and rocker assembly, the engine with the JAP logo as introduced in 1931. The exhaust pipes following the Rudge style with a low pipe to the offside and a steeper angled pipe to the left side. A rare and unique machine, this Wallis was produced before the merger with Comerfords and later in turn taken over by Victor Martin, remaining in production throughout the 1930s. The mechanical condition is not known and therefore we recommend re-commissioning and/or restoration to a greater or lesser extent. Key not required.

£10,000 - 15,000

505

Offered from The Forshaw Speedway Collection

**C.1929 BSA 493CC S29 DIRT TRACK
RACING MOTORCYCLE**

Frame no. R185

Engine no. T177 & 1409

- *Exceptionally rare BSA variant*
- *The only known survivor*
- *Purchased by Cyril Lord in 1929
and in his ownership until 1969*



From 1861 Birmingham Small Arms was a company manufacturing and supplying armaments for the British government. The contracts from Whitehall became so unpredictable over a period of forty years that the company diversified into the booming bicycle market. Free of government bureaucracy the business expanded rapidly staking a claim in the infant motor car world with the spectacular take-over of Daimler in Coventry and with the further logical expansion into motorcycle production by 1910. Within twenty years BSA had surged to the forefront as the world's number one producer of motorcycles with a well-engineered range of value for money models. The reliability and quality proved over the years by teams of factory riders competing in events of reliability, one day and six day trials and later in scrambles and moto-cross racing. It is not at all surprising that the call of the cinders appealed to such an innovative and diversifying company.

It was Jack Parker who set the ball rolling. Jack Parker became one of the greatest speedway riders winning every conceivable championship but never to win a world title. He joined the BSA experimental department around 1927 and soon developed a machine for the cinder track using parts from various factory models.

Lot 505 on display at The Haynes Motor Museum



The sporting engine in the BSA range was the famous sloper introduced in 1926 but this was not suitable for the track. Parker made up an upright engine from some sloper parts as well as contributions from other earlier engines. The Parker special caused interest from the management and the decision was taken to introduce a full 500cc overhead valve upright engine suitable for road and possibly racing as well. By the end of 1928 the new model was ready for production, a sports roadster and a dirt track model priced at a very competitive £65. From despatch records it would appear that possibly as many as 84 of these machines were produced in 1929. During 1928/9 Jack Parker rode the prototype with considerable success. Every production model was tested at a specially built cinder track at the back of the factory. Although recognised as a well handling machine the engine was at least at a 5bhp disadvantage to the all-conquering Douglas and later the Rudge. The production run was short and was not listed after 1930.

This DT BSA, frame number R181 is the only known survivor. Despatched on the 4th July 1929 to Messrs Walter Wragg of Sheffield. It was acquired in 1990 along with the Art Pechar Indian (Lot 509) from Jim Gregory. Restoration of the machine was completed the following year.

It has been established that it was originally bought by Cyril Lord in 1929, Lord riding for Coventry as well as at the Isle of Man TT races. After his riding days were over Cyril maintained his involvement with speedway as official machine manager at Brandon Speedway. He was later managing director of the Coventry Motor Mart and always retained the BSA. In 1969, a year before he passed away, he gave the BSA to Noel Somerfield who had been employed by Cyril for many years. Noel always looked after the BSA and had rebuilt it in 1954. It later resided with Jim Gregory.

This 1929 BSA S29 DT has been maintained and treasured by one owner for most of its life, with more recent restoration and continuation of this care by Richard Forshaw. The mechanical condition is not known and therefore we recommend re-commissioning and/or restoration to a greater or lesser extent. Key not required.

£8,000 - 12,000

506

Offered from The Forshaw Speedway Collection

C.1929 SCOTT 498CC DIRT TRACK

Engine no. RZ 2155

- *Believed that this machine was first owned by Belle Vue rider Eric Flynn*
- *Later Mk II version with Webb forks*
- *Purchased by Richard Forshaw in 1981*
- *Previous winner of Best in Competition Class at The International Classic Bike Show*



Like many other motorcycle manufacturers the Scott evolved from the industrial Victorian era. In this instance Alfred Angus Scott had his roots in the steam and marine business entering the motorcycle market a little later than many others and with the radical idea of developing a two stroke engine announced in 1908. The first machines were made by Jowetts of Bradford but Scott was soon established at their own Saltaire factory at Shipley. Scotts were a success from the beginning with their very lightweight two stroke engine producing a lot of power. Within three years Scotts were setting fastest laps in the Isle of Man TT and winning outright in 1912 and 1913.

Scott produced mainly two engine sizes, 498cc and 596cc twins mostly water cooled but in some instances with air cooled heads. Unlike many other manufacturers Scott did not seem particularly interested in the new booming dirt track business but they soon became introduced to it. As early as 1924 the Scott factory was on the lookout for a tough young lad who could be useful for speed testing alongside the well-known rider and Scott employee, Harry Langman.

In the nearby village of Eldswick Harry had noticed just such a tough, robust village scrapper, sixteen-year-old Frank Varey. The strapping Frank soon found himself set to work in the Scott factory. Under Langman's watchful eye the young Frank flourished. From 1925 Frank rode Scotts in trials, sand racing and hill climbs where despite a lot of accidents he also accumulated a collection of trophies. Frank was still working at Scotts in 1928 when he heard of dirt track racing and where it appeared that it was possible for a successful rider to make a lot of money.

Frank's father had died the victim of gas attack in France and his mother was severely ill, the doctors prescribing an expensive operation. Frank was determined to earn some money. Starting with his Scott road model stripped of everything possible Frank began his dirt track life even starting to earn a little money. Aware that he needed something rather more suitable Harry Langman agreed to build him a more appropriate machine.



Cecil Knowles from the frame shop built the frame. All this carried out without any factory support. Frank Varey's dirt track career really got underway in 1929 when he was signed for the Belle Vue team. With the Scott the only two stroke in the team with it's stubb exhausts spitting flames and an unearthly scream, Frank soon became a crowd favourite together with his spectacular attacking riding style. By August of that year Frank held all the track records.

The money started rolling in. The following year in 1930 Frank was a part of a team sent to Argentina where once again he gained more fanatical support and with his red riding leathers he was dubbed "El Diablo Rojo" - The Red Devil - by which he was known throughout his riding career. With Frank Varey's success the Scott factory started to take an interest and they eventually succumbed and joined the manufacturing masses listing a dirt track model. The Mk 1 had rather unsuitable plunger forks but late in 1930 the Mk 11 had the regular Webb type.

It has to be said that whilst El Diablo Rojo rode his Scott with considerable success few other riders took to these unusual machines. This machine is a later Mk II with Webb forks. The machine was acquired in July 1981 from Mr Whitworth. It is alleged that this machine was first owned by Eric Flynn a Belle Vue rider contemporary with Frank Varey who, years later, remembered both Flynn and his machine.

Apparently it was little used and after its first few years the Scott was put into storage. It remains to this day a remarkable reminder of a Mk II DT Scott, and at an International Classic Bike Show (year unknown) it won best in the competition class and came 3rd overall in the vintage class. Accompanied with photographs and extracts from the press with relevant Scott information. The mechanical condition is not known and therefore we recommend re-commissioning and/or restoration to a greater or lesser extent. Key not required.

£6,000 - 8,000

507

Offered from The Forshaw Speedway Collection

1928 DOUGLAS 498CC DT5 RACING MOTORCYCLE

Frame no. TF 576

Engine no. EL 787

- *Purchased by Richard Forshaw in 1982*
- *Previous owner a Mr Walter Green (presumably the former speedway rider who finished second in the 1950 World Championship final)*
- *Restored to a high standard*

Edward and William Douglas migrated from Scotland to Bristol in 1882 to repair machinery in the well established boot and shoe making industry. They also set up a foundry producing high quality castings including those for shoe lasts. At the same time Joseph Barton, proprietor of Bristol Light Motors Ltd, approached Douglas for castings for their pioneering horizontally opposed twin cylinder motorcycle engine.

After a number of years Edward left the business to concentrate on the boot and shoe trade whilst William expanded his business when he bought the ailing Bristol Light Motors but kept Joseph Barton, appointing him as works manager.

By 1907 the first Douglas motorcycles appeared with the Barton inspired engine. The Douglas twin engine proved its reliability and smooth running by winning the 1912 Junior TT and then in 1914 winning the team prize in that year's International Six Days Trial.

This brought the name of Douglas to the attention of the War Office and a series of War Office contracts resulted in the manufacture of at least 25,000 of their 350cc horizontally opposed twins for military use throughout World War One, second only to Triumph with their Model H singles.





In 1922 a Douglas ridden by Cyril Pullin became the first 500cc machine to achieve the magic 100mph in an hour and in 1923 Tom Sheard won the Senior TT with Freddie Dixon winning the Sidecar event. By 1926, with dirt track racing established in Australia, Douglas machines were already achieving success. Then in 1928 with the explosion of interest in dirt track racing getting under way in England after that first really successful event in February, Douglas was immediately established as the dominant machine with the 498cc DT5 and 600cc DT6 models selling in large numbers. In 1929 alone at least 1,200 were sold. The Douglas became the most spectacular, the most popular and the most successful mount on cinder tracks.

The twin cylinder Douglas had its own unique spine tingling sound from the open pipes, a thunderous roar on full song. One of the biggest draws of the sport was the prospect of four DT Douglas machines in a single race. The standard DT 500cc produced around 27bhp but for an extra £10 the engine could be super tuned by the legendary Freddie Dixon who eventually squeezed 34bhp from the engine.

Whilst hugely successful initially the rein of Douglas was short lived. In 1928 Rudge introduced their first offering which whilst not so successful to begin with soon established itself with rapid development, gradually eclipsing the Douglas.

This DT Douglas, frame number TF 576, joined The Forshaw Collection in 1982 when it was purchased from Mr Walter Green (presumably the former speedway rider who finished second in the 1950 World Championship final). Having been restored to a very high standard this machine won a Special Award at the International Classic Bike Show in 1986. There is an accompanying file containing photographs, publication extracts and an original Douglas catalogue. The mechanical condition is not known and therefore we recommend re-commissioning and/or restoration to a greater or lesser extent. Key not required.

£12,000 - 16,000

508

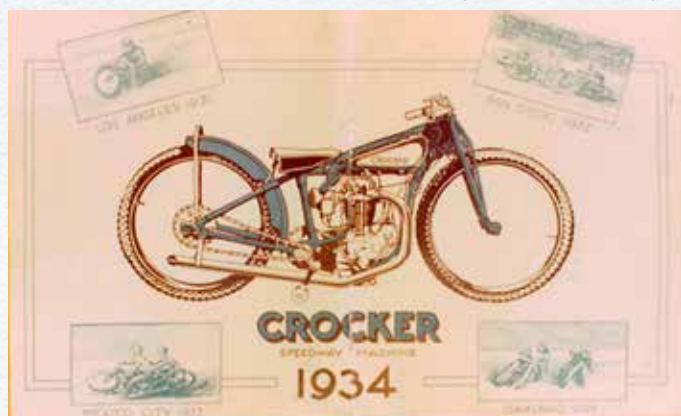
Offered from The Forshaw Speedway Collection, ex-Otto 'Red' Rice

C.1934 CROCKER 500CC OHV SPEEDWAY RACING MOTORCYCLE

Engine no. 34-19

- *An ultra-rare model from one of the most desirable and sort after motorcycle manufacturers*
- *The finely engineered machines, built to an ideal not a price*
- *Purchased new by Otto 'Red' Rice it in 1934 for \$250 from Hap Alzina's shop in Los Angeles*
- *Fitted with a clutch, the AMA allowing clutch starts from 1936*
- *Formerly part of the collections of Marion Diedricks and Peter Gagan*
- *Described by Chuck Vernon as "probably the only correct original example extant"*





The Crocker has a fascination to all those interested in motorcycles generally and perhaps speedway in particular. There is a mystique about the Crocker whose star shone for little more than a decade when very few of these rather exotic machines emerged. Albert G. Crocker was born in 1882. After a short spell involved with the manufacturer of Thor motorcycles when he also became a successful competition rider, he joined the Indian engineering department where his talent impressed both Hedstrom and Hendee.

Crocker moved around the Indian empire first managing the parts department in the newly opened factory in San Francisco soon moving on to another new Indian factory in Denver Colorado in 1919. He resigned five years later to take over an Indian dealership in Kansas City, Missouri. Marrying in 1925 to Gertrude Maslin - the widow of Eddie Maslin who was a member of the Indian factory racing team - Crocker now yearned to return to California. He sold the dealership and bought the Freed Cycle Company of Los Angeles, moving back to California in 1928. Still handling Indian machines he was contracted by the factory to supply small parts from his machine shop. Here Crocker was fortunate in having his foreman, Paul A Bigsby a pioneer motorcycle competition rider and race promoter and above all a talented mechanical engineer.

Bigsby had already designed an overhead valve conversion for Indian Chief and Scout motorcycles. Although there had been a general drop in motorcycle sales in the depression years of the 1930s there was an increasing interest in flat track racing. Already Douglas and Rudge machines had made their mark on American tracks but Crocker planned a limited manufacture of a highly specialised flat track racers. Maintaining the engineering side of the Freed business he sold the dealership to Floyd Clymer in 1934, Clymer now a reformed character after his conviction for mail fraud in Denver. Crocker and Bigsby built a small number of the flat track racers, seemingly making more engines that complete machines that found their way into other frames. All was successful for a short time until the Prestwich engine from Tottenham, the JAP, became established in America. As it had in England the all-conquering JAP stamped its authority in America putting an end to the Crocker project.

Crocker persevered with another long held dream. To manufacture a high performance heavyweight v twins for the experienced and more demanding enthusiast. By 1936 the Crocker Bigsby prototype was ready for test.



Otto 'Red' Rice, closest to the camera, pictured on the Crocker, date unknown

The new machine was an embarrassment to Harley Davidson when in speed trials at Lake Muroc nearly all the Crockers were at least 10mph faster than not only the Harley but the Indians as well. Financially the Crockers were a disaster. The finely engineered machines were retailed at a considerable loss, the high production costs and low sales were not a recipe for a business success. The Crocker had been built to an ideal not a price. Crocker was able to recoup his losses during the second world war with contacts from the Douglas Aircraft Company in nearby Long Beach. Albert Crocker retired after the war after unsuccessfully trying to sell the manufacturing rights of his v twin to Indian, passing away in 1961. Paul Bigsby later became a maker of guitars, the proprietor of Bigsby Electric Guitars where his innovative ideas appear to have influenced the renowned Leo Fender.

Richard Forshaw eventually succeeded in securing one of the very rare Crocker speedway machines in 1996 from Peter Gagan, former AMCA President, in British Columbia. There is lengthy accompanying correspondence of more than twenty letters when over a period of some four years Richard Forshaw displays the collectors persistence in persuading a somewhat reluctant Mr Gagan to part with such a rarity. Initially Peter did not own the Crocker but eventually it is in his possession by 1994.

Although it is not known exactly where it came from it appears that it could have been in Seattle and was certainly owned by Otto 'Red' Rice. Peter Gagan taped an interview with Red Rice who was able to fill in a lot of detail. He had bought it in 1934 for \$250 from Hap Alzina's shop in Los Angeles. The seat was fitted by Red Rice himself, the original would have been more of a saddle. It is certainly fitted with a clutch, the AMA allowing clutch starts from 1936. Red Rice sold the machine to two others possibly as late as the 1940s.

They sold it on to another man who was still alive (1994) who in turn passed it on to collector Marion Diedricks. It remained there for many years until it passed from that estate (date not known) to the man from whom Peter Gagan acquired it in 1994. In later correspondence (1995) Chuck Vernon, who started the Crocker Register, advises that only 10-12 speedway Crockers are accounted for out of approximately 20 built. It is worth noting however that in later correspondence a figure of 30 or even more is referenced. This number may refer to the extra engines built. Vernon was also able to confirm that the frame was definitely originally black, and continues, "this is probably the only correct original example extant". Richard Forshaw eventually secured a deal after several refusals and changes of mind.

First offering a Brough 680 and a Greeves RAS Silverstone racer. For some reason this did not excite at first and anyway the offer was withdrawn. The offer of a Series C Vincent did not seem enticing either. A deal was finally sealed with the Brough alone. When the Crocker arrived in the UK Richard Forshaw was ecstatic, "The Crocker is all I expected and I am very pleased to add it to my collection".

The accompanying file contains all the copious correspondence. Photographs, including one of 'Red' Rice on the machine and another of him with Peter Gagan, copies of relevant articles, a copy of Motorcycle Heritage - newsletter of the American Motorcycle Heritage Foundation - dated Autumn 1989 - which is signed on the back by 'Red' Rice and stating he was the 1st owner. Unfortunately it has not been possible to locate the VHS recording of Rice being interviewed by Gagan. The mechanical condition is not known and therefore we recommend re-commissioning and/or restoration to a greater or lesser extent. Key not required.

£100,000 - 150,000



509

Offered from The Forshaw Speedway Collection, ex-Art Pechar

C.1927 INDIAN 350CC DIRT TRACK RACING MOTORCYCLE

Engine no. BLR 127

- An extraordinary survivor
- Used by one of the first idols of the sport in England, Art Pechar, breaking records at Stamford Bridge and beyond
- Owned by Mr Roy Benton from 1934 until c.1986
- Correspondence from Jeff Clew, Dr. Harry Sucher (author of "The Iron Redskin") and Esta Manthos of the Indian Motorcycle Museum
- Dr. Harry Sucher, in correspondence with Jeff Clew, confirming it is undoubtedly a factory frame.
- Esta Manthos states that 'you can feel pretty sure that the machine you have is the one that was damaged' after Pechar's crash in a 1929 match race
- Restored to a very high standard by Richard Forshaw



© Morton's Archive





Publicity shot of Art Pechar on an Indian Dirt Track © Mortons Archive

Like so many motor cycle companies the Indian origins were with the bicycle trade, The Hendee Manufacturing Company founded by George M Hendee in Springfield Massachusetts. At the turn of the century, with the gathering pace in modern transport, Hendee along with design engineer Oscar Hedstrom moved into motorcycle production in 1901. Slightly confusingly the Indian brand emblazoned across the fuel tank was still under the Hendee banner until 1923 when the Indian name became recognised as the Indian Motorcycle Company. Indian quickly gained a name for performance and quality.

Oscar Hedstrom was Swedish, his parents settling in New York where Oscar became an apprentice watchmaker albeit obsessed with bicycles and motor cycles. His horizons soared when he joined Hendee. Soon the Indian name became famed for the new craze of board racing where speeds on the timber oval tracks reached over 100mph. Crashes were frequent as was bombardment of vicious flying splinters from the pine wood boarded surface.

The renowned Jake de Rosier and his 998cc Indian became motorcycling's first great rider/factory partnerships. As Lords of the Boards they dominated board track racing for a full five years up to 1910. The Indian name, at the forefront in America, soon spread across the Atlantic when in 1911 Indian dominated the Senior TT filling the first three places. When the USA entered the first World War, Indian with its formidable reputation produced 50,000 motorcycles for the military.

After the war dirt track racing in America which had existed in some form from the first decade of the century was now an increasing interest. The sport spread to Australia by at least as early as 1923 and in 1928 found its way to England. Art Pechar became one of the first idols of the sport in England. Born in Albany, New York, in 1900 Art was racing motorcycles by the age of seventeen. Always faithful to Indian, Art was a champion of the board tracks. In 1926 he won 23 of his 27 races and the following year in 1927 he won the American National Three and Ten Mile Championships. Art was employed by the American Railway Company and in 1928 he negotiated a leave of absence to sail for England, "on a voyage of discovery" as he described it.



Travelling with his brother Alf who acted both as his business manager and mechanic they arrived in England either in April or early June 1928. On the 16th June Art made his indelible presence on the English cinder track scene. First appearing at Greenford, Middlesex, in the afternoon, at that time the longest at half a mile and the fastest track in the country, Art and his 21.35ci (350cc) Indian lowered the lap record by a full two seconds. Crossing London to the Stamford Bridge track at Chelsea the same evening Art repeated his meteoric performance by once again demolishing the lap record. But not before an apparent horrific and spectacular crash at his first attempt where fortunately he was unhurt.

Needless to say with this heroic performance and with the soon to be seen Art Pechar broadsiding his bright red Indian to numerous race wins he became the idol of Stamford Bridge and beyond. He would sometimes give a 20 second start to his opponents and still within the regulation four laps he would manage to work his way to the front. His match races with Billy 'Cyclone' Lamont and his AJS and Sprouts Elder with his works supported Douglas were legendary.

A second 500cc Indian was reported to be on its way across the Atlantic in late June but it was not until the end of July that it finally arrived. Art delighted with the extra performance even if his opposition were not so excited. 22nd August was Art's last event for that first season, and he was presented with a silver cup, his adoring fans cheering as he made a farewell lap with Alf perched on the back.

Art returned for the 1929 season in April but on the 31st July he badly dislocated his shoulder at Stamford Bridge and it was announced in The MotorCycle on the 1st August he was returning to America and further, that he and his two Indians would not be returning. However, it would appear that in the end the 350cc machine was left behind. It had been acquired by two aspiring young speedway riders at Barnet Speedway (their names not known) when in 1934 it was purchased by Mr Ron Benton. From the 26 accompanying letters in the history file on 'BLR 127' it is possible to track most of the story up to the time when it was acquired by Richard Forshaw along with the BSA (Lot 505) in 1990 from Mr Gregory in Wellyn, Hertfordshire. Ron Benton (who was part of the Richard Noble's Thrust 2 team) kept the Indian for many years but writing to Richard Forshaw in January 1990 in a long letter explaining that he finally parted with the Indian when his marriage failed and he had to sell up (without providing any dates, although correspondence from the next owner would suggest c.1986 (see below)).



Lot 509 on display at The Haynes Motor Museum

At that time the Indian was substantially complete but missing the correct tank (the tank fitted Ron describes as a replacement of the original type that he bought from Simpson Motors - a motorcycle breakers before the war), handlebars (the handlebars are a unique three piece fabrication that Ron says the machine did have), the pan type seat, front wheel (which had been replaced by Ron with a Douglas front wheel) and finally the magneto. This had been with the machine and Ron remembered it as a Bosch. He continues to say that he thinks he has the rear stand. We next hear of this rarity is when it is acquired by Roger Harrison in the 1980s – quite probably from Ron Benton.

There is a lot of correspondence from Roger Harrison, Jeff Clew, Dr. Harry Sucher (author of "The Iron Redskin") and Esta Manthos of the Indian Motorcycle Museum. Through this considerable correspondence there is general agreement that this is most definitely a dirt track Indian and not a boardtrack racer, Dr. Harry Sucher, in correspondence with Jeff Clew, confirming it is undoubtedly a factory frame. Further, that it is very likely the 350cc Indian that Art Pechar must have left in England when he finally turned to America.

This becomes ever more likely as the smaller engined machine would not be as competitive on the American tracks. Over and above that, Esta Manthos, in a letter to Roger Harrison dated February 1987, states the machine is identical to Pechar's - and goes on to state that 'you can feel pretty sure that the machine you have is the one that was damaged' after Pechar's crash in a 1929 match race, after which he was unable to race for the remainder of the year because of an arm injury.

This Indian has been restored to a very high standard. The unique handlebars had to be made and the pan saddle produced by Howard Hellman in Texas. Full documentation for the saddle is on file. Further accompanying photographs of before and after restoration, related prints from the press and an original Stamford Bridge programme dated July 14th 1928 including a feature on the remarkable Art Pechar. The mechanical condition is not known and therefore we recommend re-commissioning and/or restoration to a greater or lesser extent. Key not required.

£90,000 - 130,000

510

Offered from The Forshaw Speedway Collection

C.1939 MOSELEY-JAP 500CC SPEEDWAY RACING MOTORCYCLE

Engine no. JOS/C 84960

- *Rare example of a Moseley-JAP*
- *Designed and built by a master of the craft, Alec Moseley*
- *Built from high tensile lightweight aircraft specification tubing*
- *Acquired by Richard Forshaw in 1991*



Alec Moseley "lived and breathed" speedway throughout his life. He was a contemporary of Wal Phillips, George Wallis and the JAP era of racing at Brooklands where from 1921 he tuned and raced sidecars but soon gravitated to speedway when he signed as technical advisor to International Speedways Ltd. This was followed by a move to Stamford Bridge and in 1932 joining Wembley as chief mechanic as well as working for West Ham. Alec Moseley built up a reputation as amongst the finest engine tuners and also known for his bespoke speedway frames.

A skilled engineer with a keen mathematical mind and a deep thinker in literature, philosophy and psychology, he was also a noted tuner of pianos. It was not until 1939 that the first Moseley frames appeared, his Super Lightweight. This experience leading to his appointment as Chief Planner of Aircraft Frames for the RAF. After the war Moseley was involved with the HRD Vampire engine for speedway. Development was proceeding with this special engine which was providing comparable power with the JAP, the fine tuning due to Moseley's close attention to detail leading to some encouraging tests at West Ham. Although thirteen complete engines are believed to have been built they never really became popular. The JAP by this time had such a reputation built up over so many years it was always going to be difficult to break into the market. The situation very much like the domination of GM in the world of speedway today.

The first Moseley speedway frames had been reported in April 1939. Made entirely of high tensile lightweight aircraft specification tubing resulting in a total weight of the machine at 170lbs. The crafting of the handmade frame was noted as "the finest piece of workmanship seen in any workshop". Moseley made special frames for Eric Chitty and a few other selected riders. This rare example of a Moseley JAP was acquired for the Forshaw collection in 1991. Apparently it was one of two frames rescued from the workshop at West Ham. In a letter dated 1991 Richard Forshaw in thanking Alan (no second name recorded) says that he has already started to make it more original, "I am keen to tackle the problem of reproducing the wheels and lifting handle".

It would appear that the restoration of the machine was never completed. Whilst the wheels and lifting handle are in place there is need for an oil tank and the Amal twin float track carburettor. The handlebar controls are in place but there are no cables. There are no fuel taps or fuel lines either. The copper plating is patinated with wear conducive with the frames working life. This Moseley JAP is a very rare and unusual speedway machine designed and hand built by a master of the craft. The mechanical condition is not known and therefore we recommend re-commissioning and/or restoration to a greater or lesser extent. Key not required.

£5,000 - 7,000

511

Offered from The Forshaw Speedway Collection

C.1939 EXCELSIOR JAP 500CC MK I SPEEDWAY RACING MOTORCYCLE

Frame no. L 187

Engine no. JOS/C 3418

- *Max Grosskreutz designed frame*
- *Well-presented example of a popular pre-war Mk I model*



Starting under the name of Bayliss Thomas & Company as Coventry manufacturers of bicycles and ordinaries from 1874, the name changed to the Excelsior Motor Company in 1910. Excelsior had close links with Prestwich at Tottenham from as early as 1914. Later taken over by R. Walker & Sons after the first world war and moving to Tysley Birmingham, Excelsior built their image through racing, winning the Lightweight TT in 1929. They later commissioned Blackburn to design a four-valve engine, this 'Mechanical Marvel' resulting in another TT win in 1933.

This engine inspired Excelsior to produce their own similar engine, the Manxman in 1935 which established itself in the racing world including a win in the German Grand Prix in 1936. A little earlier in 1932 Excelsior had joined rivals in the speedway world when Prestwich asked them to produce a suitable frame. His was a one off and nothing more happened for some years. Around 1935/6 Max Grosskreutz started to make frames to his own design which became very popular and successful. Max was persevering to meet the demand with ever more interest when Bluey Wilkinson won the world Final in 1938 with a Grosskreutz frame increasing the demand even further.

By April 1939 Max had placed a £1,000 order with Excelsior to produce frames in volume. This became the Mk 1 Excelsior. These were unusual, although lugged as so many others of the time this frame had two extra tubes running below the fuel tank from the steering head to the seat down tube. Inevitably this became known as the Five Tuber.

It is not known for certain when this Excelsior joined the Forshaw collection but in a letter dated 1989 from Richard to Mr Hunt he asks if he can arrange to see the Excelsior speedway machine "that we spoke about some eighteen months ago". It is reasonable to assume that a deal was concluded. It is not known how much work had to be carried out when this machine was purchased but this Mk1 Excelsior is now a very well presented example of a very popular design from the later 1930s. Accompanied with many photographs, Excelsior adverts and literature as well as a sketch of a knee hook assembly. The mechanical condition is not known and therefore we recommend recommissioning and/or restoration to a greater or lesser extent. Key not required.

£7,000 - 10,000

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

512

Offered from The Forshaw Speedway Collection

C.1947 EXCELSIOR-JAP 500CC MK II SPEEDWAY RACING MOTORCYCLE

Frame no. 230

Engine no. JOS 79556/4

- *Updated Excelsior Mk II to meet the challenge of the post-war era*
- *Incorporated an Excelsior designed clutch*
- *An important land mark in the evolution of the Excelsior speedway frame*



In April 1939 Max Grosskreutz placed his £1,000 order with Excelsior for production of what was to become the Mk I Excelsior speedway machine - but it is not known how many were delivered in the five months before the outbreak of war in the following September. Perhaps it was the last of this batch which became the Mk 1 Excelsior still available in 1946 but was now a dated design. Exactly the same with its heavyweight lugged frame, the 'Five Tuber' still had the down turned handlebars and knee hook favoured by the likes of Colin Watson - one of the last leg trailers.

Around 1947 the Mk II was introduced. Although still a lugged frame, the lower tubes below the fuel tank were removed now leaving a single top rail. The Mk II also stands out with the upturned handlebars which were becoming popular with the now generally accepted foot forward riding style. The telescopic front forks still retained the pre-war feature of bracing tubes. The forks were adjustable to suit the weight of the rider and trail could be adjusted within moderate limits.

The Mk II incorporated an Excelsior design of clutch and was designed for the general rider, robust enough to be able to withstand a considerable amount of rough usage. The overall machine was an update to meet the challenge of the post-war era.

There is no record as to when this MK II Excelsior joined the Forshaw collection but it remains an important land mark in the evolution of Excelsior speedway frame production. Accompanied with a small amount of relevant literature, the mechanical condition is not known and therefore we recommend re-commissioning and/or restoration to a greater or lesser extent. Key not required.

£5,000 - 7,000

513

Offered from The Forshaw Speedway Collection

C.1951 EXCELSIOR-JAP 500CC MK IV SPEEDWAY RACING MOTORCYCLE

Engine no. JOS/I 81792

- *The epitome of the speedway machine of its day*
- *Considerably lighter than the preceding models*
- *All welded construction with very light weight lugs*



The Mk I (Lot 511) and Mk II (Lot 512) Excelsiors provided machines for the early post war period. A pre-war design, the remaining batch of Mk I frames ordered by Max Grosskreutz from Excelsior early in 1939 was now readily available for 1946 - the first speedway season since 1939. The Mk II was an updated robust but still quite heavy machine leaving the requirement for something more refined for the leading riders.

There is some confusion as to whether there was a Mk III and if so how it evolved but from a report from early 1951 it is made clear that the current machine for the leading riders was the Mk IV. The Mk IV followed the path of the Mk II but was designed to be considerably lighter in the trend of recent frame construction, the frame using a light gauge aircraft specification Molybdenum tube. This was used for the front forks as well which now had smaller crowns with aluminium bushes as opposed to bronze bushes in the earlier frames. The frame was an all welded construction with very light weight lugs at the headstock and for the saddle tube position.

The engine was mounted a little further back than the Mk II to achieve the required weight distribution. With these developments the Mk IV weighed in at under 200lbs a saving of a full 30lbs. The entire frame was chrome plated with the Excelsior signature bright red fuel tank.

The Excelsior was the epitome of the speedway machine of the day. The riders in black leathers on this spectacular machine gleaming under the stadium lights. By 1951 Alec Jackson had the concession for Excelsior and had also taken over the manufacturer of the JAP speedway engine from the Prestwich factory. There is no known history with this Mk IV Excelsior but is it a further example of Richard Forshaw's discerning collecting targets. There are accompanying photographs and Mk IV literature including adverts.

The mechanical condition is not known and therefore we recommend re-commissioning and/or restoration to a greater or lesser extent. Key not required.

£5,000 - 7,000

C.1948 LANGTON-JAP 500CC MK IV SPEEDWAY RACING MOTORCYCLE

Frame no. B3

Eric Langton with his brother Oliver were involved with motorcycles from an early age, with Eric's first ride of a motorcycle at the age of 12 in 1919. He was enthusiastic about all branches of the sport from racing to trials, winning the Scott Trial over the Yorkshire moors in 1928 - a race against time with at least 15 sections. The previous year he had ridden to 12th place on his Sunbeam in the Senior TT in the Isle of Man. In 1928 Eric had his first sight of dirt track racing at the White City Stadium in Manchester. Both he and Oliver joined a practice day at nearby Belle Vue and were told that anyone who could complete four laps in 1.1/4 seconds would be invited to ride in the following Saturday's event.

They both qualified and Eric with his 350cc Sunbeam decided to give it a go. He ended up riding speedway for twenty years. In those days Eric was an apprentice at Greenwood and Baltby - an engineering firm with outlets as diverse as turbines and general machines - working for £1.50 a week when riding successfully for five nights a week could result in £20.

- Product of the legendary Eric Langton
- 1 of approximately 12 built
- Found by Richard Forshaw in South Africa
- Possibly ex-Fred van Zyc

Eric's success over the years included Test Matches with the legendary Jack Parker and qualifying for the World Finals in 1935 and 1937-1939. Probably the highlight of his career was in 1932 winning the Star Championship, fore runner of the World Final, as well as the British Individual Championship in the same year.

During the war with his skilled engineering background Eric worked at the Scott factory making petrol pumps for Rolls Royce Merlin engines. Eric retired from speedway in 1947 when he was forty moving to Australia in 1957 where, at the age of 89 in 1996, he was busy with his five vintage and veteran cars and eleven motorcycles. On his retirement from the track in 1947 he started a business making speedway frames. The first, the MK I, was based on a pre-war Excelsior pattern, a brazed lugged frame which proved popular with possibly as many as 50 being made. Then along came the Maxi. Max Grosskreutz returned after the war without any machines but what he wanted was a lightweight all welded luggless frame and he turned to Eric Langton to make it for him. This proved such a success that Eric reckons he made at least a hundred of them. It was this frame that became known as the Maxi.





A Langton Mk III frame - another all welded luggless construction – was produced but not so many were made. Then there was the Mk IV. This is what Richard Forshaw found in South Africa. He wrote to Eric Langton in Australia in 1993 and Eric replied providing detailed information. Well into his 80s his memory was still formidable.

The Mk IV was made 1948-1950 and only about twelve of them were constructed. The frame number indicating that it was one of the first. An identifying feature is the gusset welded behind the steering head. This was only on the very first frames because it was soon discovered that cracks could appear in the down tube where the gusset terminated. Without the gusset in all the later frames there were no more problems.

Another early feature is the spring in the front fork. Once again this was used in only the first Mk IV frames, all later forks having springs within each fork leg. The countershaft is also an early pattern, later versions pivoted at the bottom with the top bolt adjustable in a slot. An interesting and unusual feature, the steering damper knob inscribed "Eric Langton". Eric never exported any frames but considered it possible that Ron Stringer, an Odsal, Bradford speedway rider could have taken one of the team bikes with him when he emigrated to Cape Town around 1955/6. Eric had supplied the Odsal team with Maxi frames.

Another note in the accompanying file written by Doug Brodie suggests that this Langton was ex-Fred van Zyc but gives no further evidence. In their correspondence Eric mentions that he needed a head gasket for his 1923 Rolls Royce 20hp. Richard had to tell him that this is going to cost £125. Initially shocked by the cost, a little horse trading ensues with Eric receiving his gasket and Richard gaining wonderful Langton memorabilia, a test match jersey, finally identified as Eric's Team Captain jersey from the 1937 English Overseas 3rd Test held at New Cross. There is no record of the condition of this Mk IV Langton as acquired or of any restoration.

Accompanied by the correspondence and copied relevant extracts from the press, the mechanical condition is not known and therefore we recommend re-commissioning and/or restoration to a greater or lesser extent. Key not required.

£5,000 - 7,000

515

Offered from The Forshaw Speedway Collection

C.1950 KERMOND-PEAMORE JAP 500CC SPEEDWAY RACING MOTORCYCLE

Engine no. JOS/I 82477

- *Very rare example of the bespoke speedway machine of the early post war period*
- *The Peamore frames were made in the post-war lightweight lugless fashion*
- *Acquired from Percy Biggerstaff in 1989. Biggerstaff had bought the machine from Brands Bros in 1950.*

After the second world war there was a considerable revolution in the design of the speedway machine. The tracks were becoming slicker and there was a demand for the frames to be more adaptable and controllable in the bends. Leg trailing was now being regularly superseded by foot forward riding with raised handlebars replacing the earlier drop pattern. With the new style there was now no need for the knee hook which meant more weight saving.

The ubiquitous JAP engine had been ruling the tracks since 1931 and there was still no sign of any serious opposition. As such there was even more concentration on frame design in the quest to gain an edge on any opposition. The pre-war style of frame with their heavy lugged construction and often low quality tubing was about to be swept away. In 1947 a wave of Australians arrived to introduce a new style of lightweight aircraft specification tubed frame.





The names of Dave Hynes, Jack Kidd and George 'Huck' Fynn became established in building the new style frames with the ability to flex within the desired way and the frames could be tailored to suit a particular rider. During 1948 Hynes and Kidd were making frames for Mike Erskine who in turn started frame manufacturing under the Staride banner. Dave Hynes had been making frames before the war with Bill Rogers the first to race with one of them.

A little later in Easter 1949 Vic Kermond arrived in England. Another Australian, Vic Kermond built custom made frames from his Sydney workshop. In England with his name initially linked as engineer at Oxford and Ashfield, Vic settled in Exeter renting the Peamore Garage at nearby Alphington in 1950. The Peamore frames made in the new lightweight lugless fashion with a signature small curved tube behind the headstock providing a forward mounting for the fuel tank.

Another unusual feature is the oil tank nestling below the fuel tank mounted on the front down tube. Not all models were like this sometimes the oil tank was mounted in the traditional place on the rear guard. This Peamore was acquired from Percy Biggerstaff in 1989 not quite complete with the handlebars, exhaust and rear guard missing. Biggerstaff had bought the machine from Brands Bros in 1950 where it had been left by an Australian rider to have the wheels rebuilt.

The Australian returned home never to be seen again. Unfortunately his name is not known. Brands Bros was an established motorcycle business in Kilburn north London founded by Phillip Brands around 1914.

Phillips two sons, Reg and Cecil (Kelly) became successful speedway riders from the early days with Douglas and then Rudge and finally JAP machines. Riding for West Ham and Wembley, Reg was selected for the English side against Australia in the 1931 series of Test Matches at Wembley. With this particular involvement in speedway it can be seen how the Peamore arrived at the Kilburn shop. Perhaps Richard Forshaw's persistent letters to Percy Biggerstaff were finally successful in securing the missing original, parts but this is not known for certain.

This Kermond-Peamore is a very rare example of the bespoke speedway machine of the early post war period. Accompanied with correspondence, photographs, speedway adverts and an account of the Brands Bros. The mechanical condition is not known and therefore we recommend re-commissioning and/or restoration to a greater or lesser extent. Key not required.

£5,000 - 7,000

516

Offered from The Forshaw Speedway Collection

C.1956 F.I.S. SPEEDWAY RACING MOTORCYCLE

Frame no. X27

Engine no. SZ-014-56

- *The only speedway machine produced in Poland*
- *The engine directly plagiarised from the JAP engine*
- *Joined the Forshaw Collection in 1991*



The F.I.S. is probably the only speedway machine produced in Poland. As a part of the USSR – and with the constrictions of communism importing machines from the West - if not impossible it was certainly fraught with difficulties and complications imposed by bureaucratic red tape. Until the Poles could acquire Jawas from Czechoslovakia, another Soviet state, they had no realistic option but to build their own machines. The acronym F.I.S. came from the creators, Tadeusz Fedki and Romudd Izewski taking the 'S' from their local track known these days as Stal Rzeszow.

The first machine was wheeled out in 1954 impressing those who had gathered to witness the inaugural run. It was immediately obvious that the engine was directly plagiarised from the Prestwich JAP the only minimal difference was that it was built to the metric system and the only outward sign of deviation were the hairpin valve springs. Some of the later frames were also copper plated which was rather unusual. The F.I.S. became the number one choice in Poland particularly after Edward Kupczyndki rode it successfully in a First Division League Match at Wroclow later breaking the lap record at Rzeszow.

Whilst private enterprise was not encouraged at this time production of the F.I.S. was taken up by PZL in Rzeszow - a division of Pratt and Whitney which had originally been established in Poland in 1937. Volume production began in 1955. A more powerful Mk II appeared in 1958, the frame influenced more on the lines of Rotrax. There is no doubt that the F.I.S. was instrumental in establishing speedway in Poland with further endorsement of the F.I.S. coming when Mieczyslaw (Mike) Polukard became the first Eastern European to qualify for a World Final in 1959 finishing 12th in a strong field.

Having been imported the previous year in a very complete and original condition, this F.I.S. joined the Forshaw Collection in 1991 via a contact through Barry Briggs. It would appear to be one of the very first Mk I F.I.S. machines. Accompanied with photographs, correspondence and copied F.I.S. images, the mechanical condition is not known and therefore we recommend re-commissioning and/or restoration to a greater or lesser extent. Key not required.

£3,000 - 5,000

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

517

Offered from The Forshaw Speedway Collection

C.1975 JAWA MODEL 890/1 SPEEDWAY RACING MOTORCYCLE

Frame no. N-2360

Engine no. 10559

Jawa produced the two valve 890 machine until the later 1970s when they had no alternative but to develop a four valve version to meet the challenge of Weslake who had moved the goal posts by introducing their four valve engine in 1975. Ivan Mauger won his first world title in 1968 with Jawa and remained faithful to the marque for 13 years before finally changing to Weslake. Despite all their success Jawa took some time to become fully universal and widespread in the sport. JAP remained all too visible for a long time well into the later 1970s particularly with the up and coming teams. An oil in frame model, this Jawa 890/1 still retains its banana seat and is later than Lot 528. It is not known when it was acquired for the collection but it is a well presented restored example. The mechanical condition is not known and therefore we recommend re-commissioning and/or restoration to a greater or lesser extent. Key not required.

£1,800 - 2,600

No Reserve



518

Offered from The Forshaw Speedway Collection, ex-Les Collins

C.1987 JAWA TYPE 897 SPEEDWAY RACING MOTORCYCLE

Frame no. N-1200

Engine no. 897-140S

The Forshaw collection has a very representative group of Jawa speedway machines displaying the development of the Czech engines as well as the frames. The Prestwich JAP engine had ruled speedway since 1931 before ESO/Jawa began to assert itself in the 1960s. In the 1970s engine development moved on with first the independent innovators of the 4 valve engine, prominently represented in this collection, before Weslake successfully upset the status quo in 1975 with their fully developed purpose built 4 valve engine. The Jawa response was a double overhead camshaft 4 valve engine in the later '70s available for long track and speedway. This engine had the power but was rather top heavy for speedway and so a single overhead cam engine was produced, the type 896/897. This the final development of the upright Jawa speedway engine. This machine was formerly the property of Les Collins, brother of Peter, and we understand it was supplied to him by the Jawa factory via the importers in Kings Lynn. At the time he was riding for Edinburgh and had great success on these models. There is no record as to when this Jawa was acquired by Richard Forshaw but it is a fine, well preserved and presented example of the Czech factory's ultimate upright engined speedway machine. The mechanical condition is not known and therefore we recommend re-commissioning and/or restoration to a greater or lesser extent. Key not required.

£1,500 - 2,000

No Reserve



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

519

Offered from The Forshaw Speedway Collection

C.1970 HAGON-COLE SPEEDWAY RACING MOTORCYCLE

Engine no. 'Cole' (cast into RH crankcase)

- *Very rare Cole engined speedway machine*
- *Fine example of the marque*
- *Considerable volume of Hagon and Cole literature offered with the lot*

Alf Hagon started in grass track racing, developing his own machine with motorcycle dealer and promoter Tom Kirby from Hornchurch Essex, the Kirby Special becoming the first 'Hagon'. From about 1956 until 1964 Alf won eleven National Grass Track Championships in both the 350cc and 500cc categories. He competed in just about everything from moto cross and even the Isle of Man TT, but Alf Hagon is best known for his exploits in drag racing. Always building his own machines and starting with a relatively mild Triumph special the urge for a lot more excitement resulted with a formidable JAP V twin dragster, the engine eventually enlarged to 1,260cc and supercharged.

The gradual development of this behemoth with the minimum of a frame to connect the two wheels and the engine was the result of Alf's fanaticism to reduce weight. With a fuel mix of methanol and 45% nitro methane, in 1967 Alf became the first rider to record a sub 10 second time over a quarter mile from a standing start. The following year he went further to become the first, once again, to record over 200mph over one mile.





Soon after this he retired from all racing to concentrate on his business, Alf Hagon Products, making frames mostly for grass track but taking on any and every challenge (the frame business was later taken over by Tig Perry in the late 1980s). Alf also bought the motorcycle damper part of Girling and today Hagon Shocks manufacture dampers for every conceivable purpose. This is accompanied with a very well-established wheel building business interest.

Hagon would build a frame for any engine as required, this included a frame for Howard Coles speedway engine. In the 1960s it was becoming difficult to acquire ESO (later Jawa) engines from behind the Iron Curtain. Howard Cole, a committed JAP man with his business in the Midlands, decided he could design an uprated version of the Prestwich engine particularly to enclose the valve gear rather like a Jawa. This would help to give the engine an easier life, importantly reducing maintenance costs. Work on the project started in 1966 and by 1970 two prototypes were ready for testing, having the same JAP dimensions as the JAP, 80mm x 99mm.

The first public appearance was at the Racing and Sporting Motor Cycle Show of that same year. In the first year of production 14 engines had been sold with the announcement that a further engine was under development with the Jawa square dimensions. By the middle of June 1972 as many as thirty engines had been sold. Howard had invested £30,000 in the project including £10,000 for tooling. He was now talking about volume production in anticipation of future demand. Unfortunately the engine failed to catch on.

The Cole engined speedway machines are now very rare. Even the engines alone are scarce. It is not known when Richard Forshaw acquired this Hagon-Cole but it is a fine example of these rare machines. There are accompanying photographs, and a considerable amount of Hagon and Cole literature including copies of articles as well as a copy of the very comprehensive Hagon Products catalogue proving that Hagon really was "the one stop shop" for grass track and speedway. The mechanical condition is not known and therefore we recommend re-commissioning and/or restoration to a greater or lesser extent. Key not required.

£4,000 - 6,000

520

Offered from *The Forshaw Speedway Collection*

C.1976 ROTRAX-JAP MK II SPEEDWAY RACING MOTORCYCLE

Engine no. 84S 76403B

- *Design notably influenced by Jawa with the curved rear frame*
- *Has the later 84S engine with the stub fitting 932 concentric Amal carburettor*



Rotrax was formed by Bill Harvell, an Olympic bronze medal cyclist, producing bicycles until the company was taken over by Freddie Prince in 1945. The first Mk I speedway frame was marketed from 1951. The influence for this came from the Australian Dave Hynes, who had arrived in England in 1947 setting up a workshop in Birmingham where with limited premises he started to build speedway frames with his own innovative ideas for the post war slicker tracks, with its wide upswept handlebars fitted to the front of the forks encouraging the rider to move further forward for the now more generally accepted foot forward riding style. Hynes is one of the most influential frame makers but his business acumen was not quite so successful.

Despite leading riders using his frames and with the endorsement of the formidable Graham Warren declaring that he would never ride anything else, Hynes decided to move south to Southampton to work for Mike Erskine. This was when both the Erskine Staride and Rotrax benefitted from the influence of Dave Hynes.

From 1951 Alec Jackson acquired the manufacturing rights from Prestwich to take over the JAP speedway engine and at around the same time he gained the concession to market the Rotrax. This arrangement lasted until 1967 when George Greenwood took over from Alec Jackson. It was two years later in 1969 when the Mk II Rotrax was announced, now notably influenced by Jawa with the curved rear frame that was soon to be adopted by everyone.

This Mk II Rotrax has the later 84S engine with the stub fitting 932 concentric Amal carburettor. There is no record as to when this machine was acquired for the collection but on file there is a page from *Speedway Star* dated 2nd June 1973 with an advert which has been highlighted for a MK II Rotrax minus engine, possibly referring to this machine. The mechanical condition is not known and therefore we recommend re-commissioning and/or restoration to a greater or lesser extent. Key not required.

£3,500 - 4,500

521

Offered from The Forshaw Speedway Collection

**C.1972 JAWA-'BRIGGO' 500CC SPEEDWAY
RACING MOTORCYCLE**

Engine no. MM 6859

- *Described as having a four valve conversion*
- *Possibly used by Barry Briggs whilst competing in Africa*
- *Part of the Forshaw Collection since 1989*



By 1972 Barry Briggs had been building his business very successfully, securing the ESO/Jawa concession from Alec Jackson in 1966, Alec having gained the concession only the year before. Barry secured Ove Fundin's dealership interests as well, providing Briggs with a considerable business. All this had restricted his riding career but by 1972 he wanted to gain more track time, in April saying, "This is going to be my year...I am going to get back to the top".

This 1972 Jawa is well presented and a very original example entering the Forshaw collection in 1989. The museum text which accompanied it described it as having a four valve conversion and that it was used by Barry in 30 races whilst he was in Africa, winning 14 races and finishing 2nd in four and 3rd in two.

Whilst we know Barry and Richard were great friends, we have not been able to locate evidence to corroborate that this was a machine he raced. Further research may prove fruitful.

Accompanied with the receipt dated 16/8/1989 and extracted articles relevant to Barry Briggs mostly dating from the 1970s. The mechanical condition is not known and therefore we recommend re-commissioning and/or restoration to a greater or lesser extent. Key not required

£4,000 - 6,000

522

Offered from The Forshaw Speedway Collection

C.1975 JAWA-ERM 500CC DOHC SPEEDWAY RACING MOTORCYCLE

Frame no. 8073 (prefixed and suffixed with '0' at 90 degrees to the frame number)

Engine no. 12826

- *Purchased from Henny Kroeze, the ten times Dutch Speedway Champion*
- *Appears to be very original and unrestored*
- *An excellent example of the independent drive to produce four valve technology*



The ERM started with the Swedish rider Jan Johansson in 1973. He made a double overhead camshaft head for a 2 valve Jawa engine later teaming up with Johany Lundberger to provide an engine for Christen Lofqvist in his quest for the World Final Championship. The engine became the LLM (Lundberger, Lofqvist Motors). To develop the engine further Lundberger approached the renowned Ehar Endfors, renowned for his motocross engines as well as being associated with Hedlund. Endfors worked his magic on the engine which now became the ERM (Endfors Racing Motors).

Lofqvist rode a storming race in the opening heat of the 1974 World Final breaking both the track record and beating world favourite Ivan Mauger. But in the final he reverted to his 2 valve Jawa finishing in ninth place, Anders Michanek winning the title from Ivan Mauger by four points. Despite the evident potential of the ERM the engine did not become popular, with others now entering the field. The conversion designed by Neil Street was an immediate success ridden by world class rider Phil Crump but when in 1975 the Weslake arrived on the scene it overshadowed all the remarkable and innovative conversion technology. Ivan Mauger certainly had an ERM motor in a Jawa frame when Jawa were slow to adopt four valve technology.

Doug Wyer used this machine in the 1975/6 English Lions Ashes in Australia with impressive results breaking the lap record at the intimidating Claremont track. He was very impressed with the engine and so was Scott Autry when he tried out the machine in the same series. However, Jawa was compelled to follow the four valve route and the world moved on.

Purchased by Roger from Henny Kroeze, the ten times Dutch speedway champion, c.1993, this Jawa ERM has Henny's name on the engine (below the ERM emblem) and is complete with various Dutch sponsors stickers. The machine appears to be a very original, unrestored an excellent example of the independent drive to produce four valve technology, a brief but exciting period in speedway history. Accompanying a letter from Henny Kroeze are photographs, as well as copies of articles describing the ERM. The mechanical condition is not known and therefore we recommend re-commissioning and/or restoration to a greater or lesser extent. Key not required.

£3,000 - 5,000

523

Offered from The Forshaw Speedway Collection

C.1979 ROTRAX-JAP 4 VALVE SPEEDWAY RACING MOTORCYCLE

Engine no. 4V 78602

- An extremely rare example of the final evolution of one of the greatest engines in the history of speedway
- Well presented condition



The Tottenham factory of J.A. Prestwich have been known as manufacturers of a multitude of engines including the ubiquitous JAP speedway in 1931. Realising that speedway was a highly specialised sport Prestwich gave the sales concession of the engine to Victor Martin and Company Ltd in 1932. Victor Martin produced complete machines based on both Rudge (Lot? (line1)) and Wallis (Lot? Line 5) designs throughout the 1930s. After the war Victor Martin working with Clem Mitchell from Edinburgh developed a frame to meet the new post war demands. The Martin Mitchell lightweight frame was associated with Jack Young's back to back World Final titles in 1951-2. By this time other manufacturers were moving in - Mike Erskine with the Staride and Rotrax (Lot? (Line 21)). In 1951 Alec Jackson bought the manufacturing rights to the JAP speedway engine as well as the concession to market Rotrax.

The Mk I Rotrax frame used Reynolds 531 tubing in an all-bronze welded construction that was light and strong but with the desired flexibility. The frames were chrome plated by the neighbouring company, Blakes of Gosport. The Rotrax was another epitome of the 1950s speedway machine. However, with competition from Jawa moving in and pushing frame design, Rotrax followed the lead, producing the Mk II in 1969.

George Greenwood succeeded Alec Jackson in 1967 and in 1979 gave the venerable JAP engine it's final development. With the 4 valve revolution now firmly established first with Weslake and Godden with Jawa eventually succumbing to the inevitable tide, Greenwood produced a 4 valve version of the JAP. The JAP engine had reigned supreme for more than thirty years but was now past its sell by date and this 4 valve development was never likely to be too successful. The attempt to produce a 4 valve JAP was a noble effort but very few engines emerged as it was never a popular choice. Today this intriguing engine is a great rarity.

This Mk II Rotrax JAP is a well presented example of an extremely rare example of the final evolution of one of the greatest engines in the history of speedway. Accompanied with a considerable amount of JAP literature, photographs, parts books and adverts concerning the JAP legacy, the mechanical condition is not known and therefore we recommend re-commissioning and/or restoration to a greater or lesser extent. Key not required.

£3,500 - 4,500

524

Offered from The Forshaw Speedway Collection

C.1980 GODDEN GR500 SPEEDWAY RACING MOTORCYCLE

Frame no. SSW 05 1908

Engine no. 55 1226 MX 855 86

- *Supplied to Richard Forshaw by Don Godden*
- *Appears very original and well presented*



Don Godden was the first British European Long Track Champion in 1969, two years before the stature of the event was raised to a world title – and it would be another ten years before another British rider won it. More than a rider, Godden also had an intuitive mechanical understanding. When Weslake produced their first engine it was Godden they turned to test it therefore he was at the forefront of the 4 valve revolution. Godden's straight talking eventually soured his relations with Weslake and he decided to create his own engine based on his vast experience with JAP, Jawa and now Weslake.

Whilst the initiative came from Don the detail was drawn by Colin Knight, leading to the first GR500 ready for test in February 1979 - just five years after the introduction of Weslake. The GR500 was basically a grass track engine, the prototype having cost £60,000 but success was not too far away with Karl Maier winning the 1982 World Long Track Championship. The following year the engine won the Championship again this time with Shawn Moran, the only American to win the crown. Throughout 1983 Hans Nielson was a Godden works rider but this was the year that GM entered the fray with Eric Gundersen. The two riders as much a match for each other as the GR500 was to the GM with Nielson and the Godden winning a further World Title in 1986 by which time Weslake was not the choice of champions. Whilst the GR500 with its aggressive power delivery was better suited to Long Tracks Godden was anxious to tame it for the obviously more lucrative speedway market.

With modified porting and different cams the engine soon settled in to its new role. But once again times were changing. Jawa with their far more extensive engineering background and with their 4 valve engine fully developed, enticed Nielson away from the Godden camp in 1992. Also, the 'laydown' engine era was underway in speedway where Godden was largely absent, the company moving away to more profitable projects. Don Godden died in 2011 but the company lives on with an attempt to reintroduce the engine to the sport with the advantages of an all-British product in a post-Brexit world, but the GM monopoly has made it very difficult to break into the party.

Dating from c.1980, this GR500 appears very original and well presented – and an excellent reminder of Don Godden's contribution to the sport. Coming directly from D.V. Godden Engineering, in a letter to Don dated 30th November 1989 Richard Forshaw asked if he could help him find a complete 'stock Godden bike'. Evidently Don was certainly able to oblige, witness a receipt dated 21st December 1989 for motorcycle, engine number 1226. Accompanied with much information on Godden and Godden Engineering with photographs and much literature relevant to Don Godden and Godden Engineering.

The mechanical condition is not known and therefore we recommend recommissioning and/or restoration to a greater or lesser extent. Key not required
£3,000 - 5,000

525

Offered from The Forshaw Speedway Collection

C.1986 SCORPIO GM SPEEDWAY RACING MOTORCYCLE

Frame no. 106

Engine no. 87232 SL THR

- Formerly the property of Mike Yeates
- Ridden by him during his captaincy of the Poole Pirates team
- Believed to be the last machine he used before retirement in 1987
- Powered by a 1986 GM LT engine



Speedway has always attracted innovative frame builders and through the long history there is a record of at least one hundred and seventy frame makers not including all the one-offs. This Scorpio was owned by Martin Yeates, captain of Poole Pirates speedway in 1987. Yeates had ridden for the Weymouth and Oxford teams winning the Northern League Pairs Championship in 1982 and 1983. In 1984 he was the first National League rider to reach the Overseas Final round of the Speedway World Championship. Retiring at the end of the 1987 season he later became manager and co-promoter of the Swindon Robins.

The engine appears to be a GM LT from 1986 - a development introduced that year, the engine now with an internal oil pump now capable of 10,000 rpm. Since 1983 when Egon Muller was the first to win a World Final with a GM this Italian engine has won more than forty World Finals and Long Track Championships.

Giuseppie Marzotto was an established speedway rider winning Italian championships on five occasions. He rode in Germany, Argentina and New Zealand and in 1976 he was riding with Wolverhampton in the British League.

He had always ridden under the name of Charlie Brown from the days when he tried to hide his racing activities from his parents. In the late 1970s he started to develop his own engine and by May 1979 prototypes were under test. The GM engine impressed the famed engine builder and tuner, Otto Lantenhamme who became the first distributor. In May 1983 Ottovino Righettom was due to be the first to use a GM in British speedway at Eastbourne but it was certainly in 1983 that Trevor Hedge, former World Finalist, persuaded Dave Jessup to ride it.

Slowly the engine began to gain interest. The defining moment was when later in 1983 Egon Muller won the World Final and the following year in 1984 Eric Gundersen won both the Speedway World Final and the World Long Track Championship. Despite this it was some while before world domination because the early engines although powerful were subject to blow up. It was really the 'laydown' era that bought GM to dominance, Marzotto being enthralled by the concept. There is no record of when this Scorpio joined the collection, but it is certainly a very well presented speedway machine. The mechanical condition is not known and therefore we recommend re-commissioning and/or restoration to a greater or lesser extent. Key not required.

£3,000 - 5,000

Offered from The Forshaw Speedway Collection, Ex-Peter Collins,

1977 WESLAKE SPEEDWAY RACING MOTORCYCLE

Engine no. L283

Harry Weslake joined the Royal Flying Corp in the First World War designing carburettors for aero engines. He had taken out a patent for an improved version of the Rudge Senspray and after the war he began to manufacture a carburettor of his own design under the name Wex. But his expertise moved to cylinder head improvements including emphasis on port shape and gas flow, his work for Bentley securing the first four places at Le Mans in 1929. Later work for many other manufacturers included the SS Jaguar and much later still contributing to the BMC Mini launched in 1959. With the formation of Weslake Research and Development based in East Sussex, design projects continued including the design and building of the 3 litre V12 engine for Dan Gurney's Eagle in 1967 leading to Gurney's win of the German Grand Prix of that year.

For some time the company had been carrying out gas flow tests on the JAP speedway engine for Don Godden's use in Long Track racing. In 1974 work started on their own speedway engine to challenge the Jawas. This new 4 valve engine was designed by Ron Valentine working with development engineer, Brian Lovell. Early tests were carried out in late 1974 by Don Godden, the engine mounted in a Godden frame.

- *Used by Peter Collins during the 1977 season*
- *Acquired directly from Peter by Richard Forshaw in 1996*
- *One of the very first Mk I Weslakes*
- *Presented in remarkably original condition*

Testing the engine at Hackney in December 1967 John Louis was so impressed that he asked for two of the engines for himself. In 1975 John Louis won the British Championship and finished third in the World Final. Not satisfied in producing just the engine by early 1976 Weslake had a full speedway machine under way designing and manufacturing everything themselves.

In early 1976 director David Short was able to claim that they had already produced four hundred engines and spares since April 1975. They were now planning to produce up to twelve engines a week, at least five hundred a year with perhaps only a hundred engines alone, the majority for complete machines. This considerable commitment was rewarded when Peter Collins took his early Mk I Weslake to win the World Final in 1976.

For this Collins received the highest recognition with the award of the MBE as well as the Segrave Trophy for his success by "Riding a British Weslake powered motorcycle". This placed him in the pantheon of past winners of the Trophy, including Malcolm Campbell, Stirling Moss and Jackie Stewart. Harry Weslake was not forgotten with his award of the Segrave Medal.





Lot 526 on display at The Haynes Motor Museum



This Mk I Weslake in the Forshaw collection is a very early example acquired by Richard Forshaw directly from Peter Collins, the receipt from Peter Collins dated 30th May 1996. There is further confirmation of this from a recent conversation with Peter where he explained that the machine was indeed one of the very first Mk I Weslakes. Peter went on to explain that as a works rider he was provided with four machines and about six engines a year.

This Mk I was one of his stable that was used through 1977 when once again he qualified for the World Final missing the title by just one point to Ivan Mauger. One of Peter Collins works machines, it is in remarkably original condition with evidence of only maintenance as to be expected of any racing machine. Accompanied with reports of Weslake articles taken from the press, photographs, Weslake stickers and a part history of Weslake. The mechanical condition is not known and therefore we recommend re-commissioning and/ or restoration to a greater or lesser Extent. Key not required.

£2,200 - 3,200



© Mortons Archive

Peter Collins on his way to winning the World Final at Chorzow, 1976

527

Offered from The Forshaw Speedway Collection

PJ GM LAYDOWN SPEEDWAY RACING MOTORCYCLE

Frame no. 1504 PJ LD

Engine no. 8590

- *Historically the culmination of The Forshaw Collection and the only 'laydown' in the collection*
- *Rare example of a highly sort after machine*

This Peter Jarvis 'laydown' machine is historically the culmination of The Forshaw Collection. An illustration of the laydown future and an introduction to the world of speedway today. It could be argued that the Douglas machine of 1928 was the first laydown with its flat twin engine nearly 50 years ahead of the laydown future. This initial if short lived overwhelming success of the Douglas was the proof of the concept. Unfortunately as a fore and aft flat twin engine the wheelbase was much too long also resulting in unnecessary extra weight. Other early attempts at a flat or laydown arrangement were notably made by McEvoy, the first to produce a flat single for the dirt track and very much later by George Wallis who inclined a JAP engine in 1948.

The concept of horizontal engines in racing are well known particularly the very successful Moto Guzzis. Even Norton flirted with the idea in the 1950s but discarded it before it ever reached the track reverting to the trusted but out-dated Manx models. With hesitancy to use laydown engines in speedway it was not until 1974 that Barry Biggs and Martin Ashby appeared at the Brandon Stadium with a strange device, the well-known Jawa engine sitting nearly flat in the frame.





So far as handling was concerned it was a revelation but with the engine designed to be vertical but now horizontal there were problems to be solved. Engine balance had to be drastically revised and the carburation was terrible. The vibration was so appalling that Ashby reported on that inaugural test that the handlebars, "felt about a foot in diameter".

The concept of mounting the engine as low as possible to spread the mass led to vastly more grip and acceleration as well as being faster through the bends. However, the apparent potential phenomenon took a long time to be understood before the problems could be solved. It was another 10 years in 1986 before Barry Briggs continued to persevere with the problem although others had tried it out as well. Briggs discussed it with the renowned Alf Hagon who immediately appreciated the concept and started experiments himself. As Martin Hagon, Alf's son, has said the two problems were engine balance and carburation. The former was soon solved, and carburation was improved with a Wal Phillips fuel injector. Not an injector at all but more of a straight tube with no need for a float chamber - fine with methanol and with no concern for fuel economy.

It was in Long Track racing where the problems with the laydown engine were finally laid to rest and eventually this filtered through to speedway. There was a lot of resistance to the engine particularly in British speedway where the engines were actually banned in 1995. But with Hans Nielson winning his fourth world title that year with a laydown Jawa the immense pressure for change became an unbearable force, an incoming tide that was not to be stopped. Laydown engines flooded British speedway. Jawa had mastered the problems overwhelming GM for a time but eventually GM took control and from 2007 they have dominated the sport with Jawa and others struggling to make an appearance.

This Peter Jarvis machine with its GM engine is both a reminder and a document of the new world. Peter Jarvis had been a notable cycle frame maker before he made his first speedway frames from 1977. His earlier experience with ultra-lightweight frame making stood him in good stead. Jarvis speedway frames are highly sort after, and this PJ is a very rare example. The mechanical condition is not known and therefore we recommend re-commissioning and/or restoration to a greater or lesser extent. Key not required.

£1,500 - 2,500
No Reserve

528

Offered from The Forshaw Speedway Collection

C.1968 JAWA MODEL 890 SPEEDWAY RACING MOTORCYCLE

Frame no. 2112

Engine no. 3739/1968

- The 'photo opportunity' machine at the start of The Forshaw Collection display in the Haynes Motor Museum
- A very early example with the banana seat and the separate oil tank



Lot 528 on display at The Haynes Motor Museum

In 1950 Jaroslav Simandl decided to produce an entirely new engine for speedway. This became the ESO (Czech for Ace) the most significant factor of the new two valve engine was the over square bore stroke dimensions of 88mm x 82.8mm totally different from the all-conquering long stroke JAP of 80 x 99. The company was soon nationalised and in 1964 became part of the Jawa Corporation, the ESO name now replaced with Jawa. Jawa motorcycles had been founded in 1929 when Frantisek Janeceic bought the motorcycle division of Wanderer, a part of the Auto Union car company.

The Jawa logo derived from the Janeceic and Wanderer names. Jawa became by far the most active Eastern European manufacturer in motor cycle sport. The first speedway machine, the Model 890 launched in 1966 with its distinctive feature of a banana shaped seat and a separate oil tank on the rear frame soon to be superseded by oil in frame models. Ivan Mauger won the first of three consecutive world titles on the 890/1, continuing to ride Jawas until 1981 when he transferred his allegiance to Weslake. It took some time for Jawa to overtake the market from JAP which was still a very much favoured engine into the 1970s especially in the lower leagues.

The Czech engine remained competitive in the forefront enjoying world titles in both speedway and long track. Initially Jawa was the preferred engine in the 1990s when the 'laydown' concept entered the sport undeniably through their effective 'laydown' experimental work on the fast continental long tracks. Jawa frames have always been very popular right up to the present day.

This Jawa Model 890 is famously the 'photo opportunity' machine at the start of The Forshaw Collection display in the Haynes Motor Museum – and one that many thousands of people will have sat on with great excitement. A very early example with the banana seat and the separate oil tank, there is no documentation and it is not known when it entered the Forshaw collection. The mechanical condition is not known and therefore we recommend re-commissioning and/or restoration to a great or lesser extent. Key not required.

£2,000 - 3,000

FURTHER PROPERTIES

529

1925 DOUGLAS 596CC MODEL OB

Registration no. SV 4962

Frame no. HF263

Engine no. UG 317

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

- *Rare overhead-valve sports model*
- *Present family ownership since 1954*
- *Requires re-commissioning*



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

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

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

Listed in the Douglas Machine Register (1993), the 1925 Model OB offered here was first registered to the vendor's father in 1954. Accompanying documentation includes an old-style logbook (issued 1950); old/current V5/V5C documents; and a quantity of MoTs (most recent expired 2009). (It should be noted that the registration documents incorrectly list the engine capacity as 500cc.) Not run for a number of years, the machine will require re-commissioning before further use and thus is sold strictly as viewed. It should be noted that the engine number is recorded as 'EL293' in the registration documents. Key not required.

£15,000 - 20,000



530

1928 DOUGLAS 498CC DT5 SPEEDWAY RACING MOTORCYCLE

Registration no. not registered

Frame no. TF782

Engine no. EL172

Bristol-based Douglas Foundry commenced motorcycle production in 1907 with a machine powered by a horizontally-opposed twin. Fore-and-aft installation made for a slim machine with a low centre of gravity, and the design's virtues were soon demonstrated in competition. When speedway, or dirt track, racing arrived in Britain in 1928 the new sport quickly caught the public's imagination. Before long almost all major UK manufacturers listed a dirt-track model, Douglas being the first to establish dominance. The company's inline twins had benefited from much development on the Australian long tracks, but as shorter tracks became the norm in the UK, the DT5's otherwise excellent handling could no longer compensate for the handicap of a longish wheelbase, and rival single-cylinder models began to assert themselves. Listed in the Douglas Machine Register (1993), this example of the dirt-track Douglas was purchased in 1957 from Alec Jackson, Director of Wembley Speedway at that time. A letter on file dated 22/4/89 states it is understood that "the bike was ridden by Dick Case in 1929 and in the early post-war years used for Vintage demonstration runs at Wembley" however prospective bidders should satisfy themselves as to the authenticity of the history. The late owner rode the Douglas at the Royston hill climb a few times before placing it in storage. Accompanying paperwork consists mainly of bills for parts and services. Not used for some time, the machine will require re-commissioning before further use and thus is sold strictly as viewed. Key not required.

£10,000 - 15,000



531

1928 DOUGLAS 498CC SW5 SPEED MODEL

Registration no. SV 6123

Frame no. TF107

Engine no. EU171

Bristol-based Douglas commenced motorcycle production in 1907 with a machine powered by a horizontally-opposed twin. Fore-and-aft installation made for a slim machine with a low centre of gravity, virtues that were soon demonstrated in competition, Douglas machines taking 1st, 2nd and 4th places in the 1912 Isle of Man Junior TT. When speedway racing arrived in Britain in 1928, the new sport quickly caught the public's imagination and before long almost all major UK manufacturers listed a dirt-track model, Douglas being the first to establish dominance with its overhead-valve 500cc DT5 and 600cc DT6. The company's inline twins had benefited from much development on the Australian long tracks, but as shorter tracks became the norm in the UK, the DT's otherwise excellent handling could no longer compensate for the handicap of a longish wheelbase. Nevertheless, away from the speedway tracks, the DT in its less specialised 'SW' form proved a most competitive mount. This rare overhead-valve Douglas was registered by the current vendor's late father on 1st July 1996 having been rebuilt by him over the preceding few years (note the Norton gearbox). Accompanying paperwork consists of an expired MoT (1997); a V5C document; and a substantial quantity of restoration bills. Unused for some time (the attached tax disc expired in 1997), the machine will require re-commissioning before returning to the road and thus is sold strictly as viewed. Key not required.

£12,000 - 16,000



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

532

1915 NORTON 633CC BIG FOUR

Registration no. SV 5021

Frame no. 3370

Engine no. BA1587

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 (82x120mm) 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 Four (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 Four was revised with a shorter (113mm) stroke for a capacity of 597cc before taking its final bow, alongside the 16H, in 1954. This Big Four was registered to the vendor's late father on 8th January 1993. Accompanying paperwork includes a VMCC dating statement; photocopied parts list and brochure pages; registration correspondence; a V5C document; and two MoTs (most recent expired 1997). Not run for a number of years, the machine will require re-commissioning before further use and thus is sold strictly as viewed. Key not required.

£10,000 - 15,000



533

1925 NORTON 490CC MODEL 16H & SWALLOW SIDECAR

Registration no. CB 5548

Frame no. 17729

Engine no. 25685

Having hitherto relied on proprietary engines, Norton introduced its own in 1907. The long-stroke sidevalve single displaced 633cc and the new model it powered became known as the 'Big 4'. Smaller capacity versions followed and in 1911 the 500 adopted the classic 79x100mm bore and stroke dimensions which would characterise the half-litre (actually 490cc) Norton for the next 50 years. The 490cc engine was revised for 1914 and in 1921 the Model 16, as it had become known, received a new lower frame, becoming the 16H. Norton's trusty sidevalve would be continuously updated for the next 30-plus years, many seeing service with Allied forces in WW2, before taking its final bow in 1954. The vendor's late father purchased this 16H (known as 'Nora') on 17th January 2009 from Ted Gabbott of Lancashire, its owner since December 1956 (see Ted's notes on file). A Science Museum dating letter on file shows that the machine was originally despatched on 30th June 1925 to the Norton agent Walsh in Blackburn. Accompanying paperwork includes an old-style buff logbook (issued 1949); a quantity of MoTs (most recent expired 2012); old/current V5/V5C documents; and a substantial quantity of photocopied literature (parts lists, brochures, etc). Not ridden for some years, the machine will require re-commissioning before further use and thus is sold strictly as viewed. Key not required.

£12,000 - 16,000





534

C.1923 SCOTT 496CC SQUIRREL

Registration no. NRA 698

Frame no. 1424

Engine no. 5624

Alfred Angus Scott's experiments with two-stroke motorcycle engines began in the closing years of the 19th Century. The first complete Scott motorcycle followed in 1908, its twin-cylinder engine, two-speed foot-change gear, and all-chain drive marking it out as an exceptionally advanced design for its day. Lightness, ample power and sure-footed handling thanks to a low centre of gravity were Scott virtues from the outset. After three years of development, Scott made its Isle of Man TT breakthrough in 1912, works rider Frank Appleby winning the Senior race having led from the start. Scott returned to the Isle of Man in 1921 but was unable to repeat its pre-war success, though that did not stop the Shipley firm announcing a new sports model. Known as the Squirrel, the first use of this famous name, it was Scott's first genuine sports roadster and came with a guaranteed top speed of 60mph. The vendor's late father purchased this two-speed Squirrel from the proprietor of his local garage in July 2000. Details of its subsequent restoration may be found in a document on file together with an old-style buff logbook (issued 1949); sundry bills; expired MoT (2009); SORN paperwork; old/current V5/V5Cs; and a quantity of photocopied technical literature. Offered requiring further re-commissioning or restoration, the machine is sold strictly as viewed. The attached tax disc that expired in 2014 is an indication of when, probably, it was last used. Key not required.

£3,000 - 5,000



535

1929 SCOTT 496CC FLYING SQUIRREL

Registration no. SV 6769

Frame no. 2048

Engine no. FZ2067A

Although recognisably derived from Alfred Angus Scott's earliest designs, the Scott motorcycle of the 1920s gained steadily in both complexity and weight, a particularly significant development being the introduction of a three-speed countershaft gearbox for 1923. Like its major rivals, Scott was well aware of racing's publicity value and the allure of models with a TT connection, so the adoption of an optional full-frame tank, like that of the works racers, for the new Flying Squirrel was not surprising. Launched at the Olympia Show in 1925, the 'Flyer' came in 498cc and 596cc capacities, the latter the most expensive machine in the range. Subsequent models further benefited from racing, gaining the duplex frame and bigger brakes (first seen on the 1926 works bikes) and the magneto-platform Pilgrim oil pump adopted for the '27 TT machines. This Flying Squirrel was acquired by the vendor's late father (a member of the Scott Owners' Club) on 1st August 1997. Accompanying documentation includes a quantity of photocopied technical and other literature; assorted correspondence; a VMCC dating statement; SORN paperwork; a V5C Registration Certificate; and an expired MoT (2012). Not ridden for some time, the machine will require re-commissioning or restoration before returning to the road and thus is sold strictly as viewed. Key not required.

£3,000 - 5,000



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

536

1928 NEW HUDSON 496CC MODEL 86

Registration no. TVS 930

Frame no. 14561

Engine no. MSO 1337

Birmingham-based bicycle manufacturer New Hudson's first powered machine of 1903 used a clip-on Minerva engine, and this was followed by their first proper motorcycle in 1910. New Hudson made its Isle of Man TT debut in 1911 but major competition success eluded the Birmingham firm until Bert Le Vack took over racing development in 1927, becoming the first man to lap Brooklands at over 100mph on a '500' that same year. Le Vack's mount was powered by a development of New Hudson's own overhead-valve engine that had first appeared at the 1924 TT, and this handsome power unit was also used by the factory team in the 'Island' in 1927, works rider Jimmy Guthrie finishing the Senior race in 2nd place. New Hudson announced a new range for 1931, but the economic depression did little to encourage sales and in 1933 the company, by then manufacturers of Girling automotive components, ceased to build motorcycles. There was a brief return in 1940 with the New Hudson Autocycle, later built by BSA. This overhead-valve New Hudson was acquired by the vendor's father in June 1993. Accompanying documentation consists of a VMCC dating statement; marque specialist correspondence; SORN paperwork; old/current V5/V5C documents; three MoTs (most recent expired 2012); and a substantial quantity of photocopied technical literature. Not ridden for some years, the machine will require re-commissioning before further use and thus is sold strictly as viewed. Key not required.

£5,000 - 8,000



537

1928 SUNBEAM 493CC DIRT-TRACK RACING MOTORCYCLE

Registration no. not registered

Frame no. none visible

Engine no. D.T.113.EX

The introduction of dirt-track, or speedway, racing into Britain in the late 1920s prompted many manufacturers to jump on the bandwagon with purpose-built machines. Douglas and Rudge dominated speedway's formative years in the UK, before the arrival of the 'Speedway JAP' engine in 1930 ushered in a period of dominance that would last until the 1960s. Sunbeam's dirt-track racer was listed and illustrated in the 1930 catalogue only and was not considered a success. It is also pictured on page 118 of The Sunbeam Motorcycle by Robert Cordon Champ with text on page 125, and in both versions of The Illustrated History of Sunbeam Bicycles and Motorcycles by the same author. It may well be that only two or three were made since when tested the model did not come up to expectations. Sunbeam experimental or pre-production frames were stamped 'EX', like the engines, often without a number and usually on the steering head; however, so far it has not proved possible to locate such a stamping on this machine. The Sunbeam was imported from Austria some years ago and subsequently purchased by the current vendor, who then carried out a full restoration. There are no documents with this Lot.

£9,000 - 12,000



The Wander Collection

Lots 538 - 539

Born in Switzerland and raised in the UK, 'Rocket' George Wander died earlier this year, aged 68, leaving a fabulous collection of pre and post-war BSA bikes, parts, tools, literature and memorabilia that had taken decades to assemble.

George pursued his lifelong passion for BSAs alongside a medical career as surgeon and GP. His love of bikes took him all over the world, from Daytona to Dijon, and as his collection grew, so did his expertise. He became one of the world's greatest authorities on pre-war BSAs, particularly the iconic Gold Star, and was a trusted advisor to Bonhams on pre-war BSAs consigned to auction.

In 2012, to mark the 75th anniversary of Wal Handley's famous 100mph Brooklands lap that saw him awarded the coveted Gold Star, George hand built a replica of the BSA Empire Star Handley rode that day, using as many original parts as he could. After working around-the-clock to finish the bike in time, George rode it at the official Brooklands commemoration and was later invited to ride it at the iconic hill climb at the Goodwood Festival of Speed. George donated the bike to the Brooklands Museum, where it is displayed and ridden alongside other bikes in their collection. It was featured earlier this year on the Secrets of the Transport Museum TV documentary.

George was generous with his time, and always happy to share his expertise with others who shared his passion. He ran a website (BSA-M24.co.uk) that has proven a valuable resource to many BSA enthusiasts over the years, listing over 100 known surviving examples of pre-war BSA Gold Stars as well as a wealth of other information.

He was the proud owner of some of the finest pre-war Goldies still in existence, and while serious illness saw him reduce his collection, on offer in the sale are the two bikes that George couldn't bear to part with – the BSA Rocket 3 that gave him his nickname, which he owned and rode for almost half a century and described as 'part of the family', and his beloved CMJ 159, the second Gold Star off the production line, and the oldest complete example in the world.

Also within the sale (lots 61-110) are the contents of his workshop, a treasure trove of rare parts and tools that will be of huge interest to BSA enthusiasts, as well as his extensive archive of BSA literature and memorabilia.



George at speed aboard his beloved 'CMJ 159', 2016.

538

From the estate of the late 'Rocket' George Wander

1971 BSA 740CC ROCKET III MK1

Registration no. EVB 92J

Frame no. HD00193 A75R

Engine no. HD00193 A75R

- Owned by Rocket George since April 1977
- Fastidiously maintained in the current ownership
- Large history file



This was the bike that gave our friend Rocket George Wander his nickname. In April 1977 George responded to a small ad which read "BSA Rocket Three £550 or P/X cheaper British bike". We know this because the very small advert is taped to the back of an envelope (within the history file) which has been cut in half. The bottom half of the same envelope bears a handwritten and dated receipt for £540 – so we know that George negotiated a £10 reduction in the price! It was the start of a 45 year love affair, and the bike became part of the family.

The BSA triple had a short production life which started in 1968 and ended prematurely in 1972 due to the company's huge financial problems. By contrast the last Triumph T160 rolled off the production line in 1976. The Rocket 3 and Trident were brought to the market shortly before Honda's ground-breaking CB750. The triples were faster, but the styling didn't meet with universal approval, and they lacked the glamour of the Honda which boasted a five-speed gearbox, an overhead camshaft, a disc brake, and an electric starter. A successful but hugely expensive racing programme ceased when the money ran out. By this time the British motorcycle industry was in deep trouble, and the arrival of several other Japanese superbikes was imminent.

George's Rocket 3 is supplied with a current V5C, an older V5, multiple tax discs, the oldest being 1982, and a stack of old MoT certificates. The earliest supplied MoT was issued 14.2.78 and records a mileage of 20,327. By 2005 the mileage on the MoT certificate had increased to 45,427, but in 2006 it is quoted as only 37. Therefore a new speedometer is presumed to have been fitted around that time. The bike is offered with a Haynes manual, BSA's own workshop manual, parts list, and maintenance notes. George's BSA M24 website includes a photo of the Rocket 3 with the comment "fully restored in 2006", but the very large number of invoices supplied suggest that he may also have restored it at some previous date, and that regular maintenance was certainly ongoing. The engine oil is believed to have been drained, and some recommissioning will be necessary following a period of inactivity. Prospective bidders should satisfy themselves as to the motorcycle's completeness and mechanical condition prior to bidding. Offered with keys.

There cannot be many BSA triples boasting longer ownership or such fastidious maintenance. George's cherished Rocket 3 is offered for sale now because he couldn't face parting with it while he was still with us. This is a rare opportunity to acquire a much-loved machine.

£6,500 - 8,500

No Reserve

539

From the estate of the late 'Rocket' George Wander

1938 BSA 499CC JM24 GOLD STAR

Registration no. CMJ 159

Frame no. JM24.102

Engine no. JM24.102

- *Oldest surviving matching numbers Gold Star*
- *Offered from the estate of the world's leading BSA M24 expert*
- *Wonderful original patina, but used regularly*
- *22 years in the current ownership*



As the writer of this catalogue entry, I would like to say that the late George Wander was a very good friend of mine, and he is greatly missed. Widely known as Rocket George, he was THE world authority on BSA's pre-war M24 Gold Stars. Indeed, his website www.bsa-m24.co.uk remains the best and most accessible source of information regarding these fabulous machines. George's most cherished motorcycles were his Rocket III (lot 538) which he had owned for 45 years, and this 1938 JM24 which he bought in "our" Brooks auction at Stafford in April 2000. It is the second Gold Star ever manufactured by BSA, and the oldest surviving matching numbers example.

It is well documented that Wal Handley, one of the star riders of the inter war period, came out of retirement in June 1937 and rode a factory entered and tuned BSA Empire Star to victory at Brooklands with a fastest lap of 107.57 mph. He therefore won a coveted Brooklands Gold Star which was awarded for laps of over 100 mph. BSA were very soon to announce their new top of the range sports machine, and as they already had a tradition of "Star" model names such as Blue Star, and Empire Star, the new M24 was appropriately named the Gold Star. It was based closely on the existing Empire Star model, but differences included: a lighter frame in Reynolds 531 high tensile tube, an all alloy engine, a petrol tank with integral toolbox, a ribbed rear brake drum, TT carburettor, and a gearbox shell in "Electron" (this was unique to the 1938 models, BSA switched to aluminium for 1939).

George was not just a collector – he rode all his machines, and this one had its legs stretched on regular occasions. An accomplished restorer, he went to great pains to preserve this machine's precious original finish while ensuring that all its mechanical aspects worked as they should. In George's own words (written at a date unknown): "It left the BSA factory with nine others on 17.12.1937 and was delivered to Imperial Motors in Bedford, where it was displayed until registered in May 1939.

Nothing is known of the bike's history until December 1947 when it was acquired by a Mr George Lockwood of Bedford, who may well have bought it from Imperial Motors where it would have remained during the war years. He sold it in July 1948 to a Mr Joseph Ford of Stony Stratford, Bucks and it was next sold on to Mr Gilbert Ball of Cheltenham in March 1949. (I have a copy of the original advertisement in "The Motorcycle" dated 10.3.49, which describes the bike as being in "as new" condition). Mr Ball owned the bike until June 1961 when it was sold to a Mr James Hehir. From 1962 until 1994 it lay unused in a shed in Gloucestershire, where it was discovered by the family of the last known owner, a Mr Tony Price. His sons Rob & Dexter Price, both ex TT & Manx GP riders, recommissioned the bike in 1996, and it was ridden again for the first time in 34 years at the Silverstone Classic Motorcycle Festival, and displayed on the BSA Gold Star Owners Club Stand.



The bike saw little use after that until I acquired it in April 2000. I carried out a thorough mechanical and electrical overhaul, after which I have used it regularly on the road. It has appeared every year since 2001 at the Coupes Moto Legende at Montlhery and Dijon and on two occasions at Cadwell Park at the Beezumph Rally. It remains 100% original and unrestored, and, in my opinion, is the finest and most interesting of the 30 or so M24 Gold Stars still in existence around the world."

CMJ 159 is accompanied by a notebook, multiple invoices, current and old style V5Cs, photocopies of period magazine articles, correspondence from the previous owner with our own Malcolm Barber as well as the Gold Star Owners club, and the Brooks invoice dated 16.4.2000 which is made out to George's great friend, the late Dr George Cohen, who had bought it on his behalf. No keys are supplied. The engine oil is believed to have been drained and some recommissioning is recommended following a period of inactivity. Prospective bidders should satisfy themselves as to the motorcycle's completeness and mechanical condition prior to bidding. This is a truly unique opportunity to acquire the oldest surviving matching numbers BSA Gold Star in wonderfully original condition.

£20,000 - 30,000
No Reserve



FURTHER PROPERTIES



540

1937 BSA 499CC M22 SPORTS PROJECT

Registration no. EKL 775

Frame no. HM19 5186

Engine no. HM22 1372

BSA's single-cylinder range was re-designed 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. The larger M series comprised two sidevalve-engined models - the 500cc M20 and 600cc M21 - and two overhead-valve 500s with foot-change gearboxes - the M22 Sports and M23 Empire Star. Bore/stroke dimensions of 82x94mm were used for the 500cc engine, which in mildly tuned form would power the first of a long line of BSA sports singles: the Gold Star. In June 1937 a specially prepared Empire Star ridden by the great Wal Handley achieved a 100mph lap of the Brooklands circuit on its way to a debut race victory. 100mph laps of the Weybridge track were traditionally rewarded by the award of a gold star, thus giving BSA's forthcoming super sports model its evocative name. Apparently substantially complete and ripe for restoration, this handsome Gold Star forebear represents an exciting prospect for the fortunate next owner. Sold strictly as viewed, the machine is offered with a V5C Registration Certificate and an old-style RF.60 logbook issued in 1962. Key not required.

£3,000 - 5,000



541

1926 RALEIGH 248CC MODEL 15

Registration no. KM 7960 (see text)

Frame no. 7924

Engine no. M7974

During the 1920s Raleigh's line-up expanded to include machines of numerous different capacities, both sidevalve and overhead-valve engined, ranging from a 175cc unitary construction lightweight to a hefty 998cc v-twin. 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 by the vendor's father as a 'barn find' in 1994. An older restoration, it appears to require only relatively light further restoration or re-commissioning. Pre-restoration images are on file. It should be noted that the registration number 'KM 7960' has lapsed and is not recorded in the DVLA/HPI databases. Accordingly, prospective purchasers must satisfy themselves with regard to the registration number's validity prior to bidding, and be aware that they are responsible for making the relevant applications should they wish to recover it. The machine is offered with a 1926 RF60 logbook and a purchase receipt issued by Hayward & Ashcroft of Whitstable, Kent in 1926. Key not required.

£3,000 - 4,500

542

1925 RALEIGH 799CC MODEL 12

Registration no. KM 189

Frame no. 1654

Engine no. V1644

- *Rare Raleigh twin-cylinder model*
- *An older restoration offered for re-restoration*
- *Comes with a spare Raleigh v-twin engine*



Britain's best-known and longest-lived bicycle maker, Raleigh also manufactured motorcycles from circa 1902 to 1905, and again from 1919 to 1933. More recently, the Nottingham company offered a range of mopeds plus a scooter in the late 1950s/1960s. Raleigh's first powered two-wheeler looked very much like the contemporary Werner, carrying its engine in front of the steering head with drive being transmitted via belt to a large diameter pulley clipped to the spokes of the front wheel. Already obsolete, that first Raleigh was soon superseded by a range of more conventional machines, the first of which appeared at the 1903 Motor Cycle Show.

Sales must have been disappointing though, for only two years later Raleigh announced its complete withdrawal from the motorcycle market. The firm was back immediately after The Great War with a horizontally-opposed inline twin of advanced design, and during the 1920s the Raleigh range would expand to include machines of a wide variety of capacities and types, ranging from a 175cc unitary construction lightweight to a hefty 998cc v-twin. In 1924 the horizontal twin was replaced by a new 799cc v-twin, which was available as a solo (Model 12) or motorcycle combination (Models 13 and 14).

Rated at 7hp for taxation purposes, the sidevalve engine was of Raleigh's own design and manufacture. The new v-twin featured all-chain drive via a Sturmey Archer three-speed gearbox, Brampton Biflex forks, dummy belt rim front brake and a 7" drum brake at the rear. A compact design meant that wheelbase ended up only 2" longer than that of the contemporary 350 single, making the twin a pleasant machine to ride in solo trim.

This example of a rare British v-twin was purchased by the private vendor's father sometime before 1970, from a Kent-based dealer who had secured this and various other motorcycles from Chatham docks where they had been laid up by WW2 servicemen. We are advised the motorcycle has benefited from a replacement Alpha big-end bearing (at date unknown). An older restoration offered for re-restoration, the machine comes with a semi-dismantled Raleigh v-twin engine (numbered 'V1511') and a V5C Registration Certificate. Key not required.

£8,000 - 12,000



543
C.1924 TRIUMPH 550CC SD
 Registration no. KM 8169
 Frame no. 340231 (see text)
 Engine no. 101461 (see text)

Triumph's 3½hp model had first appeared in 1907. Originally of 453cc, its sidevalve engine was enlarged to 476cc in 1908 and finally to 499cc in 1910 before being superseded by the 550cc 4hp model in 1914. Equipped with three-speed Sturmey-Archer gearbox, it was this revised 4hp - the Model H - that did such sterling service in WWI, some 30,000 'Trusty Triumphs' seeing action with British and Allied forces. Updated with chain final drive for 1920, it became known as the 'SD' (Spring Drive) because of its clutch-mounted, coil-spring shock absorber, and formed the basis of the later four-valve Ricardo model. This Triumph SD was purchased in the late 1930s from the original owner by the vendor's father, who used it with a box sidecar for his trade. The machine benefits from a replacement fuel tank (fitted at date unknown) and appears to require only relatively light restoration. No dynamo is present. The machine is offered with a V5C Registration Certificate, and it should be noted that although the V5C lists the date of registration as 1926, it is believed that the frame and engine both date from late 1924. Key not required.

£5,000 - 7,000



544
1936 TRIUMPH 550CC MODEL 5/1 PROJECT
 Registration no. CYF 459
 Frame no. S4639
 Engine no. 1.56.3481

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. Suitably embellished with extra chromium plating, the latter formed the basis for Edward Turner's even more stylish Tiger models from 1936 onwards. Offered here is an example of the Page-designed Triumph 5/1, a 550cc sidevalve model intended for sidecar-pulling duties and catalogued for only three years (1934 to 1936), making it relatively rare. Apparently substantially complete, it is an eminently suitable candidate for sympathetic restoration. Sold strictly as viewed, the machine is offered with a V5C Registration Certificate and an old-style RF.60 logbook issued in 1956. Key not required.

£4,000 - 6,000



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

545

ARIEL 500CC RED HUNTER PROJECT

Registration no. not registered

Frame no. 3902 (see text)

Engine no. 3139 (see text)

Val Page's arrival at Ariel in 1925 as Chief Designer would trigger an upturn in the Selly Oak firm's fortunes. Page designed new models to replace the existing range, the first of which - a pair of singles displacing 600cc (sidevalve) and 500cc (overhead-valve) - debuted later that year. By 1930 the Ariel single had gained a rear-mounted magneto and its distinctive timing cover, and the engine's basic design - though frequently revised - would stand the company in good stead well into the post-war era. In 1932 the sports versions were christened 'Red Hunter' and under Page's successor Edward Turner, developed into fast and stylish machines, production of which recommenced after WW2. This Red Hunter is believed to incorporate a circa 1946 frame and a circa 1937 engine. However, it should be noted there is no frame number prefix and that the engine number prefix is indistinguishable (possibly 'CC'). Accordingly, prospective bidders must satisfy themselves with regard to the date and suitability of these component parts prior to bidding. The gearbox dates from 1946. Ripe for restoration, the machine is offered without documents and is sold strictly as viewed. Key not required.

£1,800 - 2,800

No Reserve



546

1942 HARLEY-DAVIDSON 739CC WLA PROJECT

Registration no. not registered

Frame no. to be advised

Engine no. 42WLA 36240

Introduced in 1929 as a competitor to Indian's successful 750cc sidevalve v-twin, the Harley-Davidson Model D - better known as the '45' (its capacity in cubic inches) - really took off when the USA's entry into WW2 created an unprecedented demand for military motorcycles, around 90,000 of the WL (military) version rolling off the Milwaukee production lines before hostilities ceased. After rigorous testing in 1939, the US Army ordered its first batch of WLA's in March 1940, with further substantial orders of machines from South Africa and Great Britain following soon after. These military Harleys benefited from the new aluminium cylinder heads fitted to the civilian version from 1939 and came with a full complement of equipment including D-shaped foot-boards, crash bars, skid plates, cargo racks and panniers. Designated WLA (Army) or WLC (Canadian-built), the Harley '45' saw action in just about every theatre of war. 'De-mobbed' Harleys helped meet the upsurge in demand for motorcycles in the immediate post-war years, doing much to establish the marque's reputation worldwide. Purchased by the vendor's father from a breaker's yard around 1970, this WLA appears to have been prepared for civilian use but does not seem to have been registered. Ripe for restoration, the machine is fitted with an unusual seat unit and comes with a silencer and right foot-board (both detached). Key not required.

£5,000 - 8,000



547

1947 HARLEY-DAVIDSON 1,200CC EL 'KNUCKLEHEAD'

Registration no. 289 YUN

Frame no. 47EL 3325

Engine no. 47EL 3325

- *Iconic American v-twin*
- *Restored in the USA in 2000 by Carl's Cycle Supply*
- *Present ownership since 2012*
- *Fewer than 560 miles since restoration*



Without question one of the most handsome and readily recognisable motorcycle power units of all time, the Harley-Davidson 61ci (1,000cc) overhead-valve v-twin - known as the 'Knucklehead' after its distinctively shaped rocker boxes - arrived powering a stylish all-new motorcycle in 1936. A twin-loop frame was deemed necessary to handle the increased power (37bhp in 'E' and 40bhp in high-compression 'EL' forms) while the front suspension too was beefed up, the forks switching to oval tubing in place of the previous forged I-beams. Teething problems associated with the earliest examples had been sorted out by 1937 and the Milwaukee factory quickly set about establishing the EL's performance credentials, Joe Petrali setting a new speed record of 136mph at Daytona Beach on March of that year while Fred Ham later averaged 76mph for 24 hours at Murco Dry Lake in California to set a new best mark.

Progressively improved, the OHV Harley became available in 1,200cc (FL) form from 1941, remaining a cornerstone of the Milwaukee range in 'Panhead' and later 'Shovelhead' versions until superseded by the Evolution-engined bikes in the 1980s.

This beautiful Knucklehead was restored in 2000 by Carl and Matt Olsen of Carl's Cycle Supply, who brokered its sale to the current vendor in 2012. At that time the machine went back to their shop for wiring updates to the best factory specifications (Carl is an AMCA judge). The Harley is all 'Milwaukee metal' apart from the usual restoration items: tank badges, exhaust system, etc. The engine has been rebuilt to 1,200cc FL specification and the transmission converted from three-speeds-plus-reverse (a sidecar was fitted previously) to conventional four-speed specification. Fewer than 560 miles have been covered since 2000 and only 10 while in the vendor's ownership.

The Harley was last run in 2021 and only relatively mild re-commissioning should be required before returning it to the road. Accompanying documentation includes a South Dakota Certificate of Title, the 2012 purchase receipt, a dating certificate, and a V5C Registration Certificate. An upgraded competition clutch from Carl's Cycle Supply is included in the sale together with an installation guide. Offered without key.

£40,000 - 45,000

548

Property of a deceased's estate

1941 HARLEY-DAVIDSON 750CC WL PROJECT

Registration no. 941 YNY

Frame no. none visible

Engine no. 41WL3137

It is known that this WL was purchased from Africa. It was restored by the previous owner in Wales, the colour being changed from yellow to white (not corrected on the V5C). The restorer first registered the machine in 1978 and is believed he rode it for a few months before selling it to the late owner in May 1980 (receipt on file). The late owner never rode the Harley, and for many years it sat in the front room until a house move 20 years ago saw it dismantled and stored. The vendor recently collected the Harley-Davidson and reassembled the bike, taking lots of photographs, but did not attempt to get it running. He did not even attempt to clean the bike during re-assembly, and describes it as in 'barn find' condition and highly original, having been off the road in dry storage for some 40 years. We are advised that the only component missing is the headlamp, which was replaced with a Lucas unit to get the bike MoT'd in 1979. This motorcycle will require careful re-commissioning/assembly before returning to the road and thus is sold strictly as viewed. Prospective purchasers must satisfy themselves with regard to its completeness and mechanical condition prior to bidding. Included in the sale are some reproduction catalogues and parts lists plus spares such as spark plugs and an original gasket set. Offered without key.

£5,000 - 8,000



549

Property of a deceased's estate

1959 HARLEY-DAVIDSON 74CI FL DUO GLIDE

Registration no. RSU 237

Frame no. none (see text)

Engine no. 59FLH3568

First registered in the UK in 1989, this Duo Glide was purchased by previous owner Keith Whitehead of Hampshire at the Stafford motorcycle auction in April 1990. In June 2001 the machine was treated to a complete 'last nut and bolt' restoration by The Milwaukee Motorcycle Company of Tunbridge Wells, Kent at a total cost of £18,000 (bills and photographs available), the present colour scheme of red and white being adopted at that time. Very rare, the 'angel bags' are an original feature, while sensible modern upgrades include 12-volt electrics and electronic ignition, making the bike easier to start and more usable in modern traffic. Purchased by the late owner at Bonhams' Beaulieu sale in September 2008 (Lot 265), the 'Glide was said to have been preserved in a heated garage since restoration, covering negligible post-rebuild mileage. Not used for the last few years, the machine has nevertheless been regularly started while stored; some brightwork has been removed and not refitted (see below), and thus finishing and re-commissioning will be required prior to further use. Sold strictly as viewed, this collectible 1950s Duo Glide comes complete with panniers (detached), screen, lights, mudguard, chromed fittings and sundry other items. The machine is offered with a history file containing an old-style V5C registration document, VMCC dating letter, H-D Service Manual, the aforementioned restoration records, etc. It should be noted that the V5C records a frame number of 47651-58, however there is no frame number present as Harley-Davidson did not stamp frame numbers until as late as 1970. Offered with key.

£7,000 - 10,000



550

Ex-Barry Sheene, ex-John Cronshaw

2001 FWD MANX NORTON 500CC RACING MOTORCYCLE

Frame no. FW02

Engine no. FW02

- Frame FW02 ridden by Barry Sheene in his last (winning) race, as confirmed in writing by Fred Walmsley
- Frame FW02 and engine FW02 used by John Cronshaw in the 2002 INCA European Classic Series
- Purchased by a consortium of private collectors' from Fred Walmsley at The International Classic MotorCycle Show, Stafford, April 2003
- Current family ownership since August 2003
- Requires re-commissioning





Sheene doing a wheelie off the start line © James Mann



Sheene ahead of Wayne Gardner at the chicane © James Mann

A machine of some considerable historical significance, the Fred Walmsley Development Manx Norton offered here - 'FW02' - was ridden to victory by the late great Barry Sheene in his last ever motorcycle race, at the Goodwood Revival Meeting in 2002. World Champion in the 500cc class in 1976 and 1977, Barry had retired from motorcycle racing at the end of the 1984 season. He then turned to other forms of motor sport, including truck and touring car racing, before emigrating with his family to Australia in the late 1980s in the hope that the warmer climate 'Down Under' would help mitigate the pain of his injury-induced arthritis. Settled in a new home on the Gold Coast, he combined a property development business with a role as a television commentator on motor sport.

From the late 1990s, Sheene became involved in historic motorcycle racing, competing at events such as the Philip Island Classic in Australia and at Donington Park, Scarborough and Goodwood in the UK. In 2002 he was invited back to what would be his final competitive outing on a motorcycle, the Goodwood Revival Meeting, held in September. Barry's mount that day was this machine, one of celebrated engineer/tuner Fred Walmsley's modern Manx Norton re-creations.

The pair's relationship had begun back in 1999 when Barry had asked Fred to provide a machine for F1 World Champion Damon Hill to ride at the second running of the Goodwood Revival. Barry was riding someone else's Manx in practice, only for the bike to suffer a serious mechanical failure which Fred fixed; from then onwards Barry only ever rode machines supplied by Fred.

Barry had already scored two wins on one of Fred's bike at Donington Park earlier in 2002 before receiving his cancer diagnosis in July. His request for Fred to provide a machine for the Goodwood Revival came out of the blue. Fred and his rider John Cronshaw were at Most in the Czech Republic having just won the InCA European Classic Series when the call came in, necessitating an overnight dash back to the UK to get a bike prepared for Barry in time for Goodwood.

Both of the engines used in the European Classic Series were rather tired, but Fred managed to put together a motor using the best bits of the two. Unfortunately, the cobbled-together engine proved unsatisfactory, so on the Friday after practice Fred had to borrow one of his '90-bore' motors that he'd sold to Norton specialist, the late George Cohen.



Barry used George's engine at Goodwood that weekend, finishing second in the Lennox Cup on Saturday and winning it on Sunday to take overall victory. Barry Sheene died in hospital in Australia in March 2003 aged 52. The Lennox Cup was later renamed the Barry Sheene Memorial Trophy in his honour.

In April 2003, at the International Classic MotorCycle Show, Stafford, Fred Walmsley sold 'FW02', now reunited with its original engine, to a small consortium of private collectors' - each of whom paid one third of the cost. Shortly thereafter, in August 2003, 'FW02' was sold to a private collector, since deceased. The machine is offered for sale by his widow.

Rider Nick Allison rode the Manx at Le Mans in April 2004, achieving two podium finishes, while Marcus Bisson demonstrated it at the Greve de Lecq hill climb in Jersey in 2003 and 2004. Its last outing is believed to have been the 2005 Sheene Run through Rugby town centre. The Norton has also been displayed at various other events. Not used for some years, the machine will require re-commissioning, at the very least, before further use and thus is sold strictly as viewed.

As presented today, 'FW02' departs from its 2002 specification in various ways, most notably the engine, front wheel, forks, controls, gearbox and swinging arm are not those used by Barry Sheene.

As stated above, the engine is the bike's original (as used by John Cronshaw), Sheene's 2002 Goodwood engine having been retained by the late George Cohen. Close examination of contemporary photographs - particularly with regard to the fairing's decals and their placement - suggests that the fairing is the one fitted to Barry's bike at Goodwood in 2002 (please speak to Bonhams for further clarification). Prospective bidders should satisfy themselves as to the motorcycle's original components and mechanical condition.

Included in the sale is a race fairing (with former 500cc World Champion Wayne Gardner's name and scrutineer sticker for The Barry Sheene Memorial Trophy at the 2003 Goodwood Revival), seat (with applied sticker for The Sheene Run, 2005) and alloy fuel tank.

The machine also comes with a substantial history file, which contains provenance documentation from Fred Walmsley dated 4th May 2003; 24th March 2006 and further correspondence on 17th May 2022 (perusal recommended) among many other documents, photographs, press cuttings, etc.

Much missed, Barry Sheene has left behind a racing legacy admired by everyone connected with motorcycle sport, and this Manx Norton, the last machine he rode, represents a fitting coda to a glittering career. Key not required.

£55,000 - 75,000



Sheene at Goodwood Revival 2002 © James Mann



Sheene post-race interview © James Mann

551

The ex- H J 'Bert' Bacon, Edmond 'Boy' Tubb, Brooklands 'Gold Star'-winning

1929 GRINDLAY-PEERLESS 498CC BROOKLANDS 'HUNDRED MODEL' (LACEY REPLICA)

Frame no. B1124

Engine no. JOR/S 45521

- Documented history from new
- 77 years in the Tubb family's possession
- Restored in the 1970s
- Widely displayed and demonstrated
- Present ownership since 2012



Competition success has been recognised as an ideal means of promotion since motorcycling's earliest days, but during the Vintage years in particular the breaking of speed records was reckoned as good a means of securing valuable publicity as victories gained on the racetrack. The most coveted prize was the One-Hour record, and once the 90-mile mark had been reached, all efforts were directed towards exceeding the magic 'ton' for 60 minutes. Claude Temple was the first man to do so, averaging almost 102mph at Montlhéry in 1925 on his 996cc OEC-Temple-JAP, and then the following year Norton-mounted Bert Denly achieved the feat on a '500' for the first time, again at the French track.

To stimulate competition on home ground, The Motor Cycle magazine offered a silver trophy for the first successful attempt on British soil. That, of course, meant Brooklands, and on 1st August 1928, C W G 'Bill' Lacey, already a formidable competitor at the Weybridge track, wheeled out his immaculate Grindlay-Peerless and raised the record to 103.3mph, lapping at over 105mph in the process and taking the 750cc and 1000cc records into the bargain!

Although ostensibly a Grindlay-Peerless, the record bike featured a nickel-plated frame constructed by Lacey and was powered by a twin-port JAP racing engine heavily reconfigured with Lacey's own cams and rocker gear.

Grindlay-Peerless lost no time in bringing out a replica of Lacey's machine: the Brooklands '100 Model', a solitary example of which was exhibited at the Motor Cycle Show in November 1928. Like the record bike, the production version was also constructed by Lacey, the difference being the brazed-on tank support (instead of clamped).

Priced at £90, the '100 Model', though different in detail, was essentially the same as Lacey's original, right down to its distinctive nickel-plated frame and cycle parts. However, the replica was not capable of the 100mph lap guaranteed by the factory. The job of fettling the bikes and tweaking the twin-port JAP engine to Lacey's specification fell to his assistant Wal Phillips, whereupon each was tested by Lacey at 100mph-plus and issued with a certificate. Two were sold complete with an extra Lacey 'sprint' fuel tank.

However, lacking the resources of larger rivals and perhaps over-estimating the demand for such a specialised piece of racing equipment, Grindlay-Peerless sold only a handful, believed to be no more than five or six machines. Only two of these are known to survive: the one first owned by Brooklands and Manx Grand Prix competitor J D Potts (sold by Bonhams at Stafford in April 2001 and again in April 2018) and that offered here, which belonged to prominent VMCC member, the late Edmond Joseph 'Boy' Tubb, who won his Brooklands 'Gold Star' aboard the Grindlay.



Bert Bacon on the machine, Brooklands, 1930



Tubb at Bognor, November 1935



A post war image of Tubb on the machine, fitted with sprint tank



With son John Tubb admiring the machine

This '100 Model' was originally purchased by H J 'Bert' Bacon, a Brooklands habitué and Gold Star holder (1932), who raced it at Brooklands from 1929 to 1932. 'Numbered among the top flight of Brooklands riders', A L Loweth, who worked for Bert's friend Pat Driscoll and gained his Gold Star (500cc) in 1929, continued racing the bike at Brooklands during 1932 until it was purchased towards the end of that year by A J McClure, who continue to race it in 1932 and 1933.

Edmond James 'Boy' Tubb's interest in motorcycle racing started at an early age (his family owned the well-known Middleton Garage at Bognor Regis). The Grindlay-Peerless with its predictable handling and 'Gold Star'-winning speed was a natural choice, and in November 1935 Tubb purchased McClure's '100 Model' for £30.

Initial testing at Brooklands in April 1936 proved unsatisfactory, Tubb having lapped at 'only' 88mph. E C E 'Barry' Baragwanath, a Brooklands legend, multiple record holder and close friend of Bill Lacey, offered to help improve the performance and in May 1936 the engine was sent to Baragwanath's Tottenham workshop. Baragwanath fitted a longer con-rod (raising the cylinder barrel appropriately), swapped the twin-port cylinder head for a single-port 'Speedway' version, and installed cams developed by Bert Le Vack. The cost was £12 10s.

Soon after, on 23rd May 1936, Tubb entered the Brooklands Second BMCRC Meeting; however, he experienced a severe 'tank slapper' and retired. Baragwanath was at hand, and after the fork dampers had been screwed down hard, the Grindlay exhibited the superior handling for which it was famous. On his third event after the re-tune, Tubb proceeded to lap at 102mph, gaining the coveted Gold Star for a lap over 100mph in a BMCRC race. In his next event, the gearbox was damaged and repaired by Baragwanath. A month or so later, on 18th June 1936, Francis Beart set an unbeaten record of 6.66sec on the famous Brooklands Test Hill with Lacey's old Grindlay-Peerless record-breaker, launching himself into the air and landing twenty yards on in the process!

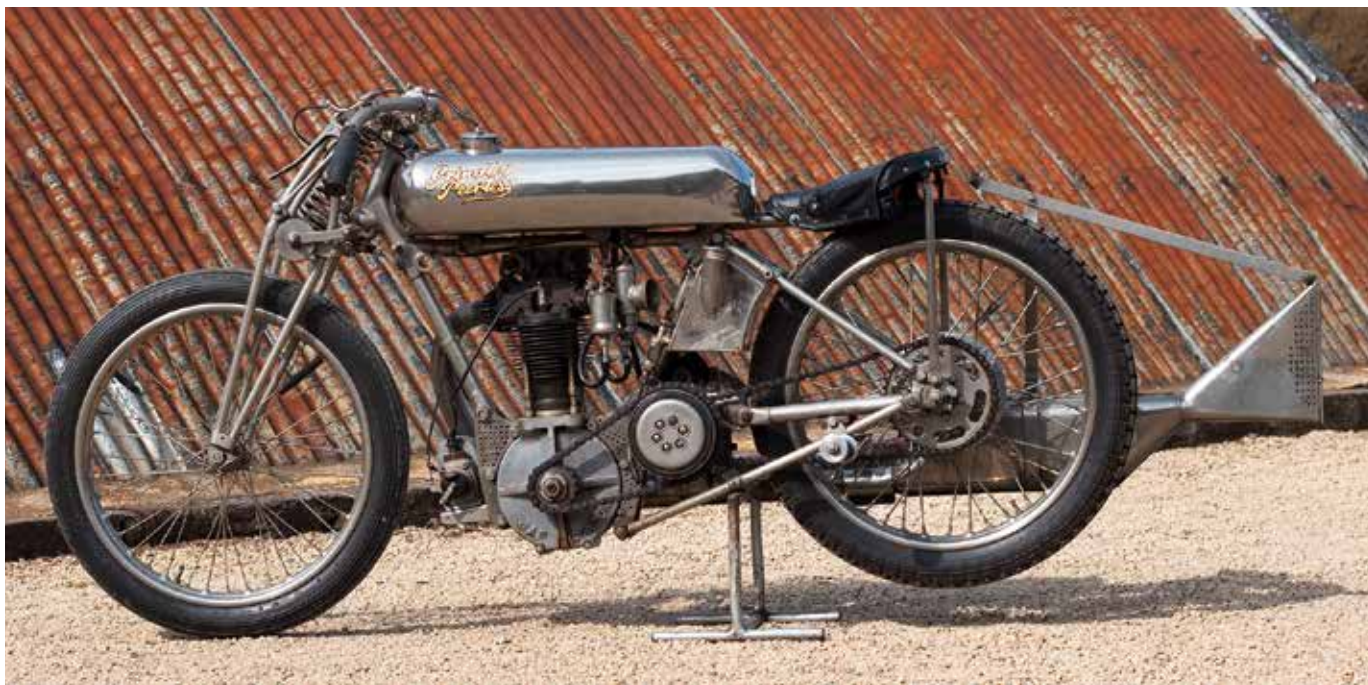
1937 was a good year for Tubb and the Grindlay. In the numerous events entered, Tubb was placed in most all of them, gradually building confidence and achieving increasing speeds culminating in his fastest lap of 105.74mph. This while achieving 4th place from scratch against twice TT-winner Walter Handley, who was given a six seconds start. Later that year, Tubb was unlucky in the Hutchinson 100, retiring after only seven laps with a broken crank-pin and cracked crankcase, which meant another rebuild by Baragwanath. A few weeks later, Tubb was back at Brooklands racing and sprinting.

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

Edmond 'Boy' Tubb taking the machine up the Brooklands test hill



Best of Show at the 2016 Concorso d'Eleganza Villa d'Este



He achieved his best-ever Brooklands lap on 30th June 1937 at over 105mph (see letter on file appended by Brooklands' official timekeeper, A V 'Ebby' Ebbelwhite). Also on file is a fascinating article from the Brooklands Society Gazette (2005) in which 'Boy' Tubb evocatively recalls his racing exploits.

Perhaps not noticing the gathering clouds of war, Tubb returned to Brooklands in the spring of 1938 with continued vigour, regularly lapping at 104mph and scoring more podium places; that year's Hutchinson was given a miss, though Tubb was there on that October day competing in other events. Escalating racing costs and saving for a ride in the 1939 TT meant that the last year of Brooklands racing saw little of Boy Tubb and his Grindlay.

Tub spent the war in the Army but as soon as the British Motor Cycle Racing Club was re-formed in March 1947, Tubb rejoined as member No.20. At the celebratory supper at the Talbot Restaurant in London EC2 Tubb no doubt rekindled pre-war friendships with Baragwanath, Lacey, Bacon and Pat Driscoll. Ravished by war, Brooklands had closed, but hopes were still high that the home of British racing would reopen and activities resume. In 1947 there was not much one could do with an Outer Circuit bike running on exotic fuels but Tubb found the solution in the Brighton Speed Trials where he gave good account of himself with a time of 34.72sec.

Tubb continued to attend the handful of post-war events both as a spectator and marshal, and occasionally stretched the Grindlay's legs. 1949 saw Tubb compete in the North East London MCC's Trent Park Speed Trials, which he did again in 1950 and 1951. He also attended the early Goodwood meetings. The 1952 Brighton Speed Trials were to be Tubb's last competitive entry with his Grindlay.

When the Montagu Motor Museum opened in 1952, the Grindlay found a temporary home at Beaulieu while venturing out yearly for the Brooklands reunion and other events. But it was soon back at Tubb's Bognor Regis home where in 1960 it was completely dismantled and piece-by-piece sent to be re-plated. The gleaming old bike re-emerged into the second phase of its life, which was celebrated by an article in The Motor Cycle magazine, the first of many. The RAC Earls Court Motor Show in 1962 and a demonstration at Ford Airfield 1965 were just two of the many events attended during the 1960s. There were also visits to Brands Hatch throughout the 1960s and early 1970s; 1968 was a particularly busy year for the old racer, with a full programme of trials, competitive events and demonstrations.

In 1975 Boy Tubb and the Bognor MCC organised the International Clubman's Trial at Goodwood (complete with Go-Go girls 'for the rest of the evening'). In 1978 the opportunity arose to demonstrate the Grindlay at the Thruxton Brooklands Society race day. Tubb would bring out his Grindlay yearly for this event until 1983, lapping in the illustrious company of other Brooklands warriors such as the Coupe de l'Auto Delage, the 'Lightweight' Les Archer New Imperial, ERA R7B and R14B, Alfa Romeos, twin-cam Sunbeams and many more.

Most appropriately, in 1987 Boy Tubb's restored Grindlay-Peerless entered the hallowed grounds of the Brooklands Museum. Cared for by John Bottomley and the Museum's voluntary motorcycle group, the Tubb Grindlay-Peerless was tested for *The Classic MotorCycle* by Roy Poynting (January 2006 edition, copy article on file) and in recent years has been used by the Brooklands Museum on numerous demonstration runs at appropriate events and venues such as the Goodwood Festival of Speed in 2008 and Montlhéry.

In October 2012, after remaining in the Tubb family's hands for 77 years, the Grindlay-Peerless was offered for sale at Bonhams Stafford auction where it was purchased by the current vendor for his private collection and returned to its Brooklands Museum home.

Since then the Ex-Tubb Grindlay has been shown at Brooklands, The Goodwood Festival of Speed and the 2016 Villa de'Este concours in Italy, where it won Best in Show. Over the last 10 years the vendor has carefully researched the machine's history, and the results of his findings, including a complete list of races and results, is included in the sale.

Also included in the sale is 'Boy' Tubb's BMCRC badge and Brooklands 'Gold Star' (engraved 'E J Tubb' on the reverse); his Cromwell crash helmet; his BMCRC membership card and badge bars (27 in total dating from 1933 to 1963); and a substantial quantity of race programmes, the majority relating to Brooklands events of the 1930s, many of which mention him and the Grindlay. The machine also comes with a quantity of period photographs.

Possessing exceptionally well documented history, this 'Gold Star'-winning Grindlay-Peerless represents an exciting opportunity to acquire one of the rarest of all limited edition, Brooklands racing motorcycles of the Vintage period. Key not required.

£70,000 - 100,000



552

The Isle of Man Junior 250cc TT-Winning, Ex-Douglas Prentice

1921 NEW IMPERIAL 250CC RACING MOTORCYCLE

Registration no. OH 6926

Frame no. W11858

Engine no. BR/21/125

- Documented ownership history from new
- Only five owners in over 100 years
- Restored circa 1988
- Maintained continuously
- Remarkably well preserved



After an abortive attempt in 1901, New Imperial commenced series production of motorcycles in 1910. By 1913 the fledgling firm was contesting the Isle of Man TT races, entering a trio of 500s in the Senior event, none of which finished. This disappointment and the intervention of WWI delayed New Imperial's next appearance until 1921, but what an historic return it would be. At that time there was no separate Lightweight TT race (the 250s would not have their own separate Lightweight TT race until 1922); instead a trophy was awarded for 250cc machines entered in the Junior (350cc) event, the first such award having been made in 1920 when Levis secured a resounding victory, taking the first three places. New Imperial entered five JAP-engined 250s in the 1921 Junior and although four retired, Douglas Prentice went on to win the class at an average speed of 44.82mph, Bert Kershaw's having set the fastest lap. After the race, new Imperial's boss Norman Downs presented Prentice with his winning machine.

New recruit Bert Le Vack came close to victory in the Junior event the following year and finished 2nd in the Lightweight race in 1923, and then the Twemlow brothers' 1924 Junior/Lightweight TT double - Ken winning the former, Eddie the latter - plus Eddie's repeated Lightweight victory in 1925, confirmed New Imperial as one of the dominant forces in 250 racing in the Vintage years.

New Imperial had switched from JAP engines to those of its own manufacture by the decade's end, and although the 1930s brought fewer success in the Isle of Man TT, Bob Foster's 1936 Lightweight TT win was notable as the last achieved by a British-made machine before WW2.

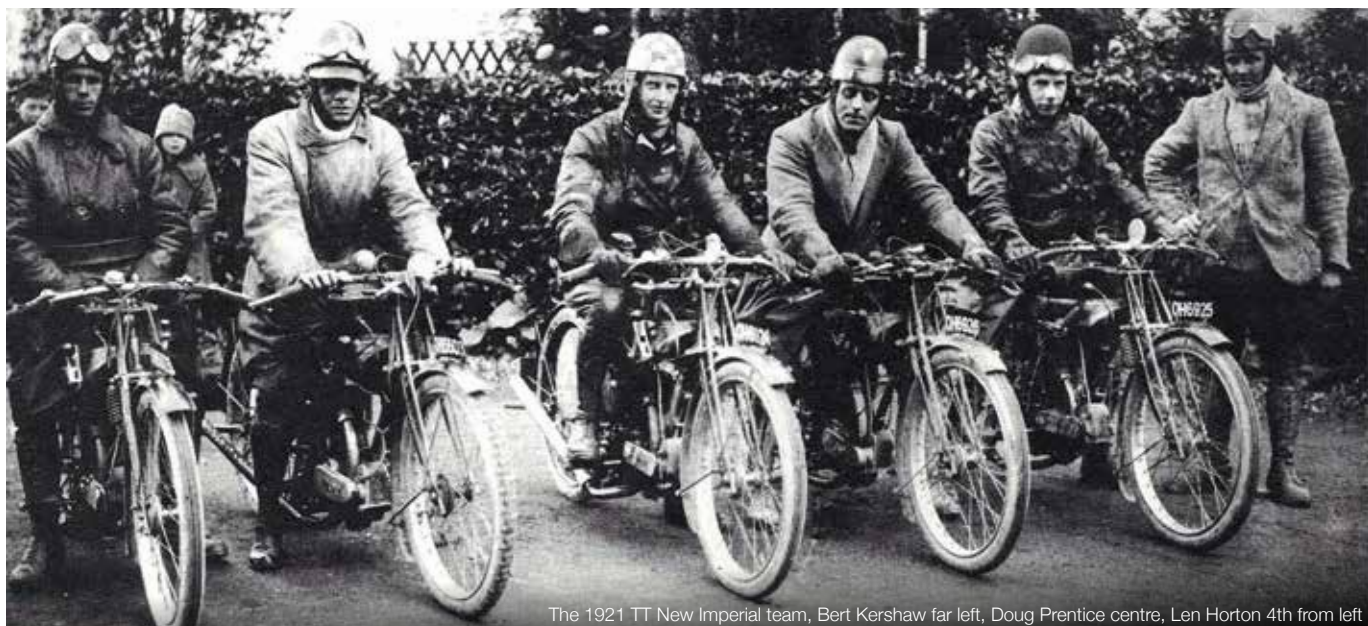
In July 1921 Prentice rode his New Imperial in the first and last Brooklands 500-Mile event. Bert Kershaw on a sister machine dominated and won the class while picking up 14 records. New Imperial went on to win the Team Prize as well as the Gold Medal in the A-CU Six-Day Trial that was held at Brooklands in September 1921. In the following season Prentice rode his machine in the Brooklands Junior TT, where Class A was again won by a New Imperial (J V Prestwick). Prentice kept his New Imperial for three years, recalling later: "In addition to sundry trials etc, I used it as general hack for running from my home to the works." Prentice finally sold the New Imperial to Reginald Wright of The Cycle Shop, Backwell Street, Kidderminster on 23rd August 1924. Wright kept 'OH 6926' for the next 30 years.



Doug Prentice, Winner of the 1921 Isle of Man Junior 250cc TT



The 1921 TT Start Line, Doug Prentice No 24, Len Horton No 20



The 1921 TT New Imperial team, Bert Kershaw far left, Doug Prentice centre, Len Horton 4th from left

The machine we offer is Douglas Prentice's 1921 Junior 250cc Trophy-winning machine, which comes with his signed letter of authenticity, dated 23rd August 1924, confirming that it was this actual motorcycle that he rode in the 1921 race. It should be noted that photographs in the Keig archive show Doug Prentice (No. 24) astride 'OH 6924' before the race and his team-mate Les Horton (No. 20) on 'OH 6926' at the start. However, it was common practice for race teams to swap frames, engines and registration plates as and when it suited them.

Interestingly, Prentice was photographed by Keig prior to the 1922 race aboard a works New Imperial registered 'OE 250', a registration issued in 1919/1920. Furthermore, although it is partially obscured in Keig's start-line photograph, this may well have been the registration that Prentice's bike carried during the 1921 race! It most definitely is not 'OH 6924' on which he had been photographed during practice. New Imperial does seem to have had a somewhat casual attitude to registrations! It should also be remembered that Prentice authenticated 'OH 6926' in 1924, a mere three years after the 1921 race, and again some 40 years later. Of equal significance is the fact that Prentice's machine had been given to him after the race by New Imperial boss Norman Downs.

Also contained within this historic machine's accompanying file are two old-style buff logbooks, the earliest of which (issued January 1925) records Reginald Wright of Kidderminster, as the sole owner. Mr Wright appears as owner in the second book (issued September 1954) and John Bone as '1st Change' from October that same year. One of the founding committee members of the VMCC's North Birmingham Section, John Bone owned 'OH 6926' until 2008 when the machine was offered for sale by his family at Bonhams' Stafford sale in April of that year (Lot 560).

In August 1961 John Bone had corresponded with Doug Prentice, whose accompanying letters reveal that the Trophy-winning machine was given to him by 'Mr Downs of New Imps' (company founder Norman T Downs). Doug Prentice states that the bike never gave him the slightest trouble 'either in the Isle of Man where I did countless practice laps prior to the official practice period, in the Race itself, or during the English Six Days Trials where it gained a Gold (after changing the TT close-ratio 'box!')'. He also states that while other members of the 1921 team changed valve springs prior to the actual race, he decided to leave well alone and ended up the only New Imp finisher. Sadly, Doug Prentice died in September 1961 without having had the opportunity to see his old bike again.

John Bone and OH 6926 at the start of the Lands End to John O'Groats run



John with a selection of his awards



John Bone used the TT-winning New Imp extensively on VMCC and other events throughout the late 1950s and into the 1960s, winning in the process around 40 cups, medals and awards in trials all over the UK, including three successive Land's End to John O'Groats runs (1959-1961). In interviews John modestly said: 'the bike gave me no trouble at all'. For his heroic achievement John was awarded the Vintage Invincible Triple Trophy. The latter is included in the sale together with a substantial quantity of other trophies and commemorative awards (list available). The 1954 bill of sale, an old MoT certificate (expired August 1974), owner's notes, assorted press cuttings and various period photographs are contained within the accompanying history file, close inspection of which is recommended.

When offered for sale at Stafford in 2008, 'OH 6926' had been in the hands of only three owners for almost 90 years, all living within a stone's throw of Kidderminster, and had last been taxed for road use in 1977.

The New Imp had been restored circa 1988 and looked after by Geoff Bishop for nine years and prior to that by retired engineer, Bernie Hill. The machine was sold to an important private collection in the USA and in 2011 was repatriated to this country by its current discerning owner and collector.

The only survivor from New Imperial's successful 1921 TT works team, 'OH 6926' has been used, loved, and maintained continuously from new and is remarkably well preserved. Including the winners of the 'Junior 250 Trophy', only 38 motorcycles won Isle of Man TT races during the Vintage period; thus 'OH 6926' represents a rare, possibly once-in-a-lifetime, opportunity to acquire an historic machine belonging to this most exclusive category. Key not required.

£40,000 - 60,000

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



John Bone riding OH 6926 on the Banbury Run during the 1960s



On show at The Salon Privé
Concours d'Élégance, 2011



OH 6926 on the 2011 VMCC Banbury Run

553

1931 MONTGOMERY-JAP 490CC GREYHOUND TT MODEL

Registration no. JO 2449
Frame no. 4063 (see text)
Engine no. KO/Y23699/S/F

- *Rare model from a relatively obscure make*
- *Restored in the 2000s*
- *Not started since restoration*



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

Bury St Edmunds-based Montgomery diversified after WWI, extending its line-up to encompass a 147cc two-stroke at the more affordable end of the range while offering a mighty 996cc v-twin at the other.

In 1931 Montgomery expanded its line-up with the introduction of the Greyhound range, these being sports versions of existing models in varying engine capacities. The sporting Greyhounds continued to be part of the range until production of Montgomery motorcycles ceased with the outbreak of WW2. Today Montgomery is best remembered for its 8-valve Anzani-engined v-twin: one of the Vintage era's first 'superbikes' and a worthy rival to the Brough Superior SS100.

One of the rarer TT Models, this matching-numbers Montgomery Greyhound had already been restored when it was purchased by the vendor in 2018 (during the restoration the handlebars, tank, exhaust pipes and mudguards had been replaced using the original unusable parts as patterns).

Since acquisition the machine has been kept a heated garage with various other cars and motorcycles but has not been started. Among accompanying documents is a letter from previous owner Mr J Reid outlining its history.

The Montgomery had been found in Kyle on the West Coast of Scotland by a Mr C Buchan of Aberdeen in the mid-to-late 1970s and purchased from the then owner. In 1987 Mr Buchan decided to sell the (now dismantled) machine to Mr Reid, who commenced its restoration in the 1990s and finished it in early 2009. In June 2009 the Montgomery was on static display at the Fraserburgh annual Vintage car rally where it won 'The Best Restored Bike' award. In March 2010 the machine was placed on display for the 2010 season at The Grampian Transport Museum in Alford. Mr Reid did not attempt to start the machine, which has not run since the restoration's completion. It appears the last time the Montgomery was licensed for the road was 1955 ('JO' is an Oxford registration issued between June 1930 and April 1934). Among other documentation, the substantial history file contains 'as found' images from the 1970s; an old-style buff logbook; and a V5C Registration Certificate. It should be noted that the frame number is heavily over-painted and indiscernible. Key not required.

£18,000 - 24,000

554

1950 DOUGLAS 348CC 90 PLUS

Registration no. GMW 305

Frame no. 8800/90

Engine no. 11886/90 (see text)

Douglas commenced post-war production in 1947 with, naturally enough, a horizontally opposed twin, although unlike the vast majority of previous models the T35 mounted its engine across the frame. The engine was of unitary construction while the frame displayed even greater innovation with its swinging-arm rear suspension controlled by torsion bars, and leading-link Radiadraulic front fork. After development work had cured frame breakages and improved engine power, the revised version was dubbed the MkIII. The latter lasted until the advent of the new-for-1949 MkIV, which featured an un-sprung front mudguard and altered rear sub-frame with distinctive teardrop-shaped toolboxes. Standard and Sports versions were catalogued until the introduction of the MkV in 1951. Also part of the range were two specially tuned sports models known as the 80 Plus or 90 Plus depending on the level of performance achieved, a bench-tested 25bhp being required for a 90 Plus. A 21" front wheel and 9" brake were fitted to both models, which had contrasting finishes: maroon for the 80 Plus and gold for the 90 Plus. This very smartly turned out 90 Plus has not run since 2002 and will require re-commissioning before further use. No history is known. It should be noted that the engine number differs from that on the V5C document, indicating that there has been a change of engine at some point. Sold as seen, the machine also comes with some old MoTs (most recent expired 2001). Key not required.

£9,000 - 12,000



555

1939 NORTON 490CC INTERNATIONAL

Registration no. SO 6727

Frame no. 61155

Engine no. 91258

'SO 6727' was bought new in 1939 by Robert McLaren, whose father was a Norton agent in Forres, Scotland, through Alexander's of Aberdeen. His elder brother stayed at home during WW2 and kept the Norton licensed and ready to go. Robert, when on leave, regularly went to Gales in Ayrshire on the bike, a trip he funded by playing the accordion for 10 shillings a night! When the War ended, Robert was posted to RAF Lossiemouth with the Royal Electrical and Mechanical Engineers. Circa 1947/48, he sold the International, with 7-8,000 miles on the clock, to a friend called Willy Anderson of Muirfield Road, Elgin. The next owner, James Angus Gellatly, saw the International advertised in Motorcycle Sport in 1954. He told the story above to the late John Foster in 1995. John Foster bought the Norton in 1993, its previous owner (since December 1986) being Alan Douglas Clark of Auchterhouse, Dundee. John covered many miles on the Norton and returned it to the original rubber-seat-and-separate-pillion layout. He also rode it from Fife, Scotland, to Switzerland for the Klausen Hill Climb in the 1990s. His son inherited the Norton when John died in 2019 and has since had it sympathetically restored. It has sat for six years, but the tyres were new. Re-commissioning will be required before further use. Offered with a history file. Key not required.

£15,000 - 20,000



556

1906 PEUGEOT FRÈRES 5HP

Registration no. JAS 793

Frame no. 11559

Engine no. 16943

- *Pioneer motorcycle from one of the European industry's founding manufacturers*
- *Formerly part of the Ernst Wouters collection in Belgium*
- *An older restoration*



One of the pioneering firms of the French motorcycle industry, Peugeot followed the familiar progression, first adding proprietary clip-on engines to its bicycles before building complete machines of its own manufacture. The first Peugeot was manufactured in 1882; at this time the firm was known as Peugeot Frères, but as more family members joined, changed its name to Les Fils de Peugeot Frères.

Dating from its manufacturer's 'Peugeot Frères' period, this 5hp Peugeot v-twin once formed part of the collection of Ernest Wouters. Wouters' was one of the finest collections of early motorcycles and bicycles in original, untouched condition and was housed in the Bicycle and Motorcycle Museum, 'La Petite Reine', situated at Falmignoul in the Belgian Ardennes. The collection comprised some 60 early motorcycles, including tricycles and forecars, and 300-or-so bicycles. Due to its founder's illness, the museum was liquidated circa 1985 and all exhibits sold to other collectors, including this Peugeot's previous owner, noted collector Brian Moore, who purchased the machine directly from the museum and restored it, sparing no effort to make this one of their finest restorations ever.

The machine has the optional Truffault front fork and Bosch magneto, while another useful 'extra' is the NSU-patent two-speed epicyclic gear with crankshaft-mounted clutch, top gear being direct drive. The handlebars carry Bowden-type levers (that operate the two Garrier-type rear-wheel brakes) a beautiful twisted bulb horn and leather case for spare inner tube. Lighting is by Riemann self-contained acetylene headlamp, while the leather Brooks-type saddle bears the 'Peugeot Frères' logo. The machine was ridden in several rallies, including the Dutch Horsepower Run and other pre-1915 events on the Continent.

The immediately preceding owner, a Peter Sanders of Putney, London, purchased the Peugeot at Bonhams' Olympia sale in December 2002 (Lot 233). Now offered from the collection of noted collector, the late Ken Senior, the machine has not been used for some time and would respond well to detailing and recommissioning or restoration to a greater or lesser extent. Accompanying documentation includes an expired MoT (2004); an old-style V5 registration document; starting/operating instructions; and a quantity of marque-related literature. A truly beautiful specimen of an early Pioneer motorcycle from one of the European industry's founding manufacturers. Key not required.

£17,000 - 20,000

557

C.1911 ABINGDON KING DICK 500CC

Registration no. SV 4992
Frame no. LVL0399CV871
Engine no. 198S

- *Rare Veteran-era British motorcycle*
- *Part of the Senior collection for almost 20 years*
- *(Copy) Pioneer Certificate available*



This ultra-rare Veteran-era machine was manufactured by the Abingdon King Dick company of Tyseley, Birmingham, a firm whose name is more readily associated with high-quality tools. Abingdon Engineering had been founded in 1856 to make chains and tools, diversifying into motorcycle manufacture around 1904 and trading as Abingdon-Ecco up to WWI. Like many 'start ups' of the period, Abingdon used various makes of proprietary engine at first before producing its own four-stroke single-cylinder 350cc and 795cc v-twin engines, which were also supplied to Ariel and Invicta. They also built tricycles and the Kerry-Abingdon motorcycle for the Kerry company. Much of Abingdon's production at this time was exported to countries of the British Commonwealth.

Civilian motorcycle production stopped at the end of 1916, resuming in 1919 when Abingdon offered three models to prospective buyers: two of 3½hp (one direct drive, the other with a three-speed gearbox) plus the 6/7hp v-twin. In 1926 the company was renamed AKD (Abingdon King Dick) and ceased producing motorcycles for a couple of years, returning in 1928 with a range of six models, all powered by the same 172cc overhead-valve engine.

New designs were added to the catalogue over the next few years, the largest being a 350cc sidevalve, before production of motorcycles was halted at the end of 1932, the company concentrating on its highly regarded 'King Dick' mechanics' tools thereafter.

Offered from the collection of noted collector, the late Ken Senior, this rare machine comes with copy correspondence dated May 1980 from previous owner, VMCC stalwart Arnold Davy, stating that he had bought the machine from a Mr J F Hornsby. Also on file is a (copy) Pioneer Certificate issued to Mr Hornsby when the Abingdon was registered as 'BW 2947'. The machine has formed part of the Senior collection since March 2003, and at some time has been updated with later 1915 season Druid forks. Additional documentation consists of some expired MoTs and an old-type V5C document. It should be noted that we have been unable to locate the frame number '531' stated on the Pioneer Certificate, the machine having been stamped with a Local Vehicle Licensing Office frame number at some point; accordingly, the machine is sold strictly as viewed and prospective purchasers must satisfy themselves with regard to the validity of the VRN prior to bidding. Key not required
£12,000 - 15,000



558
1912 RUDGE 499CC MULTI TT
 Registration no. AC 1466
 Frame no. 651258
 Engine no. 3616

By 1912, the desirability of incorporating a clutch into the transmission had become obvious, and Rudge offered various options including the Mabon variable gear. Although preferable to direct drive, the Mabon had its weaknesses, prompting Rudge's John Pugh to devise a better alternative: the Multi. Controlled by a tank-mounted lever, the Multi worked by varying the diameter of two pulleys, one on the crankshaft, the other on the rear wheel, while maintaining drive belt tension. An outstanding success, it would remain in production for the next 10 years. According to Rudge Club records, 'AC 1466' is the oldest Multi known. The Rudge completed the London-Brighton Run in 2010 and took part in the 100th anniversary of the Isle of Man TT Mountain Course in 2011. Fitted with a new engine pulley and clutch parts and was last run in August 2022. The tank has been signed by John McGuinness and Mick Grant, both of whom rode the machine circa eight years ago. Accompanying paperwork consists of a Pioneer Certificate, some MoTs, and a V5C document. The Rudge is fitted with a lower-geared belt rim at present and comes with the original higher-geared alternative. Other spares include two engines numbered '17608' and '14882' (the latter partially dismantled), a carburettor, a Ruthardt magneto, and other more minor parts (full list available). Key not required.

£15,000 - 18,000



559
Property of a deceased's estate
C.1904 ARIEL 3½HP
 Registration no. not registered
 Frame no. none visible
 Engine no. none visible

A firm with its roots in the cycle industry, Ariel exhibited its first powered two-wheeler in 1901, employing a 211cc, 1½hp Minerva engine. Ariel's own 2¼hp power unit followed in 1903, but the Birmingham firm continued to rely mainly on proprietary engines. In March 1903 the company introduced a 3½hp (417cc) engine of its own design, which was one of two power units available for the No.1 model, the other being the aforementioned 2¼hp. It would appear that the 3½hp engine had a short life, as in his definitive marque history, *The Ariel Story*, Peter Hartley makes no mention of it after 1904. Believed to be a 3½hp model, this rare Edwardian Ariel was purchased in the late 1950s and restored over the course of the next 60 or so years. Most of the restoration work was carried out by the late owner and there are no receipts to indicate what was done. The machine is offered with another engine and a fuel tank. This motorcycle's mechanical condition is not known; accordingly, prospective purchasers must satisfy themselves with regard to its condition, completeness, correctness, or otherwise prior to bidding. There are no documents with this Lot, which is sold strictly as viewed. Key not required.

£7,000 - 10,000



560

1918 HARLEY-DAVIDSON MODEL F MOTORCYCLE COMBINATION

Registration no. SV 6533

Frame no. 18F 3231

Engine no. 19 T3 683

- *Built to European specification and sold new in Paris*
- *Louis Vannod top-of-the-range Grand Luxe sidecar*
- *Numerous additional 'extras' and safety features*
- *Only four owners in 104 years*



This Harley-Davidson motorcycle combination was purchased new by a Mr Cante, whose address is recorded on a brass badge attached to the front fork. He purchased the machine from the Harley-Davidson Agence Parisienne Exclusive dealership in Paris, France. This machine is an original civilian Harley-Davidson built to European specification; thus it has two brakes rather than the single (rear) stopper standard on American models. Both brakes operate on the rear wheel and the machine has two foot-brake pedals, conforming to the European regulations at that time.

In 1922 Mr Cante sent the Harley to sidecar manufacturer Louis Vannod, a company recognised as France's premier sidecar maker. The original Harley-Davidson sidecar was removed while the chassis, supplied with the machine in 1918, was retained. This striking looking sidecar is Louis Vannod's top-of-the-range Grand Luxe model and has several additional 'extras' and safety features:

- An extra brake on the sidecar wheel
- An electrical system featuring a 6-volt dynamo driven from the crankshaft
- Electric lighting set
- Unusual 'V' windscreen (a work of art)

- Brass handle for the passenger door
- Tool box boot
- Extra front chassis support
- Child's sprung seat fitted to the luggage rack
- A different carburettor (far superior to the original Schebler carburettor)
- Up-rated forks
- Stronger wheels and larger tyres

Mr Cante owned the Harley until WW2 when he gave it to a Mr Bouquet in Paris as a token of thanks for the latter having saved his son's life during the war. The current vendor purchased the machine some 40 years ago from Mr Alain Bouquet, grandson of the aforementioned Mr Bouquet senior. The vendor is only the Harley's fourth owner in 104 years! Restored in 1992, this magnificent Harley-Davidson motorcycle combination was last run this summer and is described by the vendor as in good condition. Unique in its specification, the machine comes with a dating certificate, a V5C document and its original French-language handbook, which must be extremely rare. Key not required.

£24,000 - 28,000

561

1928 SUNBEAM 493CC MODEL 9

Registration no. UA 4789

Frame no. D3042

Engine no. L2036

- *Ridden throughout WW2 by its original owner (an RAF sergeant flight mechanic)*
- *Only three owners from new*
- *Present family ownership since 1987*
- *Professionally restored 1999/2000*



Walter Stoney with the Model 9 Sunbeam



Sunbeam had begun experimenting with overhead valves on their factory racers in the early 1920s and these duly appeared on production models in 1924. The new '500' sports roadster was known as the Model 9 - the '350' as the Model 8 - while its racing counterpart, which could top 90mph, was accordingly designated the Model 90. The overhead-valve Model 9's frame and cycle parts, which had much in common with those of Sunbeam's larger side-valve models, evolved slowly. Sunbeam missed the industry's virtually wholesale switch from flat-tank to saddle-tank frames for the 1928 season, and a saddle-tank version of the Model 9 did not appear until September of that year. Changes to the Model 9's engine were confined mainly to its top-end. The early flat-tankers featured a straight-ahead exhaust port, a peculiarity which necessitated the adoption of a bifurcated down-tube. Pushrod enclosure had arrived by 1930 to be followed a couple of years later by partial enclosure of the rocker gear.

Dating from the last year of the 'flat tank' Sunbeams, this rare Vintage-era Model 9 was ridden throughout WW2 by its original owner, Walter Stoney of Hetton, North Yorkshire. Walter served as a sergeant flight mechanic with RAF 101 Squadron and would regularly drop into Leeds Railway Station for a 'pot of tea' when riding home from Norfolk in the winter months.

The late historian and author of *Skipton and the Dales* - Ken Ellwood from Skipton, Yorkshire - was an RAF pilot and close friend of Walter Stoney. Upon Walter's death, Ken purchased the Sunbeam in 1987 and successfully applied to have the original registration reassigned to it. In 1999/2000, Ken had the Sunbeam professionally restored to its former glory; however, he did not have a motorcycle license and was more interested in flying his Tiger Moth! His son, the current vendor, purchased the Model 9 from his father's estate in 2015. He has never ridden the Sunbeam, which was serviced and tested briefly by a local enthusiast in 2019 and last started in 2021. Walter Stoney is therefore the Sunbeam's only owner/rider. Following a period of inactivity, the machine will require re-commissioning to a greater or lesser extent before returning to the road and thus is sold strictly as viewed.

One of circa 19 Model 9 Sunbeams of its type recorded in the VMCC Register, 'UA 4789' comes with fascinating copy photographs including some showing Walter Stoney with other ground crew in front of Lancaster bombers, and a copy of the *Skipton and the Dales* book showing Walter in later life with his Sunbeam on page 64. The history file also contains correspondence, an old-style logbook and a current V5C document. Key not required.

£10,000 - 12,000

562

Offered from a deceased's estate

1912 NEW HUDSON 349CC LIGHTWEIGHT PROJECT

Registration no. LE 2248 (see text)

Frame no. 1365

Engine no. 2561

- Owned since 1960's
- Offered with Pioneer certificate number 2
- Ex-Angus Maitland



Angus Maitland riding the New Hudson, date unknown



Birmingham-based New Hudson started out as a bicycle manufacturer in the Victorian era. The company's first powered machine of 1903 used a clip-on Minerva engine, and this was followed by their first proper motorcycle in 1910. The first model powered by an engine of its own make arrived in 1911. The economic depression of the early 1930s hit New Hudson hard, and in 1933 the company (by then manufacturers of Girling automotive components) ceased to build motorcycles. There was a brief return in 1940 with the New Hudson Autocycle, later built by BSA.

The late owner's family has confirmed they have owned this early new Hudson since at least the 1960s. Ridden by the vendor's father and grandfather, the machine comes with Pioneer Certificate No.2, only the second granted, and carries a tax disc expiring in May 1965, which is probably the last time it was used.

The aforementioned grandfather was Trump-JAP manufacturer, Angus Maitland, and there is a copy article on file from The Veteran and Vintage Magazine depicting him on the New Hudson. Partially dismantled and incomplete, the machine requires full restoration and is sold strictly as viewed.

There are no registration documents with the motorcycle, which does not appear on the HPI database; accordingly, prospective purchasers must satisfy themselves with regard to the validity of the registration number prior to bidding. Offered with a large quantity of correspondence, most dating from 1949, and the aforementioned Pioneer Certificate. Key not required.

£3,000 - 5,000

563

1938 VINCENT HRD 498CC SERIES-A COMET

Registration no. EVU 557

Frame no. D1499

Rear Frame no. D1499

Engine no. C846

Crankcase mating nos. 40 / 40

- *Rare Series-A*
- *Engraved signature to engine by Phil Irving*
- *Matching numbers machine*
- *Owned since 1972*



Phil Irving engraving the Comet's timing chest

In 1927, HRD was placed in voluntary liquidation by its founder, Howard Davies. It was acquired by young engineer Philip Vincent, with financial backing from his father. Unimpressed by the standard of 'bought-in' engines, Vincent and fellow engineer Phil Irving designed their own engine for 1934, incorporating their high-camshaft layout. Initial models with this engine were the Meteor and Comet, later variations being the Comet Special and the TT model. The Rapide twin was to follow in 1936, but production lasted only until war broke out in 1939.

The vendor purchased EVU 557 in his native USA in 1972, when it was in a poor state. It had originally been registered in the UK, and probably travelled to USA in the late 1960s, as evidenced by the continuation duplicate RF60 on file, which shows that the bike resided in the Cheshire and Chester areas during the late 50s and early 60s, being last taxed in 1963. When acquired, the bike was in poor condition, necessitating renovation / restoration by the owner, which he completed in approximately two years. Thereafter, the Comet was used by him regularly for touring in USA and Canada, for club rallies and events. The vendor was friendly with one of the brains behind Vincent, Phil Irving, who would visit the vendor in Washington State on regular occasions with his wife, Edith.

On one of the visits in 1983, Irving decided that he should sign the vendor's Comet, having been responsible for its existence, and this he duly did with an engraving pen on the Comet's timing chest. The signature is still evident, and the event was recorded on a photograph (see photos).

The bike was in regular use until the owner moved to the UK in 2018. It was shipped to the UK, and reallocated its original Manchester registration mark. Unfortunately, the vendor has some health problems which have curtailed his riding career, hence the sale of his much-loved machine. Running and working well when last in use, EVU should need only light re-commissioning prior to use by a new custodian. The Comet is running on Castor engine oil, and a quantity of the lubricant comes with the bike, along with assorted spare parts.

The history file includes photocopies of the Engine Specification Sheet and Works Order Form, which detail that this Comet was originally equipped with Amal carburettor, Miller magdyno, TT bars, and Dunlop saddle. It still has the original engine, upper frame, and rear frame. The gearbox number was not recorded. Other documentation accompanying EVU 557 includes a current V5C, the aforementioned duplicate continuation RF60 log book, US Title document, and miscellaneous papers. It is presently declared SORN. Key not required.

£40,000 - 50,000

564

Property of a deceased's estate

1947 VINCENT-HRD 998CC SERIES-B RAPIDE

Registration no. KHU 523

Frame no. R2073

Rear frame no. R2073

Engine no. F10AB/1/74

Crankcase mating no. A80 / A80

- Fully matching numbers
- Present ownership since 1985
- In dry storage for some time
- Requires re-commissioning



The outbreak of WW2 in 1939 brought production of all Series A models to a halt, and when Vincent resumed production at the war's end it was with the all-new Series B. Its rear suspension aside, the Series A Vincent-HRD had been conventional enough: tubular steel frame, girder forks, separate gearbox, etc but with the Series B Messrs Vincent and Irving effectively established the marque's reputation for the defiance of convention in the pursuit of engineering excellence.

For a start there was no 'frame' as such, merely a fabricated box attached to the cylinder heads, that served as the oil tank and incorporated the headstock and the attachment point for the rear springs. The gearbox was integral with the engine, and the swinging arm pivoted directly in the engine/gearbox casings, features commonplace today but unusual 60 years ago. Only in his retention of the pre-war Brampton girder fork did Phillip Vincent appear to be lagging behind other manufacturers, almost all of which had switched to telescopic, but this apparent shortcoming would soon be addressed by the introduction of the famous 'Girdraulic' fork.

Introduced in 1946, the Vincent-HRD Rapide Series B was immediately the fastest production motorcycle on sale anywhere, with a top speed of 110mph. The basic design clearly had even greater potential though, which would be realised later in the form of the Black Shadow and Black Lightning models. In 1948 the Vincent range began to be up-dated to 'Series C' specification but it would be 1950 before all Vincents left the factory in this form.

This particular matching-numbers Series B Rapide was despatched to a dealership called Waycott Bros in Bristol in April 1947; as far as is known 'KHU 523' is the original registration. Its late owner acquired the Vincent in 1985 and rode it to the Isle of Man TT on many occasions, lapping the circuit and visiting most of the landmark sites there. Kept in dry storage for some time, the Rapide will require re-commissioning before returning to the road and thus is sold strictly as viewed. The machine is offered with than old-style V5 and old/current V5C documents. Offered without key
£26,000 - 30,000

565

Property of a deceased's estate

1950 VINCENT 998CC SERIES-C BLACK SHADOW

Registration no. LRO 538

Frame no. RC5738B

Rear Frame no. RC5738B

Engine no. F10AB/1B/3838

Crankcase mating no. FF47 / FF47

- Matching numbers
- Present family ownership since 1987
- Stored since 2005
- Requires re-commissioning



Ever since the Series A's arrival in 1937, the Vincent v-twin has been synonymous with design innovation, engineering excellence and superlative high performance. From Rollie Free's capture of the 'world's fastest production motorcycle' record in 1948 on a tuned Series-B Black Shadow to the final fully enclosed 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 Vincent Owners' Club has kindly confirmed that this matching-numbers Series C Black Shadow was despatched to a dealer called Humphreys in London in April 1950. The old V5 on file shows that its late owner registered the Vincent on 17th October 1987, the previous keeper being listed as Mr Richard Armstrong of Hertford. The Shadow's condition when purchased by the vendor's late father is not known, but the machine now presents as an 'older restoration' that would benefit from detailing (note the crankcase breather modification). Invoices on file suggest that it was subject to a rolling restoration or simply maintained to a good standard.

The odometer displays 5,256 miles, presumably since restoration. SORN'd since 2005 and last taxed until 31.5.2005, the machine has remained off the road since then and will require re-commissioning and/or restoration to a greater or lesser extent before further use (the engine turns over). Sold strictly as viewed, the Shadow comes with a substantial file of documentation to include sundry invoices, expired MoTs and tax discs, copy Works Order Form, old/current V5Cs and a Rider's Handbook. It should be noted that the V5C incorrectly records the frame prefix as 'R8' (R8/5738B).

Key not required.
£40,000 - 50,000

566

Property of a deceased's estate

1952 VINCENT 998CC SERIES-C RAPIDE

Registration no. MUV 768

Frame no. RC9983/C

Rear frame no. RC9983/C

Engine no. F10AB/1/8083

Crankcase mating no. 86MM / 86MM

- *Present family ownership since 1958*
- *Stored for some time*
- *Requires re-commissioning*



Ever since the Series A's arrival in 1937, the Vincent v-twin has been synonymous with design innovation, engineering excellence and superlative high performance. From Rollie Free's capture of the 'world's fastest production motorcycle' record in 1948 on a tuned 'Series B' Black Shadow to the final fully enclosed 'Series D' Black Knight and Black Prince, Philip Vincent's stress on appearance and performance is legendary. His machines bristled with innovative features including adjustable footrests, brake pedal, seat height and gear-change lever. The finish was to a very high standard commensurate with the cost of the machine, which was virtually double that of any of its contemporaries. But above all else it was the v-twin's stupendous performance that captivated motorcyclists, whether they could afford one or not. With a top speed approaching 120mph, and bettering it in the Black Shadow's case, the Vincent v-twin was the fastest road vehicle of its day.

In 1948 the Vincent range began to be up-dated from 'Series B' to 'Series C' specification. The most significant changes made concerned the suspension, there being a revised arrangement at the rear incorporating curved lugs for the seat stays and an hydraulic damper between the spring boxes, while at the front the new models boasted Vincent's own 'Girdraulic' fork: a blade-type girder fitted with twin hydraulic dampers.

These advances began to find their way onto production models during 1948 but it would be 1950 before all Vincents left the factory in 'Series C' specification.

This Vincent Rapide was part of a motorcycle combination when the late owner purchased it from Lawton & Wilson of Southampton on 6th June 1958. The combination was used extensively for family holidays and commuting to work. Apparently, the owner was regarded as 'the street's alarm clock', as the departing Vincent would wake everyone up, and when he retired the locals complained that now they had to set their alarms! Stored for some time, the machine will require re-commissioning or possibly more extensive restoration before returning to the road. Accompanying documentation consists of the 1958 bill of sale, an old-style continuation logbook (issued 1958), two expired MoTs from the 1990s, and an old-style V5. Sold strictly as viewed. Offered without key.

£30,000 - 35,000

567

1950 VINCENT 498CC SERIES-C COMET

Registration no. MKP 68
Frame no. RC/1/5941
Rear Frame no. RC/1/5941
Engine no. F5AB/2A/4602 (see text)
Crankcase mating no. 95K / 95K

- *Present family ownership since 1964*
- *Off the road in dry storage for many years*
- *Rebuilt from parts in 2004*
- *Last run in 2019*



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 Girder front fork and hydraulic dampers at front and rear, while the Meteor retained the old Brampton girders. The Meteor was soon dropped but the Comet continued in production until 1954, offering the same degree of refinement as its bigger brother, albeit with reduced performance. Even so, the Comet combined a 90mph potential with excellent fuel economy, and was the ideal touring mount for the discerning rider who placed civility of manners and quality of construction above outright performance. An expensive machine to produce, the Comet did not sell as well as its maker had hoped and was dropped when the Series-D range was introduced.

First registered in May 1950, this Comet was acquired by the vendor's father in 1964, incomplete and with no paperwork, from a scrap merchant for £2.

It was to provide some spares for the owner's Vincent Rapide. After using some parts for the Rapide, others were given away and the remains put under the bench and forgotten. In 2003, it was decided to try and recreate the Comet from the parts that had survived 40 years of neglect (photograph on file). Thanks to fellow VOC members, the VOC Spares Co, and Vinparts, all the missing parts were assembled in 2004. Fortunately, the original registration number was recovered with the help of the VOC.

The paintwork is mostly original and the bike is deliberately in 'oily rag' condition, while the electrics have been converted to 12V (original Miller dynamo with bike). The centre stand is not an original fitting but is said make life so much easier. The rear numberplate came from an Argentinean Vincent! After some initial problems with a supposedly rebuilt bottom end, the Comet ran well, covering 10,000 miles over the next eight years. The Vincent last ran in 2019. The machine comes with a good file of history to include restoration photographs and bills; owner's journal of the restoration; riding logbook; VOC Certificate of Authenticity; a quantity of expired MoTs; SORN paperwork; and old/current V5C documents. Re-commissioning will be required before returning the machine to the road. It should be noted the engine fitted is not the original and featured part of another 1950 Comet despatched to Williams of Cheltenham. Offered without key.

£10,000 - 14,000

568

1955 VINCENT 998CC SERIES-D BLACK SHADOW

Registration no. UAU 939

Frame no. RD12606B

Rear frame no. RD12606B

Engine no. F10AB/2B/10706 (see text)

Crankcase mating no. F34V / F34V

- *Original UK registration and full matching numbers*
- *Original logbook and VOC Certificate of Authenticity*
- *Present ownership since 2006*



It had been Philip Vincent's belief that provision of ample weather protection combined with enclosure of engine and gearbox would make the Vincent Series-D the ultimate 'gentleman's motorcycle' and to reflect this change of emphasis the enclosed Rapide and Black Shadow were known as Black Knight and Black Prince respectively. In actuality, delayed delivery of the glassfibre panels - plus continuing demand for traditionally styled models - resulted in over half the production leaving the Stevenage factory in un-enclosed form.

Other Series-D innovations included a new frame and rear suspension. A steel tube replaced the original fabricated upper member/oil tank while the paired spring-boxes gave way to a single hydraulic coil-spring/damper. In place of the integral oil reservoir there was a separate tank beneath the seat. The user-friendly hand-operated centre stand was a welcome addition, and there were many improvements to the peerless v-twin engine including coil ignition for easier starting and Amal Monobloc carburettors.

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. Its creator's vision of the Series-D as a two-wheeled Grande Routière just did not conform to the public's perception of the Vincent as the ultimate sports motorcycle.

The firm lost money on every machine made, and when production ceased in December 1955 only 460 Series-D v-twins had been built, some 260 of which were un-enclosed models like the example offered here.

Its original logbook shows that this Black Shadow was first owned by one Alfred James Wilson of Nottingham while there are two further owners listed (the current V5C states that there have been six former keepers, which seems credible). The current vendor acquired 'UAU 939' from marque specialists Conway Motors in January 2006, and the following year participated with it on the VOC's International Rally in Australia. Conway's Inspection Report dated 6th January 2006 is on file.

Last taxed and MoT'd in 2009/2010, the machine has been laid up since then and therefore requires re-commissioning to a greater or lesser extent thus sold strictly as viewed. The machine retains its original Birmabright mudguards; Smiths 150mph speedometer; Lucas 'red spot' ammeter; and correct hubs and brakes. Deviations from standard include Borrani alloy wheel rims and Amal alloy control levers. The clutch is partially dismantled. In addition to the documents mentioned above, the machine comes with a 2001 issued VOC Certificate of Authenticity and current/previous V5C document. It should be noted that, in the VOC's opinion, the apparent over-stamping of the engine number is a factory error/correction ('10607' corrected to '10706'). Offered with key.

£40,000 - 50,000

1955 VINCENT 998CC SERIES-D BLACK PRINCE

Registration no. 919 XVP (see text)

Frame no. RD12388B/F (see text)

Engine no. F10/AB/2B/11088

- *Matching factory correct numbers*
- *Single family ownership between 1963 and 2014*
- *Off the road for 52 years (1967-2019)*
- *Professionally restored by Mick Cook between 2016 and 2019*
- *Original logbook present*



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

It had been Philip Vincent's belief that provision of ample weather protection combined with enclosure of engine and gearbox, would make the Vincent Series D the ultimate 'gentleman's motorcycle' and to reflect this change of emphasis the enclosed Rapide and Black Shadow were known as Black Knight and Black Prince respectively. In actuality, delayed delivery of the glassfibre panels - plus continuing demand for traditionally styled models - resulted in over half the production leaving the Stevenage factory in un-enclosed form.

Other Series-D innovations included a new frame and rear suspension; a steel tube replaced the original fabricated upper member/oil tank while the paired spring boxes gave way to a single hydraulic coil-spring/damper unit offering a generous seven inches of suspension travel. In place of the integral oil reservoir there was a separate tank beneath the seat. The user-friendly hand-operated centre stand was a welcome addition, and there were many improvements to the peerless v-twin engine including coil ignition for easier starting and Amal Monobloc carburettors. Sadly though, the Shadow's magnificent 5"-diameter Smiths speedometer had been replaced by a standard 3" unit.

Notwithstanding the fact that, as far as Philip Vincent was concerned, the Series D was his finest design, the motorcycle-buying public greeted the innovative new models with suspicion, as is so often the case. The appeal of the Vincent, and the Black Shadow in particular, lay in its ability to out-perform just about every other vehicle on the road, and in the early post-war years there was nothing to compare with it. This was a time when the average family saloon was barely capable of reaching 70mph, and not until the advent of Jaguar's XK120 was there a production sports car that could live with the thundering v-twins from Stevenage.

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



As found, June 2014



Its creator's vision of the Series D as a two-wheeled Grande Routière just did not conform to the public's perception of the Vincent as the ultimate sports motorcycle. The firm lost money on every machine made, and when production ceased in December 1955 only 460 Series-D v-twins had been built, some 200 of which were enclosed models like the example offered here.

First registered in June 1956, this Black Prince comes with its original logbook recording one William Noble of Falmouth as first owner followed by three others, the last of whom, Roy Drawater, purchased it in 1963. Around 1967 the Vincent was taken off the road for restoration but the project never got beyond disassembly and it remained in dry storage for 47 years. In June 2014 the machine was offered for sale for the first time in 50 years by a member of Roy Drawater's family at Bonhams' Banbury Run auction (Lot 55). Despite being dismantled, it achieved a then world record price of £91,000!

Since then the Black Prince has been treated to a no-expense-spared 'ground upwards' restoration by marque specialist Mick Cook, which was completed in 2019 (bills available). Later that same year the Vincent was featured in an article for Classic Driver written by Simon de Burton (printout on file). Engine and frame numbers match but it should be noted that, due to a clerical error, the logbook and V5C record the latter as 'FF401.638585', which is actually the casting number on the front forks!

Expired in May 1967, the last tax disc (still in its holder) is included in the sale. The original registration ('WCV 870') having lapsed, the Vincent is currently registered in the UK as '919 XVP'. Undoubtedly one of the finest of its kind in existence, this beautiful Black Prince is described by the vendor as in excellent, 'like new' condition throughout and is worthy of the closest inspection. Offered with key.

£50,000 - 60,000

570

Property of a deceased's estate

1955 VINCENT 998CC SERIES-D BLACK KNIGHT

Registration no. XLW 245

Frame no. RD12715/F

Rear frame no. RD12715/F

Engine no. F10AB/2/10815

Crankcase mating no. G98V / G98V

- One of the rarest of post-war Vincents
- Matching frame and engine
- Present family ownership since 2003
- Requires re-commissioning



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

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

Sadly, its creator's vision of the Series-D as a two-wheeled Grande Routière just did not conform to the public's perception of the Vincent as the ultimate sports motorcycle.

The firm lost money on every machine made, and when production ceased in December 1955 around 460 Series-D v-twins had been built, some 200 of which were enclosed models.

The Vincent Owners' Club has kindly confirmed that this Black Knight was manufactured in 1955 and retains matching numbers. The Vincent was supplied to Layton's of Oxford (Motors Ltd), who registered it as 'XLW 245' on 21st May 1955. It was then sold to Leo Patrick Robinson on 16th June 1955 (see old RF.60 logbook on file). Subsequent ownership is unknown up to 1986 when the Vincent was owned by a Kenneth Francis Day of Oxford (old V5 photocopy on file). The machine was purchased by the late owner from a B K Robinson of Droitwich Spa in 2003 (invoice on file). 'XLW 245' was last taxed until 31.3.2005 and has remained off the road since then (there are SORNs on file for the period 2005-2011). Re-commissioning and/or restoration to a greater or lesser extent will be required before the Vincent returns to the road (the engine turns over). Sold strictly as viewed, the machine comes with a current V5C and a history file of documentation. Offered with 3x ignition keys and 1x throttle lock key. Offered with key.

£24,000 - 30,000

571

Property of a deceased's estate

1955 VINCENT 998CC SERIES-D RAPIDE

Registration no. RYE 421

Frame no. RD12929

Rear frame no. RD12929

Engine no. F10AB/2/11029

Crankcase mating no. J29V / J29V

- Matching numbers
- Present ownership since 2002
- Stored for some time
- Requires re-commissioning



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

It had been Philip Vincent's belief that provision of ample weather protection combined with enclosure of engine and gearbox, would make the Series D the ultimate 'gentleman's motorcycle' and to reflect this change of emphasis the enclosed Rapide and Black Shadow were known as Black Knight and Black Prince respectively. In actuality, delayed delivery of the glassfibre panels - plus continuing demand for traditionally styled models - resulted in over half the production leaving the Stevenage factory in un-enclosed form. Its creator's vision of the Series D as a two-wheeled Grand Routier just did not conform to the public's perception of the Vincent as the ultimate sports-bike. The firm lost money on every machine made and when production ceased in December 1955 only 460 Series D v-twins had been built.

The Vincent Owners' Club has kindly confirmed that 'RYE 421' is a matching-numbers Series D Rapide manufactured in 1955. The original RF.60 logbook on file shows that the Vincent was supplied to Claude Rye Ltd of Fulham Road, London SW6 and registered by them as a 'Sidecar Bicycle' on 10th May 1956. It was then sold to one A Davies on 16th July 1956, subsequently passing to Henry James Hales of West Tilbury (date stamp illegible). On 28th February 2002 the Vincent was purchased by the late owner from a Mr Stephen Hales of Chelmsford (perhaps the son of the above). Henry Hales is believed to have owned the machine since at least 1959. VOC correspondence on file states that the Rapide features in VOC yearbooks for 1959, '62, and '68 while in Mr Hales' ownership. 'RYE 421' was last taxed until 28.02.2005 and has been SORN'd since 2005.

The Rapide has remained off the road since then and will require re-commissioning and/or restoration to a greater or lesser extent before further use (the engine turns over). Sold strictly as viewed, the machine comes with a current V5C and a file of documentation.

Offered with key.

£22,000 - 30,000

572

1955 VINCENT 998CC SERIES-D BLACK SHADOW

Registration no. 754 XVH
Frame no. RD12829B
Rear frame no. RD12829B
Engine no. F10AB/2B/10929
Crankcase mating no. I49V / I49V

- *Timed at 124.82mph at Bonneville Salt Flats*
- *Long term ownership for 47 years*
- *Matching numbers example*



Introduced in 1946, the Vincent series B twin was certainly fast, and the Black Shadow, announced in 1948 was even faster, with a top speed of around 125 mph. The Series B machines were supplanted by the Series C bikes in 1949, which ran through to 1954.

For 1955 the series D was announced with a number of improvements, and new names – Black Knight and Black Prince. The crankcases were die castings for the first time; the cylinder heads became interchangeable with the adoption of the front head pattern for both cylinders; the new, state-of-the-art Amal Monobloc carbs replaced the inefficient and leaky 289s; coil ignition was fitted to improve starting; suspension was improved; the hand-operated centre stand appeared, and they were fitted with fibreglass enclosures to give a sleek streamlined appearance. However, the bikes were also available 'naked', without enclosures, and in this form retained the traditional model names of Rapide and Black Shadow.

This naked Series D Black Shadow was purchased by the owner in 1975 in his native USA. In 1976 he decided the engine needed attention, so he stripped and rebuilt it to his own exacting standards. The proof of the quality of his work can be gauged by the fact that the year after, 1977, he took the bike to Bonneville Salt Flats, and was recorded at 124.82mph.

The Shadow was used every year thereafter for rallies and for touring in the USA and Canada, covering many miles. It is fitted with a pair of Craven panniers, and the front brakes have been uprated to a pair of twin leading shoe brakes to enhance stopping power, although the original brakeplates and shoes accompany the bike.

The bike stayed in regular use until the owner moved to the UK in 2018. It was shipped to the UK, and registered for use in the UK as 754 XVH. Although this machine was a UK-supplied bike, originally registered SLU 232, DVLA would not re-allocate the original registration without further documentary evidence of the connection. Unfortunately, the vendor has some health problems which have curtailed his riding career, hence the sale of his much-loved machine. Running and working well when last in use, the Shadow should need only light re-commissioning prior to use by a new custodian. 754 XVH is accompanied by some spares, including the original front brakeplates and clutch, together with a quantity of engine oil. Still with the original engine, upper frame, and rear frame, this Black Shadow represents a very original, and largely unmolested example of one of the rarest models of Vincent HRD machines. Documentation comprises a current V5C, a copy US Title, a VOC dating certificate, and sundry papers. The machine is presently on SORN. Offered with key.

£35,000 - 45,000

573

Property of a deceased's estate

C.1946 VINCENT 998CC SERIES-C 'RAPIDE'

Registration no. GNK 564 (see text)

Frame no. RC/1/4786

Rear frame no. none

Engine no. none

Crankcase mating no. WW34 / WW34

- *Long-term single family ownership since 1960*
- *Stored for some time*
- *Requires re-commissioning*



Ever since the Series A's arrival in 1937, the Vincent v-twin has been synonymous with design innovation, engineering excellence and superlative high performance. From Rollie Free's capture of the 'world's fastest production motorcycle' record in 1948 on a tuned 'Series B' Black Shadow to the final fully enclosed 'Series D' Black Knight and Black Prince, Philip Vincent's stress on appearance and performance is legendary. His machines bristled with innovative features including adjustable footrests, brake pedal, seat height and gear-change lever. The finish was to a very high standard commensurate with the cost of the machine, which was virtually double that of any of its contemporaries. But above all else it was the v-twin's stupendous performance that captivated motorcyclists, whether they could afford one or not. With a top speed approaching 120mph, and bettering it in the Black Shadow's case, the Vincent v-twin was the fastest road vehicle of its day.

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

This upper frame of this Vincent Rapide is that of a Series C Comet that left the factory in September 1949, while the engine is not numbered. The crankcase mating number 'WW34' does not appear in the factory records but is from a sequence in late 1951. Since at least 1957 this motorcycle has carried the registration 'GNK 564', the prototype Rapide of 1946. Writing many years later in MPH, former factory engineer George Buck had this to say about 'GNK 564': "We did install one Picador flywheel assembly in a Company motorcycle. I am pretty sure it was the Works sidecar float GNK 564."

This long suffering outfit was continuously and mercilessly thrashed by "Garry" (Paul Garrod of the Transport Dept, who, as mentioned earlier, was our area Scrambles and Trials Ace) and used often to test fresh innovations such as early samples of die-cast crankcases or any other alternative supplier's products like chains, tensioners, spark plugs, engine shaft shock absorber springs, silencers, etc. Anyway, I think all who tried this combination were impressed with the improvement in smoothness, already noted, and the attendant reduction in vibration - I thought it felt almost turbine like compared with the standard unit." As a 'works hack', 'GNK 564' would have had components, both major and minor, changed on a regular basis, which may explain the later frame and un-numbered engine and rear frame. However, as the frame number does not match the V5C, this motorcycle must be considered unregistered and is offered without documents. Stored for some time, the machine will require re-commissioning or possibly more extensive restoration before returning to the road and thus is sold strictly as viewed. Offered without key
£16,000 - 20,000

574

Property of a deceased's estate

1970 EGLI-VINCENT 499CC COMET REPLICA

Registration no. NJT 422H

Frame no. CTG 022

Engine no. F5AB/2A/4977

Crankcase mating no. MM 82N / MM 82N

- *Frame supplied by Cyril Maylem*
- *First registered in 2011*
- *Not ridden since completion*
- *Requires fine tuning*



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

First registered in 2011 (as an Egli Vincent Special), this Comet-engined Egli-Vincent was built by its late owner and a friend, Peter Wardropper. The engine, gearbox and primary drive were purchased by the late owner fully restored, by whom is not known, while the frame and fuel tank were supplied by Cyril Maylem.

The engine has correct factory stamps. Cycle parts (i.e. wheels, brakes, forks) were purchased new from Norvil (the footrests are new-old-stock Norton Commando). Other notable features include modern switchgear, matching 5" instruments, and an Alton electric starter motor, while many small parts were specially made for the project.

Initially an Amal GP carburettor was tried but without success. One of Cyril's Vincent friends suggested the Mikuni carburettor, which was fitted and set up. The bike was run on several occasions but was never easy to start, and unfortunately its constructors never had the opportunity to get it fully sorted. The Egli was last taxed in 2013 and has recorded only 1 mile. Beautifully presented, this unique Egli-inspired 'special' comes with a V5C document, VOC certificate, and luggage (not shown). Offered without key.

£10,000 - 15,000

575

'EGLI-VINCENT' 998CC PROJECT

Registration no. not registered

Frame no. none

Engine no. removed

- *Late 1960s superbike*
- *Components unidentified*
- *Offered without documents*



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. Graham Binnion, who had worked with Egli in Switzerland, was licensed to build frames in the UK, which were marketed by Slater Brothers, the Laverda concessionaires at the time. There have been countless unlicensed copies since then.

This machine is offered from the collection of noted collector, the late Ken Senior. The frame and engine were found in a scrapyard many years ago. Unfortunately, the machine has no frame number and the engine and crankcase mating numbers have been removed so it has proved impossible to determine the origin or identity of these components. The Egli has been assembled into a rolling chassis but requires completion. Accordingly, prospective purchasers must satisfy themselves with regard to the completeness, condition and suitability of this motorcycle's component parts prior to bidding. There are no documents with this Lot, which is sold strictly as viewed. Offered without key.

£15,000 - 20,000

576

Property of a deceased's estate

1935 BROUGH SUPERIOR 1,096CC 11-50HP

Registration no. ATV 833

Frame no. PS1475

Engine no. LTZ/R 44954/S

- *Present family ownership for 52 years*
- *Matching registration, frame and engine*
- *Stored for some time*
- *Requires re-commissioning*



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

The speed with which the name 'Brough Superior' established itself as synonymous with excellence may be gauged from the fact that the famous 'Rolls-Royce of Motorcycles' sobriquet was first coined in 1921 when the marque was barely two years old. The story goes that Rolls-Royce objected to their name being associated with a mere motorcycle - until they examined one of George's creations.

Launched in 1933, the 1,096cc 11-50 was the largest Brough Superior to enter series production. Powered by a sidevalve v-twin (of unusual 60-degree configuration) supplied exclusively to the Nottingham factory by J A Prestwich, the 11-50 fitted into the Brough price range between the SS80 touring and SS100 super-sports models.

The 11-50 was conceived as a long-legged, effortless tourer and could exceed 90mph in solo form or pull a heavy sidecar at up to 75mph; indeed, in the latter role it was one of the finest sidecar mounts of its day. Production lasted until 1939, by which time the 11-50 was the only JAP-powered machine in the Brough Superior range.

Despatched new to one A H Rodgers, this 11-50 is very much the 'De Luxe' model in so far as it has the spring frame, Castle forks, and twin carburettors, all of which were 'extras'. 'ATV 833' has been in the late owner's family's possession for the last 52 years and when acquired still had its factory-fitted (in 1938) AGS Cruiser sidecar attached.

Kept in dry storage for some time, the Brough will require re-commissioning before returning to the road and thus is sold strictly as viewed. The machine is offered with a copy of its Works Record Card, an old-style continuation logbook, assorted correspondence, and old/current V5C documents. Key not required.

£35,000 - 45,000

577

1928 EXCELSIOR 750CC SUPER-X

Registration no. BF 7573
Frame no. P4-9002 (see text)
Engine no. L5346 (see text)

- *Charismatic American v-twin*
- *Formerly used by the Dutch Police*
- *Restored in the Netherlands*
- *Present ownership since 2015*



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. A 61ci (1,000cc) v-twin joined the range for 1911, at which time Excelsior was acquired by bicycle maker, Ignaz Schwinn. In 1913 the twin was offered with all-chain drive while two-speed planetary transmission and a leaf-sprung, Indian-style front fork were two of the following season's innovations.

Alongside rivals Harley-Davidson and Indian, Excelsior offered a three-speed countershaft transmission for 1915, at the same time introducing a new frame with curved top tube and 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 Navy Blue became the norm. In 1921 a 74ci (1,200cc) v-twin was added to the range, but by this time Excelsior had acquired the manufacturing rights to the Henderson Four and the days of the big v-twins were numbered. They were gone by 1925, Excelsior preferring to concentrate its resources on the Four and the newly introduced Super-X 45ci (750cc) v-twin.

Introduced to the US market in 1925, the Super-X retained the Big Twin's F-head valve gear while reverting to the leading-link front fork used on its earliest ancestors. Elsewhere though, it was extensively redesigned, featuring unitary construction of the engine/gearbox and geared primary drive encased with an alloy casting, innovations doubtless inspired by the contemporary Indian Scout and Chief. There was a higher-performance Super Sport model available, and this pair of Super-X's continued with few changes, other than a switch to a streamlined, teardrop-shaped fuel tank for 1929, until Ignaz Schwinn pulled the plug on motorcycle production in the spring of 1931.

Formerly used by the Dutch Police, this Super-X was restored in the Netherlands and purchased by the vendor in September 2015 from VOF Dutch Lion Motorbikes (bill of sale on file). Stored in a dry garage and last run in May 2022. It should be noted that the generator is not wired in. Lack of use and downsizing the collection are the reasons for sale. Copies of old Dutch paperwork and restoration costs, a copy parts list and a V5C registration document come with the machine. It should be noted that the engine number is incorrectly recorded in the V5C; erroneously lists a casting mark 'P4-9002' which is used as the frame number. Offered without key.

£20,000 - 24,000

578

Property of a deceased's estate

1919 HARLEY-DAVIDSON 1,000CC MODEL F MOTORCYCLE COMBINATION

Registration no. NH 998

Frame no. 19F9199

Engine no. 19A8344

- Acquired in the late 1950s
- Restored over the last 60 years
- Requires re-commissioning



Boyhood friends William S Harley and Arthur Davidson began experimenting with powered transport in the early 1900s, producing their first complete production motorcycle around 1903. Little more than a motorised bicycle, the first prototype Harley-Davidson had proved fragile, prompting a major redesign and the establishment of a reputation for ruggedness that endures to this day. Like many of their contemporaries, Harley-Davidson laid out their engine along De Dion lines.

A single-cylinder four-stroke displacing 24.74ci (405cc), the latter remained in production essentially unchanged until superseded by a 30.16ci (494cc) version in 1909. Of greater significance was the appearance that same year of the firm's first v-twin, though this would turn out to be a failure and was dropped at the year's end. The twin returned for 1911 in redesigned form boasting mechanically operated inlet valves (replacing the 'atmospheric' type inherited from the single) and production really took off. Known by the sobriquet 'pocket valve', this 'F-head' (inlet-over-exhaust) engine - built in 61ci and 74ci capacities (1,000cc and 1,200cc respectively) - would remain in production for the next 20 years.

The Harley single's transmission arrangements - direct drive by means of a leather belt - were continued at first on the twin but the need to make better use of the engine's power characteristics, particularly for sidecar pulling, prompted the introduction of a two-speed rear hub for 1914, by which time chain drive and a proper clutch had been adopted. Later that same year a conventional, three-speed, sliding-gear transmission with 'step starter' was introduced on the top-of-the-range version of the twin which, with full electrical equipment, was listed from now on as the Model J. Periodically revised and up-dated, the Harley-Davidson F-head twin had gained a front brake, stronger fork and pumped lubrication by the time production ceased in 1929.

This Model F motorcycle combination was acquired by the late owner in the late 1950s and restored over the next 60 years. Unfortunately, nothing else is known about it and re-commissioning will be required before further use. Accompanying paperwork includes an old-style continuation logbook (1927); original 1919 Owner's Memorandum and Motorcycle Registration Card; an old-style V5 document; and a copy of Harley-Davidson Enthusiast (August 1916 edition). Sold strictly as viewed. An un-restored fuel tank is included in the sale. Key not required.
£17,000 - 19,000

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

579

1920 ABC 398CC

Registration no. BF 8309

Frame no. 2446

Engine no. 2480

Produced by the Sopwith Aircraft Company, the ABC drew heavily on designer Granville Bradshaw's wartime experience with aero engines. A ground-breaking design, the engine was a 398cc overhead-valve flat twin with integral four-speed gearbox, while the duplex loop frame and front and rear suspension marked out the ABC as one of the most advanced motorcycles of its day. Despite successes at Brooklands, this promising design was hamstrung by production difficulties and price increases. Only 3,000-or-so were made up to 1921 when Sopwith ceased manufacture, although production of a modified version was continued by Gnome & Rhone in France. Recorded in the VMCC Register for many years (see photocopy), this ABC was discovered, dismantled, in 1942 in a chicken shed in Letchworth. In 1994 it was bought from a dealer by a family member, still incomplete and un-restored. During 2016 the ABC was at last restored, with any missing parts found, manufactured, or replaced with substitutes. Completed in 2017, the machine was exhibited at Monthéry that year; it has been running but requires running in. The following components are either remanufactured or not correct; rear hub and bearing (newly remanufactured); handlebars and control levers; oil pump (incorrect); rear brake pedal; exhaust; front mudguard; foot boards. Accompanying documentation consists of a VCC statement of date; an old-style logbook; and a V5C Registration Certificate. All components for a kickstart come with the machine. Key not required.
£6,000 - 8,000



580

Property of a deceased's estate

C.1927 NER-A-CAR 350CC

Registration no. PH 7625

Frame no. 5221

Engine no. PD3665

Despite the demonstrable advantages of hub centre steering and the fact that the system has appeared at regular intervals since motorcycling's earliest days, there had only ever been one machine - before the advent of Yamaha's GTS - that made it into volume production - the Ner-a-Car. Invented by American Carl A Neracher in 1919, the machine was built under licence in the UK by Sheffield Simplex, using part of what had been the Sopwith Aviation works in Kingston-on-Thames. The basic design remained unaltered - pressed-steel chassis, voluminous front mudguard, hub-centre-steering, friction drive transmission - but whereas US-built models were powered by a two-stroke engine of 221cc, Sheffield Simplex chose to fit their own 285cc unit. Four-stroke sidevalve and (later) overhead-valve 350cc Blackburne-engined versions equipped with conventional three-speed gearboxes followed. Endowed with excellent handling and weather protection, the Ner-a-Car was a great success, production only ceasing in 1927 because of problems within other parts of the Sheffield Simplex group. This Sheffield Simplex-built Ner-a-Car was first registered on 2nd March 1928. The machine was purchased by the late owner in the late 1950s and restored over the next 60 years. Unfortunately, nothing else is known of its history. Offered for re-commissioning and sold strictly as viewed, the machine comes with an old-style continuation logbook (1959) and an old-style V5. Key not required.
£7,000 - 10,000



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.



581

Property of a deceased's estate

C.1922 TRIUMPH 4HP MODEL SD

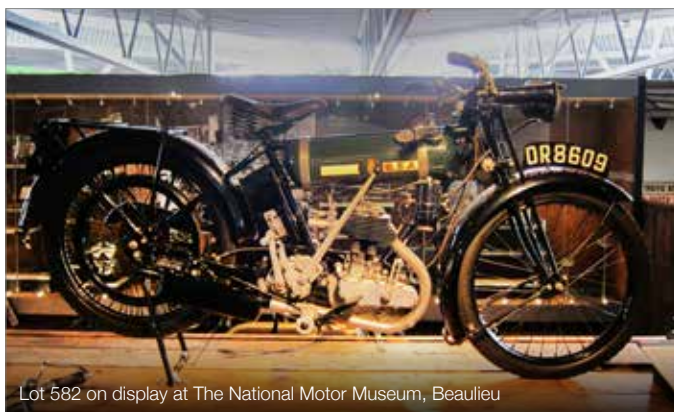
Registration no. to be advised

Frame no. 323565

Engine no. 76107 URT

The first Triumph motorcycle of 1902 used a Belgian Minerva engine, but within a few years the Coventry firm - originally bicycle manufacturers - was building its own power units. By the outbreak of the Great War the marque's reputation for quality and reliability was well established, leading to substantial orders from the military. Triumph's 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. Equipped with three-speed Sturmey-Archer gearbox, it was Triumph's revised 4hp - the Model H - that did such sterling service in WWI, some 30,000 'Trusty Triumphs' seeing action with Allied forces. Up-dated with chain final drive for 1920, it became known as the 'SD' (Spring Drive) because of its clutch-mounted coil-spring shock absorber, and formed the basis of the later four-valve Ricardo model. The late owner purchased this SD from Peter and Barbara Russell in November 2011, at which time it was registered 'BF 4960' (sale receipt on file). In a letter on file, dated August 2002, Mr Russell traces the Triumph's ownership back via Mr G Crump, from whom he had purchased it, to a Mr Bettinson who had sold it to Mr Crump some 15 years previously. Mr Peter Russell used the Triumph on the Banbury Run in 2003 and 2004. The bike was last taxed in 2015. Accompanying documentation includes a continuation logbook (1974); a quantity of expired MoTs; SORN paperwork; VMCC dating statement; copy V5C; and a reproduction parts list. Key not required.

£7,000 - 10,000



Lot 582 on display at The National Motor Museum, Beaulieu

582

1925 BSA 249CC MODEL B 'ROUND TANK'

Registration no. OR8609

Frame no. B10063

Engine no. B8694 (see text)

A top-selling model for BSA in the 1920s, the versatile Model B, or 'Round Tank', was used by just about every tradesman whose job required cheap personal transport. Popular with learners - the fact that the gearbox had only two speeds and that both brakes operated on the rear wheel were attributes guaranteed to re-assure novices - the reliable 250 sidevalve provided many with their first motorcycling experience. Advanced features, for a lightweight, included all-chain drive and pumped lubrication, though the traditional sight feed and auxiliary hand pump were retained. A three-speed version - identifiable by its black tank - was added for 1926 and then the following year a wedge-shaped tank replaced the much-loved original. This BSA was formerly the property of the vendors grandfather, a Mr Spreadbury, who ran a bicycle and motorcycle shop in Alesford. A well-presented example, it appears to be an older restoration and has been on display at The National Motor Museum, Beaulieu, since at least 1982. The machine retains its Two Speed gearbox. The machine's V5C lists its first date of registration as 17 August 1925 however it is thought the motorcycle incorporates a 1924 engine (the 1925 Model B engine range running from 9800). Prior to road use this charming little BSA will require re-commissioning to a greater or lesser extent and is therefore offered strictly as viewed. The machine is offered with a selection of photographs, DVLA correspondence, and a V5C Registration Certificate. Key not required.

£4,000 - 6,000



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583

1927 SUNBEAM 493CC MODEL 9

Registration no. KO 3218

Frame no. D1305 (see text)

Engine no. L1325

Sunbeam had begun experimenting with overhead valves on their factory racers in the early 1920s and these duly appeared on production models in 1924. The new '500' sports roadster was known as the Model 9 (the '350' as the Model 8) while its race bike counterpart, which could top 90mph, was accordingly designated the Model 90. Sunbeam missed the industry's virtually wholesale switch from flat-tank to saddle-tank frames for the 1928 season, and a saddle-tank version of the Model 9 did not appear until September of that year. Changes to the Model 9's engine were confined mainly to its top-end. This Vintage-era Sunbeam Model 9 was formerly owned by keen amateur competitor R T Green, who participated with it in various events in the late 1920s/early 1930s, including the 1930 Southern Trial in which he received a 2nd Class award (No.13). Copies of contemporary press cuttings are on file together with a V5C document and an old-style continuation logbook issued in 1958 listing Richard Thomas Green as owner. It should be noted that the frame number is incorrectly recorded in the V5C as '01305'. Carrying a tax disc that expired in 1972, the machine has not been used for some time but was, we are advised, checked and started by a specialist in July 2021. Nevertheless, careful re-commissioning is advised before returning it to the road. A quantity of R T Green's medals is included in the sale. Key not required.

£10,000 - 14,000



584

1939 NIMBUS 750 SPORT

Registration no. 954 YUY

Frame no. 5170

Engine no. none visible

Unusual in producing four-cylinder machines only, the Danish firm of Fisker & Nielsen introduced the Nimbus motorcycle in 1919. Their products were of advanced design, using shaft final drive and pressed steel frames from the start of production, and pioneering the telescopic front fork in the 1930s. Motorcycle production was suspended in 1928, and when the Nimbus re-appeared in 1934 it was with a power unit that showed strong car influence, with integral crankcase/cylinder block in cast iron and a detachable alloy sump. The cast-iron cylinder head was topped by an alloy housing for the single overhead camshaft, the latter being driven by shaft-and-bevel gears. A single-plate clutch transmitted power to the three-speed gearbox. Foot change for the gearbox, a beefier front fork and larger brakes had been added by the end of the 1930s, but from then onwards changes were few until series production ended in 1954. This rare Sport model formerly belonged to Mr Bart Crauwels in Belgium and had been completely restored by him when it was purchased by the current vendor at a UK auction in 2013. At that time the Nimbus had covered only some 3,000 kilometres since restoration, and the vendor has added only another 100-or-so over the last 10 years. Last run in September 2022, the machine has required nothing apart from a new battery and was described by the private vendor as running very well when last out and offered in generally very good condition. Offered with keys and a V5C.

£7,000 - 9,000





585

C.1930 AJS 495CC R10 RACING MOTORCYCLE

Registration no. not registered

Frame no. 89641 R

Engine no. 89641 R10

In 1927 AJS's works racers appeared with a new overhead-camshaft engine, superseding the previous overhead-valve 'Big Port' models. The camshaft was chain driven, its distinctive cast alloy case extending forwards to the front-mounted magneto. A catalogued model from 1928, the 'cammy' AJS was built in 350 and 500cc capacities initially, dry-sump lubrication being an unusual feature of the engines, which were carried in open diamond-type frames. Along with the rest of the range the camshaft models received saddle tanks with purple side panels for 1929. A 250cc version followed, Jimmy Guthrie winning the Lightweight TT on one in 1930. Work by newly recruited former Norton tuners Nigel Spring and Bert Denly resulted in the production overhead-cam models adopting long-stroke dimensions for 1930, the R10 changing to 79x101mm from the preceding M10's 84x90mm. Production ceased with the Matchless take-over in 1931. This example of the rare AJS R10 overhead-cam 500 was acquired by the late owner (the vendor's father-in-law) some 30 years ago as a restoration project. A considerable amount of work has been done over the years but the owner passed away before the rebuild could be finished. A few parts are missing but the exhaust tailpipe is present. Sold strictly as viewed, the machine comes with a quantity of technical literature (settings, tolerances, etc). Offered without key.

£14,000 - 18,000



586

Property of a deceased's estate

1930 AJS 350CC MODEL R6

Registration no. SV 9897

Frame no. R6 107143 (see text)

Engine no. R6/107143

Despite the company's mounting financial difficulties, AJS introduced a comprehensively redesigned range for 1930, all models for this year being coded 'R'. This new line-up was notable for including models with fashionable 'sloper' engines for the first time, while all the overhead-valve types featured twin-port cylinder heads. The previous year's coloured tank panels having proved unpopular, the range reverted to its traditional black-and-gold livery for 1930. Advertised for sale in Old Bike Mart, this AJS R6 twin-port was purchased from Cotswold Classics in June 2004 (sales receipt and advertisement on file). Notable features include a Deluxe bulb horn and a Powell & Hanmer acetylene headlamp. A spare P&H headlamp and 'King of the Road' horn (lacking bulb) are included in the sale. Carrying a tax disc that expired on 31st May 2013, and not used for some time, the machine will require re-commissioning or possibly more extensive restoration before returning to the road, and thus is sold strictly as viewed. It should be noted that the frame number is believed to be a non-factory re-stamp; accordingly, prospective purchasers must satisfy themselves regarding this motorcycle's originality, completeness, and mechanical condition prior to bidding. The machine comes with a V5C document; expired MoT (2012); SORN paperwork; some colour photographs; handbook and parts list; and a copy of AJS of Wolverhampton by S J Mills. Offered without key.

£4,000 - 7,000



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587

C.1930 AJS 350CC OHV

Registration no. not registered (See text)

Frame no. 127550

Engine no. KR6 TT (also stamped BJONES to left front of crankcase)

The vendor purchased this overhead-valve AJS from Adrian Moss approximately 12 years ago but has no knowledge of its history. Following a conversation with Adrian Moss, he advises us that Bob Jones, former captain of the Swindon Robins speedway team, built the bike. Adrian purchased the AJS from Bob Jones' widow circa 20 years ago but no other history is known. The AJS was originally a road bike, and the frame and engine are non-matching. Re-commissioning or possibly more extensive restoration will be required before further use. The machine is offered with expired tax discs for the period 1977 to 1983 (missing 1982) for the registration number 'MW 4091'; however, according to the HPI/DVLA database, the VRN is now assigned/recorded to another vehicle (a Volkswagen Tiguan). Accordingly, prospective purchasers must satisfy themselves with regard to the validity of this motorcycle's registration number as well as its completeness, originality and mechanical condition prior to bidding. There are no documents with this Lot, which is sold strictly as viewed. Offered without key.

£3,500 - 5,500



588

C.1928 AJS 350CC MODEL K4

Registration no. SV 9647 (see text)

Frame no. K125574

Engine no. K125574 (see text)

AJS first entered the Isle of Man TT in 1911, making an historic breakthrough in 1914 when it won the Junior event, the first such victory by a single-cylinder machine. From then onwards, the 23/4hp (350cc) sidevalve-engined model remained a fixture of the AJS range. Light in weight (around 200lbs), robust and adequately powerful, the model is widely regarded as one of the finest of Vintage-era sports machines. The vendor purchased this AJS 'flat-tanker' from Adrian Moss approximately 12 years ago but has no knowledge of its history. Following a conversation with Adrian Moss, he advises us that machine was purchased from Ron Farthing. No other history is known. The machine will require re-commissioning or possibly more extensive restoration before returning to the road, and it should be noted that the engine number is believed to be a non-factory re-stamp. The registration 'SV 9647' is recorded in the HPI/DVLA database; however, there are no documents with this Lot. Accordingly, prospective purchasers must satisfy themselves with regard to the validity of this motorcycle's registration number as well as its completeness and mechanical condition prior to bidding. Sold strictly as viewed. Offered without key.

£4,000 - 7,000





589 *

**1930 BSA 493CC S31-10 'SLOPER' DE LUXE
& GRAISELEY LAUNCH SIDECAR**

Registration no. GK 1564

Frame no. Y7 1021

Engine no. Y10 603

First introduced for the 1927 season, the influential 'Sloper' started a trend that saw many of BSA's competitors adopt inclined motors. The Sloper also featured a trend-setting saddle tank that afforded a low seating position, and for 1930 gained chromium-plated brightwork and a new frame with forged steel spine. Models with the 493cc overhead-valve engine came with twin-port cylinder heads. For 1930 the Birmingham firm offered no fewer than 18 models, six of which had inclined engines. The Sloper range remained essentially Vintage in character until its demise in 1935, by which time the line-up had shrunk to just two models: one overhead-valve, the other sidevalve, both of 595cc. This very smartly turned-out Sloper combination was purchased by the previous owner (a former secretary of the Vintage Sports Car Club) in the early 1990s. In 1995, Christopher Franklin, a VMCC stalwart, restored the machine to a high standard and was ridden in many events. BSA Factory records held by the VMCC confirm the machine is of 1930 manufacture (eligible for the VMCC's Banbury Run) and is recorded as a 1931 Model S31-10 dispatched 16th October 1930 to G Lawrence Motors, London. The registration GK 1564 was issued September 1930. Purchased by the current vendor in November 2018 we are advised, the magneto has recently been refurbished, all wiring checked and now working. Last run in July 2022, the machine is offered with an old-style buff logbook, sundry bills, current MoT, and a V5C Registration Certificate.

£12,000 - 16,000



590

1924 BSA 349CC MODEL L

Registration no. NX 5643

Frame no. 12487

Engine no. 12287

Introduced for 1923, the Model L, as it would come to be known, is noteworthy as BSA's first production motorcycle to have overhead valves. Inspired by the 1.1-litre Hotchkiss v-twin that powered the BSA-Daimler light car, the new engine displaced 349cc. Complementing this new ohv sports model was an otherwise similar sidevalve version sharing essentially the same cycle parts. "To the sporting solo rider who asks for a 'go anywhere' mount, its records in the Scottish Six Days' Trial and the International Trials in Sweden in 1923 stand as recommendation," stated Pitman's Book of the BSA, reviewing the sidevalve Model L. This sidevalve Model L was despatched from the factory on 2nd April 1924 and registered as 'NX 5643' in Warwickshire. The vendor's father-in-law purchased the BSA in 1973 and rode it regularly on short journeys until the early 1990s, since when it has been kept garaged and not used. Re-commissioning will be required before the machine returns to the road. 'NX 5643' comes with photocopies of an old-style logbook and V5C document, plus a BSA OC letter dated 2009 confirming the machine's origins and the fact that it has been 'restored to original spec'. Offered without key.

£4,000 - 6,000

No Reserve



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591

1925 BSA 249CC MODEL B 'ROUND TANK'

Registration no. BF5254

Frame no. B.11906

Engine no. B.22490

A top-selling model for BSA in the 1920s, the versatile Model B, or 'Round Tank', was used by just about every tradesman whose job required cheap personal transport. Popular with learners - the fact that the gearbox had only two speeds and that both brakes operated on the rear wheel were attributes guaranteed to re-assure novices - the reliable 250 sidevalve provided many with their first motorcycling experience. Advanced features, for a lightweight, included all-chain drive and pumped lubrication, though the traditional sight feed and auxiliary hand pump were retained. A three-speed version - identifiable by its black tank - was added for 1926 and then the following year a wedge-shaped tank replaced the much-loved original. This three-speed example was purchased approximately 4 years ago by the vendor at which time it was in running condition having previously been purchased by a former 'aircraft engineer' owner from a deceased estate in Zimbabwe. Offered for sale as an older restoration and after a period of storage the machine will now require the usual safety checks and sympathetic recommissioning before returning to the road. Offered with a current V5C.

£4,000 - 5,000



592

C.1924 DOUGLAS 2¾HP MODEL TS

Registration no. BF 6316

Frame no. 58672

Engine no. 65886

The Bristol-based Douglas Foundry took up motorcycle production in 1907 with a machine powered by a horizontally-opposed, twin-cylinder engine, and the company would keep faith with this layout until it ceased motorcycle production in 1957. Fore-and-aft installation made for a slim machine with a low centre of gravity, and the design's virtues were soon demonstrated in competition, 2¾hp Douglas machines taking 1st, 2nd and 4th places in the 1912 Junior TT in the Isle of Man. Douglas were quick to realise the advantages of the countershaft gearbox, its three-speed entries gaining the Team Prize in the 1914 Six Days Trial, a conspicuous success that resulted in the firm obtaining a wartime contract for the supply of military machines. Douglas' success continued after The Great War. In its publicity announcing the 1924 models the company claimed that 'well over 75,000 Douglas 2¾hp machines are giving satisfaction every day to their owners.' Purchased by the vendor approximately 4 years ago, this 2¾hp (350cc) Douglas is offered for sale following a period of storage and will therefore require some sympathetic recommissioning before returning to the road. It should be noted that at some point in its past, the front wheel has been changed (possibly in an attempt to improve the brakes from the original stirrup type front brake). Offered together with a current V5C and sold strictly as viewed.

£4,000 - 5,000



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593
1926 TRIUMPH 494CC MODEL P
 Registration no. UM 3528
 Frame no. 931090
 Engine no. 230699

A landmark machine in the development of the motorcycle in Britain, Triumph's Model P debuted at the 1924 Motor Cycle Show. A no-frills sidevalve-engined model, the newcomer was priced at £42 17s 6d, at which level it undercut every other 500cc machine then on sale in the UK. Production was soon running at an astonishing 1,000 machines per week, the Model P's outstanding success undoubtedly hastening the demise of many a minor manufacturer. Production continued until the decade's end, by which time the Model P had spawned a plethora of derivatives and lost penny-pinching features such as guide-less valves and the bicycle-type front brake. This Model P was purchased in 'trials' trim, complete with the later (1928) Triumph wheels and brakes it has today. Rebuilt to road specification in 2021, the machine has completed a few VMCC events since then. Accompanying paperwork consists of receipts, V5/V5C registration documents and some information about spare parts. Offered without key.

£5,000 - 7,000



594
C.1930 STYL'SON-JAP 250CC
 Registration no. not registered
 Frame no. 1849
 Engine no. B/W97987/B

Founded in Le Chambon-Feugerolles, France in October 1926, the company that made Styl'son motorcycles seems never to have achieved a sound financial footing. Like many of its contemporaries, including Brough, Styl'son was an assembler of bought-in components rather than a fully-fledged manufacturer. Within 12 months the original MDM company had been dissolved and reconstituted as SRL Boissieu et David. In 1928 Boissieu et David's motorcycle manufacturing activities were spun off into a separate company: ADSIM. Production began using cycle parts bought from AYA and engines obtained from Moser in Switzerland. Despite management described by the finance house Credit Lyonnais as 'overall very defective', ADSIM's Styl'son motorcycles soon established a sound reputation in keeping with their maker's intention to offer a top-quality product. The range expanded to include models with JAP, Rudge Python, and Blackburne engines while many of the other major components, including Burman gearboxes and AMAC carburettors, were sourced from England. In 1928, 358 motorcycles were delivered. Further failures and restructuring followed before the bankers had had enough and the Styl'son brand was sold to the FIMA conglomerate in 1935. Styl'son was formally wound up, for the final time, in September 1937. An older restoration offered from the collection of noted collector, the late Ken Senior, this rare French motorcycle was purchased in January 2011 (bill of sale on file). Sold strictly as viewed, there is no registration document with this Lot. Offered without key.

£2,000 - 2,600



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595

1928 JAMES 496CC SPORTS TWIN PROJECT

Registration no. UC 8261

Frame no. DP 1733

Engine no. ST1983

James's first v-twin motorcycle, the 500cc 'No.7', arrived in 1914. Priced at 60 guineas, this top-of-the-range offering was a quality product that incorporated some interesting ideas, one of the more practical being the 'spring drive' shock absorber built into the rear wheel hub. 'We confidently claim that this refinement affords all the sweetness of "belt drive" with none of the attendant foibles,' declared its maker. After WWI, James continued to offer a range that consisted of both singles and twins, the 3½hp (496cc) Model 12 Sports Twin being a new introduction for 1923. This Sports Twin was in long-term family ownership of some 40 years before being sold as a part-restored project at Bonhams' Beaulieu sale in September 2012 (Lot 515). Since then considerable further restoration has been carried out: gearbox rebuilt; wheels rebuilt; tank restored and repainted; speedometer restored; and new brakes, mudguards, seat, control levers and taper-roller steering head bearings fitted. Although not fully rebuilt, the engine has been converted to provide a positive oil-feed to the main and big-end bearings. Four boxes of spares are included in the sale. Offered with instruction books; an original parts book; sundry bills; a green continuation logbook and old/current V5/V5C documents, this most worthwhile project represents an exciting opportunity to return this rare Vintage-era James to the road. Prospective purchasers must satisfy themselves with regard to the completeness or otherwise of this Lot prior to bidding. Key not required.

£3,000 - 5,000

No Reserve



596

1926 SUNBEAM 493CC MODEL 9 PARALLEL SPRINT

Registration no. BF 9788

Frame no. OP760

Engine no. 290/691

With victories in the Senior TT in 1920 and 1922, racing success created greater demand for Sunbeam's products, and they were soon lauded as producers of one of the 'quality' sporting machines of the day. BF 9788 was acquired by the vendor in 2016, when he was looking for a quality motorcycle suitable to enter events for vintage machines. When acquired, it was unregistered, and in need of attention. The vendor advises that the top end of the engine was stripped, checked and rebuilt, the clutch was refurbished, new mudguards fitted, front forks rebuilt, petrol tank was repainted, the gearbox regreased, and a new rear tyre was fitted. The magneto was checked, and the ignition re-timed. Following the work, the Sunbeam was used at the Curborough Sprint in 2021, then entered for the Montlhery Vintage Revival in May this year. At Montlhery, the Sunbeam completed four track sessions and is reported to have performed faultlessly throughout. The Sunbeam Owners Club provided a dating certificate listing the model as a 'Model 9 Parallel Sprint'. Papers in the history file suggest that whilst the frame number relates to a Model 9 Parallel, the frame may have been modified to Sprint specification, possibly by the factory. Also mentioned is that the rear wheel may be a works type, with the brake drum on the nearside. The DVLA have recorded the maker as John Marston Ltd on the V5C. Please note that the stand used for the catalogue photos is not included with the machine. Documentation comprises a current V5C, the aforementioned dating certificate, and miscellaneous papers. Key not required.

£10,000 - 15,000



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.



597
1936 RUDGE 248CC SPORTS
 Registration no. UJ 7686
 Frame no. 57852
 Engine no. T1317

Motorcycle manufacturers from 1910 to 1939, Rudge were renowned for championing the four-valves-per-cylinder engine layout, employing it for the first time on a 250 in 1931, its previous offerings in the class having used two-valve JAP engines. The contemporary 350's fully-radial valve arrangement was used for the new quarter-litre Rudge, rather than the semi-radial arrangement of the sports and racing 500s or the parallel layout preferred for the touring Special. The Rudge 250 was unusual for its day in having coil ignition, though a magneto became optional later and was standard issue on the works racers and the TT Replica. A two-valve Tourist version joined the existing four-valve Sports 250 for 1935 and became the Rapid the following year when it adopted the marque's characteristic coupled brakes. With the deletion of the four-valver at the end of 1936, the Rapid became the sole 250 in the range (a new Sports version with high-level exhaust was added for 1938) and the only Rudge to retain the left-side gear pedal to the end. Sold strictly as viewed, this four-valve Sports was purchased from Bonhams' sale of the Geeson Brothers' Collection in March 2003 (Lot 231). Offered from the collection of noted collector, the late Ken Senior, the machine comes with an old-style continuation logbook; a copy old V5; and an old-type V5C document. Offered without key.

£5,000 - 7,000



598
Property of a deceased's estate
1937 VELOCETTE 348CC KSS MKII
 Registration no. ELK 281
 Frame no. CMS-3797
 Engine no. KSS-8091

Introduced for the 1936 season, the MkII KSS represented a major re-design of Velocette's top-of-the-range overhead-camshaft roadster. The MkII featured many improvements including a new aluminium-alloy cylinder head with enclosed valve gear (which replaced the old cast-iron 'head with exposed springs) and the cradle frame and heavyweight Webb forks of the new MSS. This KSS MkII is offered for sale by the lady vendor following the passing of her father, a long-time member of the Velocette Owners' Club, owning two Velocettes, who went on many Club rides with 'ELK 281'. Owned for over 25 years, the Velo was also shown at concours events, picking up the occasional award. Its late owner cherished his beloved KSS, which has been well looked after. It is believed the machine may have been purchased from Geoff Dodkin, the country's leading Velocette dealer for many years, as the late owner was an acquaintance of his. Unable to ride the bike herself, the vendor hopes that it will find a home with someone who will treasure it as much as her father did. Carrying a tax disc that expired in 2015, and last run in January 2021, the machine is offered with a V5C document. Re-commissioning is advised before returning it to the road. Offered without key.

£7,000 - 9,000



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

599

1937 TRIUMPH 350CC TIGER 80

Registration no. AAS 178

Frame no. SABTVRO3972219029 (see text)

Engine no. 7 T80 4368

Edward Turner's arrival at Triumph in 1936 resulted in extensive improvements to the range. A brilliant stylist, Turner transformed the Val Page-designed overhead-valve singles by adopting sports specification engines, high level exhausts, chromed fuel tanks and a new name: 'Tiger'. Frames, forks, engines and gearboxes were all improved for 1937 and a trio of randomly selected Tigers successfully completed a series of arduous speed trails to secure the Maudes Trophy for Triumph later in the year. Today, Turner's Tigers are widely recognised as the most stylish sports roadsters of the period and are highly sought after. Formerly part of a collection of pre-war Triumphs, this Tiger 80 was purchased as a 'basket case' and restored to factory specification in 1990. Maintained in full working order, it has been on the road since the restoration's completion, making several visits to the IoM races and completing a trouble-free 180-mile run from Shrewsbury to London in May 2022. Accompanying paperwork consists of receipts, a VMCC dating document, V5/V5C registration documents, old MoTs and tax discs, etc. It should be noted that a 'SABTVRO' VIN number is assigned by a vehicle registration office when the original identity of a bodyshell or frame cannot be determined. The VMCC dating document quotes the frame number as 'TL.2496' which is stamped in the correct position. Offered without key.

£6,000 - 8,000



600

1939 TRIUMPH 343CC 3HW

Registration no. YWG 259

Frame no. to be advised

Engine no. 3HW 51643

Following the destruction of its Coventry factory in an air raid in November 1940, Triumph relocated to Meriden, Warwickshire and recommenced production of the single-cylinder sidevalve 3SW and overhead-valve 3HW military models. The latter was based on the pre-war Tiger 80 sports roadster, the engine of which was modified to incorporate rocker boxes cast integrally with the cast-iron cylinder head, aluminium alloy being in short supply. Triumph's single-cylinder models were used mainly by the Royal Navy for despatch duties and general liaison, with the less-powerful 3SW reserved for the WRNS. This 3HW had already been restored when it was purchased in its present condition in Greece 25 years ago. First registered in the UK in 2016, the Triumph has not run for some 25 years and will require re-commissioning at the very least before further use. Sold strictly as viewed, the machine comes with a TOMC dating certificate and a V5C document. Key not required.

£3,200 - 3,600



601

1955 BSA 520CC GOLD STAR

Registration no. LBL 372

Frame no. CB32 4342

Engine no. DB.34.GS.166

- *Known ownership from new*
- *Present ownership 1964-1967 and 1974 to date*
- *Engine rebuilt by Phil Pearson*



This BSA Gold Star was first registered on 27th April 1955. In 2011 the vendor spoke to the original owner, Harry Argent, who was 27 years old in 1955. Mr Argent said that he raced the Goldie for three years on short circuits including in endurance races at Thruxton before selling the bike in 1958 (see original buff logbook on file listing all owners from new).

The vendor first purchased the machine in April 1964 from dealer Bill Fruin of Benson, Oxfordshire and kept it until 1967 when it was sold to John Rickard. In 1968 Mr Rickard sold the BSA to the vendor's brother, and the vendor duly repurchased the machine in 1974. The original frame (number 'CB32 2392') was damaged and so the engine was transferred to another period-correct frame (number 'CB 4342') in 1976 (see logbook). The original registration number 'LBL 372' was retained. (It should be noted that BSA factory records show that frame 'CB 4342' formed part of a Gold Star exported new to Ceylon [Sri Lanka] in February 1955.)

The machine had little use until 2000/2001 when it took part in the VMCC Manx Rallies and Parades on the Isle of Man TT circuit. In 2002 the engine was replaced with a Pearson 604cc unit and the Goldie continued to be entered in Manx events until 2011. The Gold Star Club was made aware of the engine change.

In 2002 marque specialist Phil Pearson rebuilt the original engine ('DB.34. GS.166') with a new bottom end and re-bored barrel (for a capacity of 520cc). The original engine was put into storage until 2012 when it was reinstalled in the frame. The machine retains the original RRT gearbox and has a Bob Newby belt drive and clutch, while the electrical system has been upgraded to 12 volts. On 12th August 2012 the Goldie was ridden for an MoT test (see certificate) and since then has been kept in storage. It has yet to be run in and will require re-commissioning before further use. The machine comes with old/current V5/V5C documents and is Offered without key.s (including the throttle lock), however this does not affect its running. Prospective purchasers should satisfy themselves with regard to this motorcycle's provenance, originality and correctness prior to bidding. Offered without key.

£8,000 - 10,000

602

C.1967 BSA 499CC A50 RACING MOTORCYCLE

Frame no. ED 273

Engine no. A50CDY 10Z

- *Believed to be a 'works' engine and frame*
- *Ideal for historic racing events and parades*
- *Rear Airheart hydraulic braking and Fontana front*



The BSA unit engines, designated A50 and A65 to indicate 500 and 650cc capacities respectively, were introduced in 1962 to replace the venerable and much-loved pre-unit A7 and A10 engines. Riders such as Tony Smith, Peter Brown, and Norman Hanks played their part in the racing development of the unit twins. The factory sent A50 twins to the Daytona 200 race in 1965, 1966, 1967, and 1968. Whilst much of the UK racing was with the 650 twins, there was little experience with the 500 version, and the results at Daytona were less than auspicious, with mechanical failures of one sort or another sidelining the majority of the bikes.

The vendor purchased the engine of this bike from Paul Ingham, a well-known figure on the classic scene for many years. It was one of two engines Ingham had purchased from Norman Hanks (former BSA Development Tester, and works-supported racer) and the engines (a 650 and a 500) both had 'works' characteristics. The vendor had an interest in the Daytona bikes from 1965 to 1968, and, conscious that only 500cc engines had been allowed in that event, obviously opted for that one, with the intention of using it to replicate a Daytona-type bike.

With only an engine to start with, he began to search for parts which were suitable for the project. After initially buying a standard frame, he was hunting for further parts when he spotted this frame at Stafford Show autojumble. It was labelled as a 'BSA Race frame' and showed many features which were seen on the Daytona bikes, and was numbered ED 273.

He snapped it up, knowing that the Daytona bikes were all stamped ED (for Experimental Department) with three-digit serial numbers. He subsequently purchased an appropriate used oil tank, and the same supplier was able to provide the correct-type rear hub and Airheart rear brake caliper. The Airheart master cylinder was sourced in USA, the Fontana 4LS front brake was located, a period oil cooler found; the alloy fuel tank was made as a one-off copying the originals.

The top end of the engine was stripped and rebuilt, whilst the bottom end was sound, as was the gearbox. The engine was found to have eccentric rocker spindles for tappet adjustment, and the ignition system is an energy transfer arrangement, carburettors are Amal Grand Prix. The owner spoke to a number of people with knowledge of the Daytona machines, including Norman Hanks, Peter Brown, and Les Williams, endeavouring to make the bike as accurate as possible. It took approximately two years to assemble the correct component parts, and a further year to build the bike. When it was assembled, the vendor started the machine, but it was not running correctly. Believing the fault to be the ignition system, he purchased two new coils for the energy transfer system, but never fitted them (included with the bike). He intended to use the A50 for sprints and parades, but his domestic circumstances have altered, and age is now a factor in his decision to dispose of the machine which will require some degree of commissioning prior to use. Documentation comprises miscellaneous papers, notes, and copies of photographs. Key not required.

£20,000 - 25,000

603

Only two private owners from new

1965 TRIUMPH 649CC THRUXTON BONNEVILLE

Registration no. DOJ 555C

Frame no. T120 DU 23139

Engine no. T120 DU 23139

- *One of an estimated 73 Thruxton models built*
- *Present ownership since circa 1988*
- *Restored by its late owner*



Like Velocette's top-of-the-range Venom variant, the Thruxton version of Triumph's Bonneville took its name from the endurance race for production machines held at the eponymous Hampshire circuit. Stakes were high and no stone was left unturned in the search for new ways of extracting extra performance from what were supposed to be standard street machines. Newly arrived from Norton, Doug Hele was in charge of Triumph's Experimental Department, which was charged with developing the Bonnie into a race winner.

The first batch of eight specially prepared Thruxton Bonneville was completed in 1964 and the model was first listed in Triumph's 1965 catalogue. For the 1965 season a further batch of 52 machines was assembled in May of that year. It is estimated that some 73 Thruxton Bonneville were produced between 1964 and the end of 1967.

The example offered here, 'DOJ 555C' ('T120 DU 23139') was part of the 'main batch' of Thruxton Bonneville produced in 1965. The build date was 22nd May and the machine was despatched on 10th July '65 to Motor Sales of Birmingham. The old-style green logbook shows that the machine was first registered to Motor Sales Ltd and then to its first private owner, Michael Orange, in August 1965.

Its late owner purchased the Thruxton from his friend Michael Orange circa 1988 and spent many years restoring it at his place of work (a British Rail stores). His passion was cars and motorcycles, particularly restoring them, and he spent a long time trying to ensure the Triumph was restored correctly (he was always able to start it first kick). The machine was last run in 2015 and its owner died the following year, since when it has sat in his garage, carefully covered up. Re-commissioning and the customary safety checks will be required before it returns to the road.

It should be noted that the front brake plate is a later TLS type from 1968, and that both the oil tank and toolbox cover with the scallops are incorrect. There should be a Triumph transfer on the tank, and the primary chain-case breather is a later addition.

One of the rarest and most sought-after of post-war Triumphs, this Thruxton Bonneville is offered with a V5C Registration Certificate; an original workshop manual; an album of restoration photographs; a copy of Triumph Thruxton Bonneville 1959-1969 by Claudio Sintich; and a history file of correspondence, bills, MoTs, photocopied literature, etc. Offered with key.

£14,000 - 18,000

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

604

1966 TRIUMPH 649CC T120TT BONNEVILLE TT SPECIAL

Registration no. TRX 210D

Frame no. T120TT DU46093

Engine no. T120TT DU46903

The USA had long been Triumph's most important export market, and to cater for local tastes a 'TT Special' (also known as the 'Competition Sports') Bonneville was introduced in 1964. The Triumph twin was already a formidable force in American flat-track racing, and the TT Special's stripped-down look, smaller fuel tank and short, open exhaust pipes echoed the style of the racers. By this time a maximum output of 52bhp was claimed for the Bonneville while the TT Special engine produced 54bhp courtesy of 11.2:1 pistons (up from the T120 roadster's 9.0:1). A crankcase under-shield, tachometer-only instrumentation, larger-section front tyre and an absence of lighting further distinguished the TT, which came with lowered overall gearing reflecting its intended role as primarily a dirt bike. This TT Bonneville was subject to a 'last nut and bolt' no-expense-spared restoration to 'as new' condition circa 2000, since when it has seen very little use. The previous owner stored the machine in a heated warehouse following its acquisition in 2005, covering only a couple of hundred miles up to 2019 when ownership passed to the current vendor. Since then the Bonnie has been ridden for only some 20 miles. The machine last ran in August 2022. Accompanying documentation consists of a VMCC dating communication, a V5C Registration Certificate, and a full list of what was done during the restoration (perusal recommended). Key not required.
£10,000 - 15,000



605

1954 BSA 500CC 'B33' SPECIAL

Registration no. not registered

Frame no. CB31-392

Engine no. X B34 280

This BSA B33 Special is a mixture of parts from various models. Taken from a 500cc competition model, the crankcases date from 1947 and would have been topped by an iron cylinder head and barrel originally. (The additional number 'GS 53172' on the timing side is someone's addition and should be ignored.) The frame dates from 1954 and would have started life in either a B31 or B33. The engine's alloy top end is circa 1953-1955, as used on either the BB34 Gold Star or the B34 Competition Model (assuming it is 500cc). The headlamp nacelle is B31/33 circa 1954-1957 and the front wheel is B31/33 circa 1956-1957. Mudguards are after-market ones of no particular type, while the fuel tank is a swinging-arm Gold Star type. The carburettor is a post-1966 Amal Concentric. Little is known of this machine's history before it was rescued from a hedge by the vendor's husband. The chassis was restored by his friends in 2019-2020 but the engine and transmission were not (the engine has good compression). There are no registration documents or further paperwork with this Lot and it should be noted that the registration number 'DEN 142' does not correspond to this motorcycle and therefore will not come with it. Offered without key.
£3,000 - 4,500
No Reserve





606



608



607



609

606

1959 TRIUMPH 199CC TIGER CUB

Registration no. NPR 34

Frame no. T54393 Engine no. T20 21928

This Tiger Cub was restored to 'light trials trim' over a 10-year period by a previous custodian to reflect another Cub he had once owned. In November 2012 the Cub was sold by The Vehicle Restoration Co of Middleton-on-Sea to the immediately preceding owner, Antony Bowie. The current vendor purchased the Cub from Mr Bowie in March 2019 (bill of sale on file). The machine also comes with a TOMCC dating letter stating that the frame formed part of a Cub that was supplied to Badger Garage of Blandford, Dorset in July 1959, while the engine went to P Pike & Co of Plymouth, Devon in February 1956. Details of the aforementioned restoration may be found on file together with sundry bills; previous-owner correspondence; two MoTs (most recent expired 2016); and a V5C Registration Certificate. Last started in 2019, the machine is described by the vendor as in generally good condition with good/excellent frame, cycle parts and brightwork. Offered with key.
£4,000 - 4,500

608

1951 ARIEL 998CC SQUARE FOUR 4G MK I PROJECT

Registration no. not registered

Frame no. SV393 Engine no. TM398

Designed by Edward Turner, creator of the legendary Triumph Speed Twin, the first Ariel Square Four was shown at the Olympia Motorcycle Show in 1930. Conceived as an overhead-camshaft 500, the model grew to 601cc before a total redesign saw it emerge in 1937 as the Model 4G, with 995cc overhead-valve engine. An exercise in weight shedding saw the cast-iron cylinder head and barrel replaced by alloy components for 1949, the revised model, now capable of 90mph-plus, being known as the Mark 1. Little is known of the history of this partly dismantled example, which is offered for restoration and sold strictly as viewed. Accompanying documentation consist of some correspondence from the early 1970s and an old-style continuation logbook. However, the registration does not appear in the DVLA/HPI database and thus the machine must be considered unregistered. Key not required.

£2,000 - 3,000

No Reserve

607

1960 JAMES 199CC CAPTAIN

Registration no. 3941 PX

Frame no. CL20-597 Engine no. 20T-1829

James had begun concentrating on the manufacture of two-stroke lightweights in the 1930s, and continued the policy after WW2. They first adopted the 'Captain' name was for the (nominally) 200cc model for 1950 and both the cycle parts and the (originally Villiers) engine would be upgraded periodically as the years passed. By 1960 when the L20 example offered here was made, the Captain was being built with a swinging-arm frame and the AMC engine. Somewhat unusual in retaining its original engine, this un-restored Captain comes with a large file of paperwork to include the original old-style buff logbook listing four owners up to 1973. Also in the file are period magazine road tests; assorted correspondence; a BMS reproduction instruction book; a V5C document; and two MoTs (most recent expired 2000). The machine was last started one year ago and is described by the vendor as in 'fair/good' condition. Offered without key.

£2,000 - 2,500

609

C.1959/C.1939 VELOCETTE 348CC KSS SPECIAL

Registration no. 784 EFW

Frame no. RS11812 Engine no. KSS 9067

The vendor purchased 784 EFW in 2012. He advises us that he had the machine rewired, and rebuilt the magneto and dynamo. Thereafter, he used the machine occasionally, before other machines occupied his time, and from around 2 or 3 years ago, kept the Velo in dry storage. An interesting mix of late 1950s swinging arm frame, and late 1930s overhead cam engine, the Velocette has an intriguing history; during the 1970s, 1980s, and up to 1994, it was raced by Gerry Richardson who then had the engine detuned for road use. A handwritten account in the history file documents his ownership and racing, and an old photo is inscribed 'Cadwell Park VOC meeting 1975'. Equipped with a twin leading shoe front brake, alloy rims, and large tank, its looks are positively Thruxton-like. Documentation includes a current V5C, 2 old-type V5s, old MoTs, the aforementioned account, and miscellaneous papers. Key not required.

£5,000 - 7,000

No Reserve

610

1969 VELOCETTE 495CC MSS

Registration no. MFK 64

Frame no. RS7295

Engine no. MSS 11835

The third of Velocette's overhead-valve, high-camshaft, single-cylinder designs, the 500cc MSS was announced in 1935. The first of these new models had been the 250cc MOV of 1933, which was joined for 1934 by a long-stroke 350cc version - the MAC. In creating the MSS, Veloce kept to the basic design, combining the MAC's 96mm stroke with a larger bore to create its new '500'. The MSS engine went into a new frame derived from that of the racing KTT. The model disappeared from Veloce Limited's range in 1948 while the company concentrated on the LE, reappearing in 1954 with a new swinging-arm frame and Hall Green's own telescopic front fork. The engine too was updated, gaining 'square' bore and stroke dimensions of 86x86mm along with an alloy cylinder barrel and 'head. Following the introduction of the Venom and Viper sports models, sales of the touring MSS gradually declined throughout the 1960s; only 22 were made in 1929 and the last examples left the factory in 1970. Sold strictly as viewed and offered from the collection of noted collector, the late Ken Senior, this 1955 Velocette MSS comes with an old-type V5C Registration Certificate. Offered without key.

£3,600 - 4,400



611

1961 ARIEL 247CC ARROW

Registration no. YSR 710

Frame no. T26826/T

Engine no. T-264-A

The Ariel Leader, and its sports derivative, the Arrow, sought to combine the virtues of speed and agility with those of cleanliness and convenience. Launched in 1958 and powered by an all-new 247cc air-cooled two-stroke twin with unitary gearbox, the Leader also broke with British tradition in its frame and suspension design, employing a stiff, fabricated-steel beam instead of tubes, and a trailing-link front fork. Detachable panels enclosing the engine and most of the rear wheel extended forwards to meet leg-shields and screen, and the rear chain was fully enclosed. Announced late in 1959, the Arrow dispensed with the Leader's enclosure panels and weather protection while remaining mechanically virtually identical. The Arrow was revised for 1961, gaining squish-band, centre-plug cylinder heads while a third model - the Super Sports, universally referred to as the 'Golden Arrow' after its distinctive colour scheme - was added at the same time. First registered in 1961, this 'ordinary' Arrow is believed to be fitted with an engine of earlier date. Acquired by the current vendor in 2017 it was soon after treated to a complete engine and gearbox rebuild by Dragonfly c.1,500 miles ago. Resprayed to 'Golden Arrow' colours, other noteworthy features include 10:1 cylinder heads; monobloc 376/377; 12v electric ignition; indicators; mirrors and LED headlight among other things. Offered with V5C; old style logbook and bills. Offered with key.

£2,000 - 3,000





612

Long-term family ownership

1953 ARIEL 998CC SQUARE FOUR 4G MKI

Registration no. NTG 162 (see text)

Frame no. ES776

Engine no. JJ 506 (see text)

Offered from long-term family ownership, this Ariel Square Four belonged to the current vendor's late father. A motorcycle enthusiast, the latter had acquired the machine in the late 1960s and restored it circa 1970. The Ariel was passed down to the current vendor circa six years ago (when his father passed away). The vendor does not have a bike licence and has never ridden the machine. The Ariel was last run at the end of June 2022, when the brakes were overhauled and the steering head bearings checked over and re-greased by a local classic-motorcycle engineer. This and the 4G MkII in this sale (Lot 613) are only being sold as they are not being used and the vendor would like them to go to enthusiasts with the time to ride and enjoy. The Ariel is offered with an old-style RF.60 logbook. However, it should be noted that the registration number 'NTG 162' does not appear in the HPI/DVLA database. Accordingly, prospective purchasers must satisfy themselves as to the validity of this motorcycle's registration prior to bidding. The machine will require re-commissioning following a period of storage and thus is sold strictly as viewed. It should be noted, the machine incorporates an earlier 'JJ' prefixed engine, the engine change detailed to the RF.60 logbook. Offered without key.

£8,000 - 12,000



613

Long-term family ownership

1957 ARIEL 998CC SQUARE FOUR 4G MKII

Registration no. 145 CTE

Frame no. GM1219

Engine no. NML 1066

Offered from long-term family ownership, this last-of-the-line Ariel Square Four belonged to the current vendor's late father. A motorcycle enthusiast, the latter had acquired the machine in the mid-1970s. The Ariel was passed down to the current vendor circa six years ago (when his father passed away). The vendor does not have a motorcycle licence and has never ridden the machine. The Ariel was last run at the end of June 2022. However, the vendor advises us that the engine cuts out around 20 seconds after being started (he believes it to be a carburettor issue). Accordingly prospective purchasers must satisfy themselves with regard to the mechanical condition, completeness and originality of this motorcycle prior to bidding. This and the 4G MkI in this sale (Lot 612) are only being sold as they are not being used and the vendor would like them to go to enthusiasts with the time to ride and enjoy them. The machine will require re-commissioning following a period of storage and thus is sold strictly as viewed. Offered with a V5C Registration Certificate. Offered without key.

£8,000 - 12,000



614

1957 AJ'S 600CC MODEL 30 TWIN

Registration no. 823 YUC

Frame no. A58435

Engine no. 57/30 05277

Associated Motor Cycles were late in producing a twin-cylinder model to rival those of Triumph, BSA and Norton. When announced in 1948, the AJ'S Model 20 and equivalent Matchless G9, while following the established pattern of British parallel twins, were unusual in having an engine with a third, central, crankshaft main bearing. The new 498cc power unit was housed in the sprung frame recently introduced to the heavyweight singles. AMC's first stretch of its parallel twin took it out to 550cc in 1954, but this US-only variant was swiftly superseded. Introduced for 1956, the AJ'S Model 30 and equivalent Matchless G11 boasted an engine of 593cc, which went into the newly introduced cycle parts shared with the heavyweight singles. Along with the new frame came a restyled oil tank and toolbox, full-width front brake and a longer seat, while the excellent AMC gearbox was phased in during the year. An older restoration, this AJ'S Model 30 was acquired by the current vendor in June 2018 and last ran in July 2022 on the VMCC Oxford Section's run. The machine is only offered for sale because the owner is reducing his collection due to old age and health issues. Notable features include electronic ignition and a solid-state voltage regulator. The accompanying history file contains starting instructions; old (copy) and current V5C documents; old MoTs; hand-written service records; and various bills. Offered with key.

£4,000 - 4,500



615

1954 NORTON 490CC MODEL 16H

Registration no. 2925 (Guernsey)

Frame no. J 256297

Engine no. J 252905

Having hitherto relied on proprietary engines, Norton introduced its own power unit in 1907. The long-stroke sidevalve single displaced 633cc and the new model it powered became known as the 'Big 4'. Smaller capacity versions followed, and in 1911 the '500' adopted the classic 79x100mm bore and stroke dimensions that would characterise the half-litre (actually 490cc) Norton for the next 50 years. Norton's new sidevalve was among the fastest in its class, being the first machine under 500cc to be officially timed at over 70mph, which was some going for 1911. Small wonder that the slogan 'Unapproachable' began to be applied to the Norton singles at around this time. When fitted with chain drive, the 490cc sidevalve single became the 'Model 16' in Norton's numbering system, changing to '16H' in 1921 when a new lower frame was introduced. Norton's trusty 16H sidevalve would be continuously up-dated for the next 30-plus years before taking its final bow, alongside the Big 4, in 1954. Resident in Guernsey since November 2004, the last-of-the-line 16H offered here was restored in 2010 and is described by the vendor as in excellent condition throughout. Last run in May/June 2022, the machine is offered with a States of Guernsey registration document. Offered without key.

£5,000 - 6,000





616
1952 NSU 242CC 251 OSL
 Registration no. NXS 420
 Frame no. 1231236
 Engine no. 980174

"The most important series of 4-stroke production motorcycles manufactured during the inter-war years was without doubt the O model range." – Mick Walker, NSU The Complete Story. The 251 OSL was introduced in 1933. Designed by Walter Moore, formerly with Norton, the 242cc overhead-valve engine producing 9bhp at first and 10.5bhp from 1936, at which time a four-speed gearbox replaced the original three-speeder. 1938-onwards examples had the benefit of fully enclosed valve gear. Top speed was around 60mph. Pre-war production amounted to approximately 35,000 units and this highly successful design was continued after the war's end. The post-war 251 OSL was very little different from its pre-war predecessor and continued essentially unchanged until discontinued in 1952, by which time 67,442 had been made. Dating from the final year of production, this 251 OSL was acquired from a deceased's estate at a UK auction in September 2021. The machine had been part of a private collection and never registered in the UK. Re-commissioning and some minor repairs were carried out and the machine returned to the road. Little needed to be done mechanically, apart from replacing the brake shoes, but the electrics needed to be largely rewired and a new modern voltage controller fitted. Last run earlier this year, the machine is offered with a V5C document and NSU Owners Club dating letter. Offered with key.

£4,000 - 6,000



617
1964 BMW 247CC R27
 Registration no. BFW 656B
 Frame no. 383341
 Engine no. 384515

BMW's first new post-WW2 model was a 'single', the 247cc R24, which arrived in 1948 looking pretty much like the pre-war R23 but producing an additional two horsepower. By 1956 BMW's 'one-lunger' had evolved into the R26. In what would turn out to be its penultimate form, BMW's quarter-litre luxury lightweight boasted a more powerful engine than its R25 predecessor; an Earles-type leading-link front fork; and a larger fuel tank among numerous improvements. The final development - the R27 - arrived in 1960 substantially unchanged but for the adoption of a rubber-mounted engine. Built to the same exemplary standards as the Bavarian company's famous horizontally-opposed twins, the traditional BMW single was much missed after its demise in 1966. This R27 started life with the German Police before being exported in 1974 to Tanzania where it was used by Benedictine Missionaries until 1980. The BMW then had several owners before arriving in the UK in 1996. It was then largely restored and sold in 2000, the date of first UK registration being July of that year. The machine subsequently passed through other hands before the engine was sent to Holland for a complete overhaul. In 2008 the BMW became part of a private collection, spending most of the time on display before its acquisition by the current owner in July 2021. Offered with a V5C document. Offered with key.

£4,000 - 6,000



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

618

1982 MATCHLESS METISSE 498CC G80CS

Frame no. 28141

Engine no. 57/G80CS34028

The Rickman brothers came up with their Metisse in 1959, and subsequently developed a Mark 2 version in 1960. Although both Mark 1 and Mark 2 versions achieved success, they were conscious that to remain ahead of the pack, they needed to innovate and improve their product. Thus, the next step in development was to make their own frame in Reynolds 531 tubing, heralding the Mark 3 in 1962. The Mark 3 also saw the start of the competition Matchless engine as a power plant. In the 1980s, when the Rickman's interest in the competition motorcycle side of their business had taken a back seat, the stock was disposed of, and eventually came into the possession of Pat French, who created MRD Metisse to produce frames and machines for the burgeoning pre-65 market. Believed to be one of the MRD Metisse machines, this example was purchased by the vendor around 2004. He advises us that the bike features an all-alloy short stroke 500 Matchless motor, with an 81mm BSA slipper piston, 9.5 to 1 compression, a polished conrod and crankshaft, gold star profile camshafts and Ken deGroom engine parts. Ignition is by a Lucas SR1 magneto, carburetion a 34mm Amal Concentric, Ceriani forks, and Marzocchi shock absorbers. The owner has used the Metisse regularly for 1 or 2 pre-65 motocross events per year, until 2018, and will ensure that it is in running order for the time of sale, and should therefore only need a basic check-over prior to future use. There are no documents with this machine. Key not required.

£6,000 - 8,000



619

MATCHLESS 348CC G3 TRIALS

Registration no. none

Frame no. none

Engine no. none

The overhead valve G3 and G80 were part of the AMC range in an unbroken line stretching from 1935 through to 1966, and were the basis of numerous road and competition variants along the way. Strong competitors in trials and scrambles disciplines, they were used by top riders in both, and riders such as Gordon Jackson, Hugh Viney, Bill Nilsson, and Dave Curtis campaigned the AMC products. The over-the-counter trials and scrambles machines were invariably 'improved' for the works riders to campaign on the company's behalf. The vendor believes that this competition machine is one of Peter Pykett's famous post-production works-spec replicas. Pykett was an ex-AJS competition department member, who later worked building bikes for the Rickman brothers, and during the late 1970s and 1980s he built replicas of works AMC trials machines which became much sought after by pre-65 trials exponents. This machine was purchased at auction in 2006, at which time it was fitted with glass-fibre replica petrol and oil tanks, which were a hallmark of Pykett machines (these are included with the machine). The vendor fitted a steel petrol tank, alloy central oil tank, Falcon shock absorbers, and alloy rims. He has used the Matchless regularly for pre-65 trials events, including the Yorkshire Classic and Red Rose Classic, until 2018, and will ensure that it is in running order for the time of sale. It should therefore only need a basic check-over prior to future use. There are no documents with this machine. Key not required.

£4,000 - 6,000





620

1964 JAMES 360CC COMMANDO M25T TRIALS

Registration no. BBE 814B

Frame no. H25T 394

Engine no. none

BBE 814B was purchased by the vendor in 1992. Still in relatively standard trim at that time, he modified it in a number of ways to make it more useable for pre-65 trials, and also to make it more competitive. The footrests were changed to folding types, a side stand was added, electronic ignition fitted, a lighter petrol tank, lightweight plastic mudguards, a Motocross Motors 360cc alloy top end conversion with a concentric carb and reed valve induction, Bultaco fork internals, Betor shock absorbers, and some small frame modifications. The resulting machine proved to be competitive, and with rider Maurice Brayford aboard, achieved a 9th place finish in the Scottish pre-65 trial. It has also won numerous 2 and 3-day pre-65 trials. Included with the bike are the original steel petrol tank, exhaust system, engine top end, and sundry other parts. Whilst not used since 2018, the vendor will ensure that it is in running order for the time of sale. It should therefore only need a basic check-over prior to future use. Documentation consists of a current V5C, an old-type V5C, an old-type V5, the original RF60 green log book, a quantity of expired MoT certificates, and miscellaneous papers. Also in the paperwork is a letter, dated 7th August 1975 from Titch Allen, then at Motor Cycle News, stating that his records suggested only three Commando M25Ts were made in 1964. Key not required.

£5,000 - 7,000



621

1973 MONTESA 360CC CAPPRA SPECIAL MOTO-CROSSER

Registration no. not registered

Frame no. 73M5141

Engine no. X128008

Montesa was founded in the mid-1940s in Barcelona by Pedro Permanyer and Francisco Bulto. The latter would leave the company in 1958 to found Bultaco, but before then his engineering genius had bequeathed Montesa a range of popular two-stroke roadsters. The company entered road racing in the early 1950s with a successful 125cc single, but its major impact on motorcycle sport would be away from the tarmac, the Scorpion and Cappa moto-crossers and the Cota trials iron being the equal of any of their contemporaries. This Montesa Cappa was in 'basket case' condition when purchased from a private individual in 2012. The machine was fully restored by the current owner between 2013 and 2016 using various parts purchased in the United States, including a new cylinder liner and new ignition system. Some related invoices are on file while other accompanying documents include email correspondence from the late John Haberbosch of Rocky Mountain Montesa. Following restoration, the Cappa was started up and then placed in dry storage, and last ran circa 2016. The vendor is well known in the Southeast and Southern Centre for having reliable machinery. He has now retired from moto-cross racing and is downsizing his collection. Following a period of inactivity, the Montesa will require re-commissioning to a greater or lesser extent and thus is sold strictly as viewed. Key not required.

£2,500 - 3,500



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622

C.1965 CHENEY BSA 441CC VICTOR SCRAMBLER

Registration no. not registered

Frame no. BSA MK5 NU 195 120601 EC

Engine no. none

The machine offered here owes its existence one of the greatest names in the world of off-road competition - the late Eric Cheney - the former moto-cross and ISDT star who had turned to frame-making in the mid-1960s after illness terminated his career as a rider. It features a BSA Victor engine installed in Cheney's trademark lightweight frame, which carries the engine oil in its nickel-plated tubes. By the mid-1960s, the BSA Victor engine represented the zenith of development for a four-stroke moto-cross power unit. BSA-mounted Jeff Smith had been World Moto-cross Champion in 1964 and 1965, but from now on the two-strokes would rule the roost despite the best efforts of Cheney and others. This classic British moto-crosser was built circa five years ago using a frame kit supplied by Simon Cheney, which included a brand new frame, side panels, seat, tank, and air box. The vendor assembled the machine using parts he had obtained over the years. Other notable features include a 'square barrel' engine; new ignition system; rebuilt wheels; and new tyres. Started up and then placed in dry storage, the Cheney last ran four years ago and will require re-commissioning before further use. The vendor is well known in the Southeast and Southern Centre for having reliable machinery. He has now retired from moto-cross racing and is downsizing his collection. The machine is offered without documents and sold strictly as viewed. Key not required.

£7,000 - 9,000



623

BSA 441CC B44 VICTOR SCRAMBLER SPECIAL

Registration no. not registered

Frame no. 0292002 MCM

Engine no. B44R 599

Its 420cc engine developed from that of the humble C15 '250' roadster, Jeff Smith's works BSA moto-crosser produced more power than it could reliably handle, resulting in a comprehensive engine redesign for 1964. The extensive changes made the bike a world-beater, Smith taking the 1964 Moto-Cross World Championship with seven wins in the 14-race series. The new crankcase permitted a further lengthening of the stroke to 90mm for a capacity of 441cc, and in this form the Victor scrambler went into production in 1965. Smith took the world title again that year on the works B44GP. The vendor advises us that this machine's frame is a replica made by Colin Mead, a South-coast-based frame builder. The current owner purchased the BSA from a private individual (a KTM dealer) in Hertfordshire circa 10 years ago. Simon Cheney was then commissioned to do the footrests, incorporating them into the engine case. Other notable features include a 'square barrel' engine (running on Castrol R), Ceriani forks and a BSA rear wheel. Started up and then placed in dry storage, the BSA last ran 10 years ago and will require re-commissioning before further use. The vendor is well known in the Southeast and Southern Centre for having reliable machinery. He has now retired from moto-cross racing and is downsizing his collection. The machine is offered without documents and sold strictly as viewed. Key not required.

£4,000 - 6,000



624

1988 HARLEY-DAVIDSON 1340CC FXRS-SP LOW RIDER SPORT

Registration no. F952 FGT
Frame no. 1HD1EGL18KY113961
Engine no. EBLK113961

- One owner from new
- Less than 500 miles from new
- Paintwork refreshed and machine recommissioned in 2018



The F-series models were 74 cubic inches (1208cc) and basically the E with a larger bore and stroke. Like the E models, the sports model F was named the FL (a nomenclature which remains part of Harley's range to this day). However, production of civilian models was somewhat restricted for a few years due to the switch to war production, and the F was made in only limited numbers until civilian production picked up again in 1945/46.

The Harley Davidson FX was Willie G. Davidson's idea to capitalise on the custom/chopper movement of the sixties. Introduced in 1971, under the new AMF ownership, it was introduced as a half-way house between the Electra Glide and the Sportster. Lighter than the former and heavier than the latter, it was based on the Shovelhead engine, and was intended to be a sports cruiser which could lend itself to the owner's customisation, either with Harley parts, or those of the many aftermarket suppliers that had sprung up. The Low Rider name first appeared in 1977 with the FXS in 1208cc form, and from 1980 it acquired the 1340cc engine. Subsequently, the FXRS Low Rider appeared in 1987, in standard and Sport forms. The Sport version had twin discs, instruments on the handlebar, tank cap in the centre, and a new version of anti-dive air-assisted forks.

This particular Low Rider Sport, was purchased new by the owner in 1988, from F H Warr & Sons Ltd (original bill of sale on file). Following acquisition, the machine was used only sparingly, and spent some time without use altogether. During the early 2000s, the owner Mot'd the machine several times, and had some services (see invoices on file, but covered very few miles. In 2018 he gave the bike to The Motorcycle Restoration Company in Saffron Walden to repaint the cycle parts, replace several parts, re-plate some of the fasteners, and carry out a full service, including a new battery and drive belt. The cost of this work amounted to £4601.59 (see invoice on file). At this time the mileage on the MoT certificate was 489 miles; on consignment the mileage was 494 miles. The owner has once again had the machine serviced and Mot'd earlier this year (invoice and Mot certificate on file). Reluctantly, the vendor has decided that F952 FGT is now too heavy for his advancing years, and should be passed to a new owner to enjoy.

A rare opportunity to acquire a one owner, virtually unused, Harley Davidson Low Rider Sport, ready to use and enjoy. Documentation comprises a current V5C, current MoT certificate, the aforementioned original bill of sale, old Mot certificates, restoration invoice, service invoices, and miscellaneous other paperwork. The Harley is presently on SORN. Offered with key.

£5,000 - 7,000

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625

C.1975 'VAN VEEN' KREIDLER 50CC REPLICA RACING MOTORCYCLE

Registration no. not registered

Frame no. 1576EMG

Engine no. 5154369

After the Japanese factories' withdrawal from Grand Prix racing, the Kreidler effort was taken up by the Dutch importer Van Veen, and the marque became the dominant force in the 'tiddler' class in the 1970s, winning the title five times. Despite its racetrack successes, the company was faring less well commercially and folded in 1982. Even after its demise the marque still figured in the top flight of international 50cc racing, Stefan Dorflinger securing the first of his World Championships at the end of the '82 season aboard the Van Veen-tuned Krauser/Kreidler, and retaining the title in 1983. This Van Veen Replica was built by one of the classic racing scene's foremost 'tiddler' exponents, Vince Gunning, around 25 years ago. It has a non-factory frame acquired somewhere in Europe, and is powered by an air-cooled roadster engine. The machine was last started around 15-20 years ago and nothing is known of its mechanical condition. Sold strictly as viewed. Key not required.

£3,000 - 5,000



626

1966 KREIDLER 49CC FLORETT RACING MOTORCYCLE

Registration no. not registered

Frame no. 88027

Engine no. 5120617

The German Kreidler concern were at the forefront of 50cc racing from the moment the class was elevated to World Championship status in 1962. The factory's early efforts used engines based on that of the successful Florett roadster. Introduced in 1957, the Florett was a proper small motorcycle, not a moped, though the twist-grip gearchange and open pressed-steel frame might have suggested otherwise. Regularly updated - later versions came with spine frames, telescopic forks, disc brakes and five-speed gearboxes - the Florett remained a fixture of the Kreidler range right up until the factory's closure in 1982. This 'racerised' Florett was last run approximately 20 years ago and is described by the vendor as in very good condition. The machine is offered with a Classic Racing Motorcycle Club Machine Registration Certificate and will require careful re-commissioning before returning to the racetrack. Key not required.

£3,000 - 5,000



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.

627

The ex-Robert Dunlop, Isle of Man TT-winning

C.1988 HONDA RS125 RACING MOTORCYCLE

Frame no. RS125RF 88 10441

Engine no. RE88 10451

- Winner of the 1989 IoM TT Ultra-Lightweight Race
- Present ownership since 2010
- Not used since acquisition
- Offered from an extensive private collection



Sadly, Ireland lost another of its great road-racing heroes in 2008 when Robert Dunlop, brother of the late Joey, succumbed to injuries sustained in practising for the North West 200. Born on 25th November 1960, Robert Dunlop learned his craft on short circuits before making his road-racing debut in 1979. He celebrated his first visit to road-racing's Isle of Man capital in 1983 with a win in the Manx Grand Prix Newcomers' Race and scored his first TT win in 1989 in the 125cc event riding the machine offered here. For the next few years Robert Dunlop owned the 125 TT, winning in 1990 and 1991 to cement his reputation as one of the finest riders the Ultra Lightweight class has ever seen. He also won the Junior TT in 1991.

In 1994 Robert sustained serious leg injuries in the Isle of Man during practice for the TT when the rear wheel of his Honda RC45 collapsed. The legacy of his injuries would restrict Robert to mostly riding 125s from then onwards. In 1997 he returned to the TT, finishing 3rd in the Ultra Lightweight race and the following year scored a fairytale win in the same event, which would be the last of his five TT victories.

Robert's fatal accident occurred on 15th May 2008 when the engine of his 250 Honda seized and he was thrown from the machine. His sons William and Michael Dunlop were both racing at the North West and the following day Michael scored an emotional win in the 250 race.

The Honda RS125 we offer was purchased for Robert Dunlop by his sponsor, Andy McMenemy, having previously been raced by Phil McCallen. It was on this machine that Robert made his Isle of Man TT debut in 1989 in the Ultra Lightweight race. Robert broke Bill Ivy's old lap record on his standing start lap and on his final tour circulated at an average speed of 103.02mph to win by 15.8 seconds from Ian Lougher.

The current vendor purchased this ex-Robert Dunlop Honda at Bonhams' Stafford sale in October 2010 (Lot 351). The machine had been offered for sale by a private collector, its owner since 1990, and has been kept as part of the vendor's extensive private collection for the last 12 years. The machine has not been run since purchase and will require thorough re-commissioning should the fortunate next owner wish to return it to the racetrack. Offered without key.

£12,000 - 14,000

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

628

HONDA 350CC RC172 EVOCATION

Frame no. RC172R

Engine no. RC.1.348 1077 68.57

This evocation of Honda's 350cc RC172 Grand Prix racer incorporates a Honda CB350F four-cylinder engine and what is believed to be a one-off racing frame. The machine was built by Honda apprentices, we believe in the mid-1970s, under the guidance of Technical Director Tony Bingley and for many of years was displayed in the foyer of Honda UK's Milton Keynes Technical Centre. It has been ridden (and signed) by former Honda works rider Jim Redman in numerous demonstration events and parades. Tony Bingley rode the machine at the Isle of Man TT Parade in 2002 and at numerous other events, and it was also demonstrated and paraded by Gary Long at the 2010 'Festival of 1,000 Bikes'. The machine was purchased from Tony Bingley. Notable features include a lightened crankshaft; six-speed gearbox; Swarbrick exhausts; electronic ignition; and twin-leading-shoe brakes. Accompanying spares include an engine, carburettors, sprockets, crankshaft, six-speed gear cluster, etc. The Honda has been raced and paraded by the current owner for the last eight years, mostly in European events, and is said to be easy to start, very reliable, and in generally excellent condition. It last ran in April 2022 at the Houghton Tower Sprint, receiving a 1st place award. Offered without key.

£3,500 - 5,000



629

C.1980 MOTORI-MINARELLI 50CC RACING MOTORCYCLE

Frame no. none visible

Engine no. CR 1879

Minarelli was founded in Bologna, Italy in 1951 by Vittorio Minarelli and Franco Morini, who set up Fabbrica Bolognese Motori (FBM) to build lightweight motorcycles. In 1954 the company began to produce 48cc moped engines, which were supplied to a host of independent manufacturers worldwide, and in 1956 gave up motorcycle manufacture to concentrate on its proprietary engine business. The company continued to grow and in 1967 changed its name to Motori Minarelli. Although it was no longer in the business of building road bikes, Minarelli became actively involved in Grand Prix racing at this time, no doubt as a means of publicising its core business. In addition to its Grand Prix activities, the Italian firm set a number of world speed records in the 1970s, some of which remain unbeaten. Although its only significant Grand Prix successes were gained in the 125cc class, Minarelli also built 50cc and 80cc racing machines at this time and supplied engines to independents such as the Italian PCB company. This charming little Minarelli racer was purchased privately at Stafford circa 30 years ago, since when it has formed part of the vendor's extensive private collection. The machine has not been run since purchase and will require thorough re-commissioning should the fortunate next owner wish to return it to the racetrack. Offered without key.

£5,000 - 7,000



630

YAMAHA RD56 REPLICA RACING MOTORCYCLE

Frame no. TD2-0461

Engine no. A7E27819

- *Lovingly executed replica*
- *A unique opportunity*



Talking to the owner and builder of this replica of Phil Read's 1964-65 250 world championships winning RD56 might convince you it one of the most lovingly executed tributes to have been offered for sale. Number boards show 64 and 65 to recognise Read's remarkable victories, achieved when Yamaha were the under resourced underdog. Celebrating the 50th anniversary of their debut world championship Marco Riva, Yamaha Motor Racing's general manager, observed "our success with the RD56 wrote a page in motorcycle history. It was very competitive for many years and is still in my opinion the best race bike".

Phil Read added "I came to Monza with two factory 250 Yamaha RD56s in the back of my car with one English mechanic and a Japanese mechanic who came over for the race in Monza. I think we had our carburettor settings written on a postcard!" Remembering those remarkable years it is understandable that the vendor wanted an RD56 but, of course, that is all but impossible. Instead he set out to build a motorcycle that would look – and just as importantly ride – as much like Read's RD56 as was possible.

Starting with a Kawasaki Avenger parallel twin which replicates the RD56's rotary disc valve induction and gives a flavour of what the genuine racer would be like to ride, it has been rebuilt to run with pre-mix (30/40-1), the RD56 having an oil pump with a little oil added to fuel.

Satisfied with the engine (having previously rejected a Bridgestone motor as too wide to fit a TR2 frame) the vendor set to the chassis. A TR2 frame was modified to accept RD56-style parallel top rails and steering head geometry. The front forks were manufactured with offset axle boxes, and the replica swinging arm has the appropriate cam snails for chain tension. The vendor advises that the brakes are authentic works RD56 magnesium alloy 4-leading shoe front and single leading shoe rear; and that the fork yokes were machined using Yamaha drawings, with brake and clutch levers made to the 1964 pattern including the butterfly cable box. Pattern exhausts were fabricated by Abacon, with easy attachment from the stinger pipes to silencers (included in the sale). Similarly, the vendor advises the front mudguard and racing seat are original RD56, as is the fairing, patterned from Bill Ivy's 1965 TT machine. The aluminium alloy tank was painstakingly constructed by the owner aided by Brian Talbot with QD front mounting. Brian also undertook the frame welding/Brazing changes.

In advising prospective bidders of this provenance the vendor wishes to acknowledge the assistance of Ferry Brouwer (most especially for parts), Paul at CT Engineering, Andy Bacon (exhausts), Bert Clark (tuning) and the late Dave Bexon who supplied otherwise unobtainable components. This wonderful motorcycle offers its new owner an almost unique opportunity to parade and show what to most observers would appear to be Phil Read and Yamaha's debut world championship winner. Key not required.
£8,000 - 10,000

631

1967 YAMTACO 250CC RACING MOTORCYCLE

Frame no. B600690

Engine no. D6-427

- *Rare 1960s racing hybrid*
- *Bultaco TSS frame, Yamaha TD1B/1C engine*
- *Beautifully restored in 2020-2021*



The name 'Yamtaco' is a derivation of Yamaha and Bultaco. In 1962 Yamaha produced the TD1 production racer with a very quick 250cc two-stroke engine that was let down by its chassis. During the years to 1968 the engine was refined in the form of the TD1A, TD1B and TD1C, still using the same frame. Privateer racers soon found the obvious solution and slipped the Yamaha engine into a more capable frame. The frame used to create this hybrid was sourced from one of Yamaha's competitors at the time, the Spanish Bultaco TSS 250, which was powered by a single-cylinder 250cc two-stroke engine.

The most famous Yamtaco was raced by Rod Gould in the 1968 season when he came 4th in the 250cc World Championship behind Phil Read (1st), Bill Ivy (2nd), both on factory Yamahas. In 5th place behind Rod was Ginger Molloy on the factory Bultaco TSS. Rod's £200 giant-killer was written off coming out of Devil's Elbow at Mallory Park in October 1968. Fortunately, Rod was not badly injured. The following year Yamaha released the TD2 production racer with a redesigned and a much improved frame, which made the Yamtaco concept redundant. Rod went on to race for the Yamaha works team on TD2s and TR2s.

The origin of this Yamtaco is unknown; however, the frame number 'B600690' indicates it was originally in a Bultaco TSS250 Agua (water-cooled) Model 41 manufactured on 14th November 1967. Unfortunately, the records are not clear enough to show who purchased the machine. The engine (number 'D6-427') is a Yamaha TD1B unit that has been converted to TD1C specification, it is believed by Fahren Engineering. The TD1B clutch was mounted on the end of the crankshaft, which had a tendency to snap, while the TD1C clutch is mounted conventionally at the gearbox. The forks are Bultaco and were supplied from the factory painted silver and not polished because of the rough sand-cast finish. The running gear is probably Yamaha TD2.

The vendor has rebuilt the bike in Bultaco style and appreciates that the purist would probably expect to see it in white and red, more like a Yamaha TD. When the vendor first acquired the machine it had a Yamaha TD fairing which did not fit the frame (the TSS fairing is narrower as the original Bultaco engine had a single cylinder). His research into period photographs of Rod Gould's Yamtaco suggests it looked more like a Bultaco, although not in the silver and red livery. Offered with restoration bills and a extensive documentation of yamtaco history. Offered without key.
£8,000 - 9,000

632

1974 HARRIS-KAWASAKI 748CC H2R REPLICA FORMULA 750 RACING MOTORCYCLE

Engine no. H2E 90826

- *Expertly created between 2004 and 2007 by Nigel Everett*
- *Harris frame kit*
- *Believed to be an ex-works engine*
- *Last run in 2018*



When it arrived in the early 1970s, Formula 750 was the world's most exciting motorcycle race series. Honda and BSA-Triumph soon quit the scene, leaving the contest to be dominated by the powerful multi-cylinder two-strokes fielded by Kawasaki, Suzuki, and Yamaha. Formula 750 rules required that engines be taken from production models, so Kawasaki's was based on that of their three-cylinder H2 roadster, which was housed in a frame essentially the same as the H1R Grand Prix bike's.

The jewel in the Formula 750 crown was the AMA's Daytona 200, though the Bob Hansen-managed Kawasaki works team's first major success came with wins at the Talladega 200 (Yvon Du Hamel) and Ontario 200 (Paul Smart), both in 1972. Sadly for Kawasaki, neither the H2R nor its water-cooled successor - the KR750 - would achieve that much sought-after Daytona win, and overall victory in the Formula 750 World Championship would prove equally elusive. Elsewhere, in 1975 Kawasaki works rider Mick Grant won the British Superbike Championship and set a new outright lap record at the Isle of Man TT aboard a KR750, and in 1977 added the Classic TT to his, and Kawasaki's, tally.

This H2R Replica is constructed around a Harris frame kit and incorporates all the kit items on the accompanying list except the AP Racing brakes. We are advised that its build started circa 2004 and was completed circa 2007 and is one of only 2 constructed using replicated factory parts that were directly copied from a works machine. Soon after completion the machine was advertised for sale as never ridden but started at Lydden Hill in October 2007, 'bringing the pits to a standstill'!

Acquired by the current vendor in 2008, the machine has formed part of his private collection since then and is described as in excellent condition. According to information supplied to the vendor, the engine is likely ex-Team Hansen, and indirectly may have come from Hansen's former manager, Randy Hall. Close examination of the engine reveals several differences from the stock roadster unit. Expertly created by Nigel Everett, the Kawasaki has been run twice since acquisition, most recently in 2018. Key not required.

£34,000 - 38,000

633

1985 HARRIS-KAWASAKI 1,179CC RACING MOTORCYCLE

Frame no. 014532

- Formerly part of a private collection in Italy
- Present ownership since 2012
- Last ridden in 2018 (will be started prior to sale)



One of the most famous names in frame building, the Harris brothers - Steve and Lester - have been in business as Harris Performance Products since 1972. Engineers as well as motorcycle racers, they built their first frame – a tubular steel design with mono-shock rear suspension – to house a Suzuki Super Six engine. The Harris mono-shock rear end proved immensely successful and was used for a variety of frames housing (mainly) pukka two-stroke racing engines. Their first venture into the world of production-based, large-capacity four-stroke came in 1980 when they built a Kawasaki Z1-engine machine for Formula 1 racing. This design gave rise to the celebrated Magnum frame, which would be adapted to take engines from all the major Japanese manufacturers and prove an immense commercial success for Harris over the next decade.

We are advised that this collectible future classic is fitted with 75.4mm-bore Wiseco pistons, which combined with the stock 66mm stroke (of the 998.6cc '1000' engine) would give a capacity of 1,179cc.

Other noteworthy features include titanium valves; a twin-plug cylinder head; Mikuni 33mm racing carburettors; Yoshimura exhaust; Suzuki RG500 Kayaba forks; self-generating Kokusan ignition with pit lane speed limiter; fully floating front brake discs; Brembo quick-release endurance racing brake callipers; and Dymag alloy wheels.

The current vendor purchased the machine at Bonhams' Stafford sale in October 2012 (Lot 381) when it was offered for sale from a private collection in Italy. Since then it has been ridden at the VMCC's Festival of 1000 Bikes in 2013 and 2018, the latter occasion being the last time it was run. It will, however, have been started prior to sale. The machine comes with a (copy) article from an Italian motorcycle magazine. Key not required.

£12,000 - 18,000

634

JAWA 350CC TYPE 673 REPLICA

Frame no. KT1.0105059

Engine no. none

- *Accurate copy of this legendary Czech two-stroke racer*
- *Engine professionally rebuilt*
- *Requires further restoration*



According to information kindly supplied by Arnost Nezmeskal of the National Technical Museum in Prague, only three complete Type 673 racers were completed by the factory in period, plus two spare engines. All three bikes survive and are known. There was no factory bike sold into private hands except the sole example now in a private collection in Germany, currently on display at the Top Mountain Motorcycle Museum, Hochgurgl, Austria.

It seems probable that the machine we offer is one of the early replicas made by Mr Fiala in south Bohemia. In the late 1970s or early 1980 his Tabor-based MAS company concluded an agreement with Jawa permitting them to make a copy of a Jawa Type 673 engine. That engine was mounted in their own frame, and they used castings of original Jawa hubs. Mr Fiala raced his MAS 350 in the early 1980s in Czechoslovakia. Fiala's Jawa replica was later sold to France and further improved to make it look more like the original. In 1991 it was sold by noted collector Michelangelo Pochettino, a Jawa-CZ importer in Italy, before being purchased by a UK collector in 2014. Fiala later made more such copies, although precisely how many is not known.

The machine offered here has benefited from the expert attention of Jawa specialist Roger Henderson, who found that the engine was seized solid, the cause being a severely corroded water pump, which had locked the engine. Further inspection revealed a cracked clutch pressure plate, severe internal corrosion to the water passages, corrosion in the gearbox section of the crankcase (which had caused a hole), and various wrecked bearings.

Judging by the corrosion in the water passages, which were full of plain water with no inhibitors, the bike had been standing for decades. It took a considerable time to dismantle the engine completely as so much damage was present.

A regular report and update was made to the then owner, who asked Roger Henderson to rectify matters. Obviously, parts for the Type 673 are rare if not non-existent. A new water pump casting was made and machined to specification (original with the bike) and various new studs and fasteners made as the originals were of several non-standard sizes. The cylinders and pistons were scored so new liners were made and fitted. KTM con-rods and pistons were used. The engine was reassembled with much help and advice from BDK Engineering, which is about the only concern with knowledge of these machines.

At this point matters came to a halt when Administrators were appointed to run the owner's company. Subsequently the engine was reinstalled in the frame, and the carburetors and exhausts refitted together with the tank, seat and fairing. Nothing has been done to the rolling chassis, suspension, brakes etc, so all this will need attention, as will the carburettor settings and cooling system plumbing (the original brief was to leave the cosmetics strictly alone.) Sold strictly as viewed, this well-made Jawa Type 673 replica will surely be welcome at any gathering of historic racing motorcycles. Key not required

£25,000 - 35,000

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.

635

1956 JAWA 500CC GRAND PRIX RACING MOTORCYCLE

Frame no. P-500-36

Engine no. P-500-36

- One of four built in 1956
- Sold by the factory in 1958
- Kept in various private collections
- Partial restoration of the transmission and running gear



Czechoslovakia's National Arms Factory diversified into motorcycle manufacture in 1929, coining the name 'Jawa' for its two-wheeled products. Jawa's operations were combined with those of erstwhile rivals CZ in 1949, and throughout the 1950s and 1960s the marque's main claim to fame was an outstanding run of success in the ISDT, speedway racing and international moto-cross. In road racing, the two companies were not so successful, despite a spirit of innovation that saw them produce a diverse range of designs in the post-WW2 era.

Jawa commenced its post-war campaign with double-overhead-cam parallel twins in 250, 350 and 500cc capacities. Racing at first only behind the 'Iron Curtain', Jawa began to venture into western Europe in the 1950s, one of its most successful early forays being Jan Kostir's visit to Zandvoort in 1954 when he won the 500cc event, beating some of the top privateers from Britain and Holland. Progressively developed, the Jawa twins provided star rider Franta Stastny with numerous international wins and places in the 1960s.

As ridden by Kostir, Jawa's Grand Prix 500 produced a claimed maximum of 45bhp, good enough for a top speed just short of 130mph. The air-cooled twin-cylinder engine's aluminium alloy cylinders and 'heads sat above magnesium-alloy crankcases, while drive to the twin overhead camshafts was by means of shaft and bevel gears. There was an in-unit gearbox boasting four speeds and the entire ensemble was housed in a duplex loop frame made of square-section tubing.

The example we offer is one of the very last of its kind built, being one of four DOHC 500s completed in 1956. This particular machine was sold from the factory in 1958. At time of going to press no information regarding its race history had come to light. However, it has benefited from the expert attention of Jawa specialist, Roger Henderson, albeit some time ago. The work was confined to wheels, brakes, front suspension and primary transmission. The brake plates (magnesium) were stripped and the shoe retaining posts (badly worn) replicated and replaced. Cracks in the plates were repaired and the shoes relined. The front forks were stripped, checked and re-greased, and new Avon Grand Prix racing tyres fitted. No major problems were found. The carburettors have been stripped, ultrasonically cleaned, reassembled and refitted. The geared primary transmission has been stripped and all bearings replaced. The clutch has new bearings and new friction plates. No work has been done on the engine.

An example of a rare works Grand Prix racing motorcycle, manufactured in strictly limited numbers and only very infrequently offered for sale, this Jawa 500 represents an opportunity to gain entry into some of the most prestigious of historic motorcycle sport events worldwide. Key not required

£14,000 - 18,000

636

Property of Ron Chandler; 1973 Rouen 200-mile winning

1973 TRIUMPH 750CC TRIDENT 'ROB NORTH' FORMULA 750 RACING MOTORCYCLE

Frame no. none

Engine no. A75R KG00356

- *The first privateer (non-works team) frame supplied*
- *Original factory BSA engine*
- *Also campaigned successfully by Alistair Frame for the Bee Bee brothers*
- *Rebuilt by Arthur Jakeman in 2003*
- *Paraded by Ron in the UK and on the Continent*
- *Good history file*



The historic Triumph racing motorcycle offered here was originally commissioned by Ron Chandler and used by him to win the Formula 750 200-mile race at Rouen in 1973.

The Triumph and BSA 750 Triples had been launched in the UK in 1969, just in time to be up-staged by Honda's four-cylinder CB750. Faced with ever-increasing foreign competition the Triple failed to fulfil its makers' expectations in the showroom, but success on the racetrack did more than enough to ensure a place in motorcycling history. BSA-Triumph's Chief Engineer Doug Hele spearheaded engine development throughout 1969, while frame builder Rob North devised a chassis that would stand the test of time like few others. The team narrowly missed victory at the 1970 Daytona 200, its first major event, Gene Romero finishing 2nd on a Triumph. A revised 'lowboy' frame, twin front disc brakes and the racing Triple's characteristic 'letterbox' fairing were all new for 1971, a year which would see the Triple established as one of the most formidable racing motorcycles ever. Dick Mann's BSA won at Daytona, and John Cooper - also BSA-mounted - at Mallory Park's Race of the Year, vanquishing the hitherto unbeatable combination of Giacomo Agostini and his four-cylinder MV. Percy Tait and Ray Pickrell had won the 24-hour Bol d'Or endurance race the preceding week on another Triple, and Cooper wrapped up a memorable international season for BSA-Triumph with victory in the 250-mile race at Ontario Motor Speedway in October. The company's financial difficulties meant that there was no works effort

in 1972, but privateers kept the Triple winning for many years, and the bike remains a potent force in classic racing today.

Ron Chandler was an established star on the international road-racing scene when he bought the Rob North frame back in 1973. A Thames lighterman by trade, Ron had been using a pre-war AJS 250 and then a Matchless G9 to ride to work when the opportunity presented itself to purchase the ex-Lewis Carr Matchless G45 from dealer Geoff Monty. After a couple of years learning the ropes, Ron felt confident enough in his abilities to purchase a brand new Matchless G50. That was in 1960. Ron won his first two races on the G50 and caught the eye of sponsor Tom Kirby. Moving up a gear, he began competing in the Manx Grand Prix, Isle of Man TT, and World Championship events on the Continent.

After a few relatively successful seasons, Ron transferred his allegiance to Tom's brother, Reg Kirby, and began working for Colin Seeley, building frames and bikes in Colin's Belvedere workshop. With Colin preparing his machines, Ron was able to progress to the next level. In 1967 he was crowned 'King of Brands' and completed his best-ever season by winning the British 500cc Championship. He rode the works Seeleys for a couple more years before the 7R's waning competitiveness forced a switch to the ubiquitous TZ Yamaha for the '350' class, while for 1971 he had a more competitive Kawasaki H1R to ride in 500cc events.



With the advent of Formula 750, Ron decided he needed a bike for that class and approached frame builder Rob North. "I was talking to Mick Boddice about moving up to the 750cc class, and said that I'd like to get hold of a Triumph or BSA Triple. Mick said that he had a factory BSA Rocket 3 engine that was unsuitable for his outfit. We did a deal, and at the end of the season I went up to Mick's garage in the Midlands and collected the engine.

"Chris Allen (my sponsor) and I went up to Rob North's workshop and bought a complete rolling chassis. We delivered the rolling chassis and motor to (Triumph Experimental Department engineer) Arthur Jakeman, who prepared the engine at his home." Arthur Jakeman remembers that Rob North had made it very clear that this frame was the first commercial (i.e. non-works team) sale.

With the blessing of Doug Hele (Triumph's Chief Development Engineer) Ron was able to buy all the factory racing components needed. Ron designed the tank and seat and had them made in alloy by Weldatank in Swanscombe (John Pearson, Lyta). By January '73 Arthur had finished the bike and Ron went up to Coventry to collect it. Although it had a BSA engine, the bike was badged as a Triumph. There is a (copy) document on file, signed by Arthur Jakeman and former BSA-Triumph team manager the late Les Williams, testifying to the machine's origins.

Ron again: "My first outing on the bike was at Mallory Park in March 1973. At the race I was talking to Percy Tait and he asked whether I was going to Rouen, the second meeting of the year. I managed to get a late entry and went down to Rouen with the former Triumph works team: Percy, Tony Jefferies and Les Williams. There was only enough room in their twin-wheel Transit van for the bike, me, and my leathers bag, so I couldn't take any tools or spares!

"Well, I won the first leg by eight seconds and finished 2nd in the second leg, Tony Jefferies beating me by half a wheel's length. On aggregate I won overall." Reputedly, the £2,200 Rouen prize money was the same sum it had cost to build the bike! There are black-and-white photographs on file of Ron receiving the victor's trophy, laurel wreath and Champagne, one of which also shows a somewhat disgruntled looking Tony Jefferies being interviewed!

Ron used the Triple for the rest of the 1973 season, riding in the Transatlantic Match Races (also in 1974) and taking it to continental 750cc races, getting some decent placings. "In '74 we were racing against the 700cc Yamahas and Suzuki 750s and the BSA (sic) was no match for these machines so we decided to sell it and buy a Yamaha." Ron retired from racing in 1975 but in 1983 was tempted back on track to take part in classic parades, which he would enjoy for the next 30 years.

Transatlantic Match Race, Brands Hatch, April 1973. John Cooper (John Player Norton, No. 11) leads Ron on the Triumph (No. 28) and Mert Lawwill (Harley Davidson, No. 2) © Morton's Archive



Transatlantic Match Race, Devil's Elbow, Mallory Park, 1974 © Morton's Archive



Ron and Angela Chandler with the winner's trophy (offered with the lot) after Ron finished 1st at Rouen, 1973



Ron, Les Williams and Arthur Jakeman discussing the Triumph at a TR3OC meeting at Cadwell Park

In the meantime, Ron's Rouen-winning Triumph had been acquired by the Bee Bee brothers, and while racing under their banner it had an engine displacement of 830cc. Bee Bee team rider Alistair Frame used this machine extensively, amassing an impressive 52 race wins in three years (1977-1979 inclusive) during which period he won three Championships at Aintree and for a while held the lap record at that circuit. He also held the Midland Club Championship for three years, riding at circuits like Cadwell Park, Mallory Park, Donington Park and Wellesbourne.

Having retired in 1975, Ron did not ride again until Mike Hailwood's memorial meeting at Donington Park in 1983. Meanwhile, Chris Allen had bought the ex-Eddie Mannschreck lowboy-framed BSA Triple and Ron began riding it at various parades, commencing in 1998. Ron takes up the story again: "I had often wondered what had happened to my old Rouen-winning machine, and felt that it would be nice to buy it back someday. The problem was, of course, that I had no idea where it was.

"I was riding Chris Allen's ex-Jim Rice BSA at Silverstone when I met Michel Laurette, a French journalist. I asked him whether he could get me a ride at Montlhéry in France, which he arranged. Michel was reading on the internet about Alistair Frame, one-time Bee Bee Triple rider, and some way through the piece it read '... this bike once belonged to Ron Chandler who rode it to victory in Rouen 1973'."

To cut a long story short, Ron successfully traced the collector who had bought the bike from the Bee Bee brothers: Ronnie Niven, who revealed that he had kept it in his bedroom for the last five years! "He was willing to sell it to me, so at last I got my bike back. And I knew it was without doubt my bike because at a Match Race at Brands Hatch the headstock cracked and I had to get it sorted in time for the next race! We stood it up on its back wheel vertically and Chris Vincent brazed it up for me. The next day I took it to Colin Seeley and he put a bigger braze on it."

Ron also recognised the footrests that Arthur Jakeman had made, and the bike also came with spares including the Bendix points and quill drive that Ron had run it with, which were reinstated during the rebuild. Importantly, Arthur recognised the engine, which had been returned to 750cc capacity, as the original BSA factory unit from 1973. Ron had the Triumph restored to 1973 Rouen specification, the mechanical rebuild and re-assembly being entrusted to Arthur and the paintwork to Alfred Coker. The restoration was finished in 2003.

Included in the sale is the 1973 Rouen Trophy and an original side panel from 1974, the latter in original paint and with all the sponsors' stickers in place (the rest of the bike was repainted in 2003). Among other documentation, the history file contains images of Arthur Jakeman working on the machine in 2003; Ron with the Triumph at his house; and the Rouen anniversary.



There are also lots of colour photographs and numerous magazines on file featuring Ron and the Triple, together with display boards from various events.

Since the rebuild's completion Ron has ridden the Triumph at numerous high-profile events including Les Coupes Moto Légende, Festival of 1000 Bikes, Beezumphy Rally and the Rouen anniversary. It was last ridden in 2017 at the Festival of 1000 Bikes at Mallory Park. Ron and his wife Angela have much enjoyed their time with the Triumph, which has given them a huge amount of pleasure. However, Ron is now of an age where he can no longer ride and wishes to see his historic Triumph (possibly the last built-in-period Formula 750 Triple in anything like original condition) go to a good home and be appreciated. Key not required.

Also included in the sale is a quantity of spares and accessories, some of them highly desirable 'works' items.

- Engine covers
- Cylinder block (damaged liner)
- Cylinder heads x 2 (HDA castings, as favoured by the works team)
- Valves

- Pistons and con-rods
- Piston ring sets
- Camshafts x 3
- Spark plugs
- Exhaust
- Ignition coils
- Lucas ignition box (works type)
- Carburettor parts
- Oil cooler
- AR Racing front brake master cylinder
- Sprockets (full set of)
- Paddock starter
- Ignition cabling
- Wiring loom
- Control levers
- Footrests
- Fork parts
- Various gaskets

£28,000 - 34,000

The Warrick Blackwell Collection

Lots 637 - 650

Lots 637 - 650 are offered from the estate of the late Warrick Blackwell, a lifelong racing motorcycle enthusiast.

Following a long period of inactivity, these interesting and historic machines will all require recommissioning or restoration to a greater or lesser extent. Many of the machines are offered semi-dismantled and incomplete.

Accordingly, viewing is highly recommended and prospective bidders must satisfy themselves as to the completeness, provenance, authenticity, condition and suitability of their component parts before bidding.

In addition to the late Warrick Blackwell's collection of racing motorcycles of a bygone era, we are delighted to offer his treasure trove of motorcycle spares, see Lots 229 - 284.



637

The ex-Barry Randle

1970 SEELEY 497CC G50 MK3 PROJECT

Frame no. MK3 CS32

Engine no. CS/24

- Known ownership history from new
- Matching frame/engine numbers
- Present ownership since 1992
- Requires re-commissioning/restoration



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

A letter on file from former Classic Racer editor Malcolm Wheeler states that this Seeley G50 was built for Barry Randle, who sold it to club-racer Martin Bland from Sleaford. (Colin Seeley's letter confirming the machine's sale to Barry Randle is on file.) Martin Bland sold the Seeley to John Borsberry, who, like Malcolm Wheeler, was sponsored by Freddie Frith at that time. When John Borsberry retired, Malcolm Wheeler acquired the Seeley in 1974 in a deal with Freddie Frith.

Malcolm raced the Seeley on short circuits and at the Manx Grand Prix before selling it in 1982 to Vin Duckett. Warrick Blackwell bought the Seeley from Vin Duckett in 1992.

In his letter to Warrick Blackwell, Vin Duckett states that he overhauled everything and that the machine had never let him down, its career highlights including 4th at the 1989 Classic TT; 10th at the 1990 Southern 100; 8th at the 1991 Classic TT; and 3rd at the 1991 Southern 100. Warrick continued to ride and display the Seeley at various classic motorcycling events and venues.

The machine appears mostly complete apart from the missing fuel tank however prospective bidders must satisfy themselves as to its completeness before bidding. Having been standing unused for a considerable length of time, the motorcycle will require re-commissioning and/or restoration to a greater or lesser extent and thus is sold strictly as viewed. The Seeley is offered with a CRMC Machine Registration Certificate (1992); sundry bills; various photographs; a number of motorcycling magazines and event programmes; and a large quantity of fascinating marque-related correspondence and literature (inspection highly recommended). A small collection of spares is also included in the sale. Key not required.

£8,000 - 14,000

No Reserve

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

638

C.1974 MZ RE250 GRAND PRIX RACING MOTORCYCLE PROJECT

Frame no. 3161
Engine no. St 111

- *Former MZ factory machine*
- *Part of the Blackwell Collection for at least 30 years*
- *Not ridden for some time*
- *Offered for restoration*



Although the Zschopau marque established its reputation with the general public as purveyor of reliable, if somewhat unexciting, commuter machines, the East German concern was in the forefront of high-performance two-stroke development in the post-war years. Under the direction of engineer Walter Kaaden, MZ achieved some notable triumphs against the might of Japanese opposition in the 1960s, and although its Grand Prix effort eventually faded, the firm produced many highly successful ISDT machines in the 1960s and 1970s.

What would become Motorradwerk Zschopau (Zschopau Motorcycle Works) was founded in the old DKW factory in Saxony after WW2, although its first machines were marketed under the IFA brand name. That first machine was based on the pre-war DKW 125, and derivatives were soon being raced in the East German Championship. The pace of development quickened following Kaaden's arrival in 1952, for it was he who redesigned the engine to accept a rotary disc inlet valve and resonant exhaust system.

The machine offered here represents MZ's 250cc Grand Prix racer in its ultimate form. Introduced in 1955, the first 250 racer - effectively a doubled-up 125 - was air-cooled and fitted with a four-speed transmission. Maximum power was 25bhp at 8,000rpm. Water-cooling was adopted in 1962 on the RE250, boosting power to 48bhp at 11,000 revs. By 1970 a six-speed gearbox was standard, and with 50-53 horsepower on tap the RE250 was good for a top speed of 140mph.

When the factory's racing effort folded in 1977, all the existing bikes and parts were sold off to privateers, who continued to race them for years afterwards.

This ex-works example has formed part of the Warrick Blackwell Collection since at least 1992 and has been displayed at both the International Classic Bike Show and Midland Classic Bike Show. Sadly, nothing is known of its in-period racing history. Accompanying history includes photocopied marque-related literature; a selection of photographs; and an invoice/letter from John Mossey dating from November 1992 in which he states that "the bike starts good and runs up a treat and sounds sharp and clean on both cylinders".

MZ authority Manfred Woll has advised us that the front fork is from a 1977-onwards production roadster, while the rear suspension struts have been modified to a later specification. The covers for the expansion chambers are incorrect also. Otherwise the machine is believed to be correct. Not ridden for some years, this motorcycle will require restoration before returning to the racetrack. Partially dismantled, the machine is sold strictly as viewed and prospective bidders must satisfy themselves as to its completeness, provenance, authenticity and engine capacity prior to bidding. A fairing, screen, two tyres, clutch parts, assorted sprockets, cylinder block and sleeves are included in the sale. Key not required.

£3,500 - 5,500
No Reserve

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

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

639

C.1972 MZ 250CC GRAND PRIX RACING MOTORCYCLE PROJECT

Frame no. 001/72 (see text)
Engine no. 1/71 and 7010136

- *Part of the Blackwell Collection for at least 30 years*
- *Semi-dismantled and incomplete*
- *Offered for restoration*



Although the Zschopau marque established its reputation with the general public as purveyor of reliable, if somewhat unexciting, commuter machines, the East German concern was in the forefront of high-performance two-stroke development in the post-war years. Under the direction of engineer Walter Kaaden, MZ achieved some notable triumphs against the might of Japanese opposition in the 1960s, and although its Grand Prix effort eventually faded, the firm produced many highly successful ISDT machines in the 1960s and 1970s.

What would become Motorradwerk Zschopau (Zschopau Motorcycle Works) was founded in the old DKW factory in Saxony after WW2, although its first machines were marketed under the IFA brand name. That first machine was based on the pre-war DKW 125, and derivatives were soon being raced in the East German Championship. The pace of development quickened following Kaaden's arrival in 1952, for it was he who redesigned the engine to accept a rotary disc inlet valve and resonant exhaust system.

The machine offered here represents MZ's 250cc Grand Prix racer in its ultimate form. Introduced in 1955, the first 250 racer - effectively a doubled-up 125 - was air-cooled and fitted with a four-speed transmission. Maximum power was 25bhp at 8,000rpm.

Water-cooling was adopted in 1962 on the RE250, boosting power to 48bhp at 11,000 revs. By 1970 a six-speed gearbox was standard, and with 50-53 horsepower on tap the RE250 was good for a top speed of 140mph. When the factory's racing effort folded in 1977, all the existing bikes and parts were sold off to privateers, who continued to race them for years afterwards.

This ex-works example comes with a file of history containing press cuttings, correspondence photographs, etc. MZ authority Manfred Woll has advised us that although the frame is of the type built from 1972 onwards, the frame number is not an original MZ stamping. Furthermore, the fuel tank is 1974-onwards while the gearbox dates from 1971. The radiator is modified and the expansion-chambers are of a later type. The fairing and seat may be replicas. Semi-dismantled and incomplete, the machine is sold strictly as viewed and prospective bidders must satisfy themselves as to its provenance, completeness, authenticity and engine capacity prior to bidding. Key not required.

£4,000 - 6,000

No Reserve

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

640

C.1975 AMF HARLEY-DAVIDSON 250CC GRAND PRIX RACING MOTORCYCLE

Frame no. 250/2C/2T/10153

Engine no. 250/2C/2T/10153

- *Rare Grand Prix racing motorcycle*
- *Offered for re-commissioning/
restoration*
- *Large quantity of spares*



With the competitiveness of its over-the-counter single-cylinder four-stroke racers rapidly diminishing as the 1960s progressed, Aermacchi (by now part of AMF-owned Harley-Davidson) had no option but to develop a new generation of two-stroke machines. They started out with a simple piston-ported 125cc single in 1967, which was doubled up to form a 250cc twin in 1969 and later a similar 350. Delays meant that the new 250 did not see its first race until March 1971, when Renzo Pasolini finished a promising 7th place at Modena despite crashing. Weighing the same as the 250cc pushrod single but with an extra 11bhp on tap, the two-stroke represented a huge leap forward; indeed in 1972 it garnered three Grand Prix wins for Aermacchi and Pasolini, who lost the 250cc World Championship by a single point to Yamaha's Jarno Saarinen. Pasolini's tragic death in 1973 put the brakes on Aermacchi's racing effort that year, and when the new two-strokes returned to the track in 1974 they were badged as AMF Harley-Davidson, Aermacchi having severed its links with the motorcycle business.

A water-cooled version of the 350 had appeared in 1973, and this innovation was applied to the 250 in time for the 1974 season. Riders that year were Frenchman Michel Rougerie and Spaniard Walter Villa.

By the season's end, Villa had secured four Grand Prix victories to bring the Varese factory its first World Championship, a feat he repeated in '75 and '76, adding the 350 crown in the latter year for good measure. By this time, the 250 was producing 58bhp and the 350 70 horsepower. This marked the high point of the strokers' development, as the cash-strapped factory could no longer afford the expense of running a Grand Prix team. Villa was forced to contest the 1977 season as a privateer, finishing 3rd in the 250cc World Championship behind team-mate Franco Uncini in 2nd place.

This rare example of AMF Harley-Davidson's Grand Prix 250 is sold strictly as viewed, its condition, completeness and history being unknown. The machine comes with a sizeable selection of spares (some NOS) including cylinder heads and barrels, sprockets, carburettors, water pump and sundry other parts. Please note, a selection of mostly AMF spares (Lot 255) are offered separately within the auction. Key not required.

£5,000 - 8,000

No Reserve

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

641

**A BELIEVED C.1973 JAWA 350CC RACING MOTORCYCLE
(SEE TEXT)**

Frame no. none visible

Engine no. none visible

Histories of 1960s Grand Prix racing usually concentrate on the inexorable rise of the Japanese manufacturers and their titanic struggles against Western European rivals and each other, while the important supporting role played by Eastern Block factories, most notably MZ in East Germany and CZ/Jawa in Czechoslovakia, tends to be overlooked. Despite the handicap of annual development budgets that would not have kept Honda in spark plugs for a week, and political restrictions that severely limited forays abroad, these 'Iron Curtain' makes achieved some notable successes against the much better funded opposition from Japan and the West. Forsaking the overhead-cam four stroke twins it had been campaigning for many years, Jawa turned to two strokes in the mid-1960s, most notably the fearsome 350cc V4. For the privateer there were 250cc and 350cc twins based loosely on Yamaha designs using the same bore/stroke dimensions (250: 54x54mm; 350: 64x54mm). They were also raced, mainly in Czechoslovakia, by works riders Bohumil Stasa and Frantisek Snra. This interesting racing motorcycle is believed to be of Jawa manufacture and its blue plates suggest it is of 350cc capacity however, similar machines were also built to 250cc specification. Offered without documents and in the absence of any frame/engine numbers, prospective bidders must satisfy themselves as to the machine's manufacture, capacity, condition, completeness and history prior to bidding. Key not required.

£4,000 - 7,000

No Reserve



642

**C.1970 RICKMAN MÉTISSE 'COMMANDO' RACING
MOTORCYCLE PROJECT (SEE TEXT)**

Frame no. R841

Engine no. none

The Rickman brothers - Don and Derek - were already established moto-cross stars when they built the first Métisse in 1959, and within a decade their company would grow to become one of the biggest and best-known independent motorcycle frame-makers. Unable to continue competing with the Japanese factories, the Rickmans gave up frame-making in the early 1980s, the rights to their designs passing in 1983/84 to Pat French's firm, MRD Métisse, which continued to cater for the increasing 'classic' market. This Lot consists of a rolling chassis; an unnumbered Norton Commando engine; a gearbox numbered 'N17492'; various clutch and gearbox components; a spare fuel tank and seat unit; and an upper fairing with tachometer and two Southern 100 scrutineering stickers. One of the accompanying folders is labelled 'ex-Dave Innocent' and 'bought 1984' but there is no actual documentation confirming the machine's origins or history. In the factory records 'R841' is listed as a Triumph pre-unit T100/T110 rolling chassis despatched to Two Wheel Spares on 13/10/70. Sold strictly as viewed, this potentially most rewarding project is offered with a large quantity of instruction manuals, parts lists, spares catalogues, etc. Key not required.

£2,800 - 4,500

No Reserve



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

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

643

C.1963 TOHATSU 125CC RACING MOTORCYCLE PROJECT

Frame no. 71-84

Engine no. none (see text)

- *Rare Japanese over-the-counter racing motorcycle*
- *Possibly imported by Jim Pink*
- *Useful spares included*



Although no longer a manufacturer of motorcycles, Tohatsu had a significant impact in the ultra-lightweight classes back in the 1960s. The company originated in 1922 when Tanaka Motors Enterprises began experiments with gasoline engines. In 1939 the company was renamed Tokyo Hatsudoki Co Ltd (hence 'Tohatsu'), by which time it was a major producer of generators. Motorcycle production commenced in 1949. All Tohatsu's motorcycles were two-strokes, and by 1957 the range consisted of four models, the largest of 199cc. With its domestic rivals all reaping the rewards of publicity generated by competition successes, Tohatsu had no option but to follow suit, introducing a pair of moto-crossers in 1961 together with a 50cc road-racer, the Runpet CR50. A twin-cylinder '125' followed and both models made their international debut in the US Grand Prix at Daytona in February 1962 with promising results.

As well as the works bikes, Tohatsu also built over-the-counter racers for privateers, the first of which were exhibited at the Tokyo Show in October 1962. On offer was a revamped '125' and the 49cc twin-cylinder CA, the latter notable as the only twin-cylinder '50' ever offered for public sale. The engine of the '125' was unusual in having a vertically-split three-piece crankcase, which facilitated stripping the engine using only a handful of special tools. One of the first privateers to race a Tohatsu in the UK was Dave Simmonds, whose efforts were rewarded with the supply of a pair of new twin-cylinder 50cc and 125cc racers for 1963.

Despite not being the most reliable bike on the grid, Simmonds' 125 Tohatsu proved good enough for the Middlesex rider to claim the ACU Star that year, one of the highlights being Dave's victory over Honda works rider Tommy Robb in October.

Things looked bright for 1964 (a possible factory team was mooted) but in February the company was declared bankrupt. Dave Simmonds continued to race Tohatsus with considerable success for the next few years before joining Kawasaki for 1967. In 1969 he would become 125cc World Champion for the Japanese firm, only to lose his life fighting a fire in another rider's caravan at the international meeting in Paris in October 1972.

Wallingford-based dealer Jim Pink imported a number of Tohatsu racing motorcycles circa 1965/1966, and the machine offered here comes with a substantial amount of related paperwork. Dave Simmonds' name appears on some of these documents, but it is not known whether or not he owned or raced the machine offered here. Included in the sale are two semi-complete engines and a set of crankcases numbered 'Z2-116', 'BAB-1008' and 'Z2-101' respectively. Key not required.

£2,500 - 3,500
No Reserve

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

644

C.1969 YAMAHA 350CC 'TR2' (SEE TEXT)

Frame no. TR2-90032 (see text)

Engine no. R3-900179

The mainstay of 250cc and 350cc class racing at national and international level for many years, the twin-cylinder two-stroke Yamaha well deserved the title of 'privateer's friend'; indeed, without it, grids in these classes would have been depleted in extremis during the 1970s. The 250cc TD2 arrived in 1969, replacing the TD1C, and immediately proved capable of winning Grands Prix, 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 TD1C had been achieved thanks to a comprehensive redesign that saw the engine porting and exhaust system updated; superior Mikuni carburettors adopted; and the chassis, suspension and brakes greatly improved. Looking like a scaled down Manx Norton Featherbed, the TD2's chassis was a development of that used for the RD56 works racer of 1963. Broadly similar as far as its frame and cycle parts were concerned, the 350cc TR2 differed mainly by virtue of its different porting and horizontally-split crankcases, a feature not introduced on the 250 until the arrival of the TD3 in 1972. A TR2's six-digit frame and engine numbers should match, and both should be prefixed 'R3'. Accordingly, prospective purchasers must satisfy themselves with regard to the provenance and correctness of this motorcycle and its component parts prior to bidding. The machine comes with a quantity of instruction manuals and is sold strictly as viewed. Its history and usage are not known. Key not required.

£3,500 - 5,500

No Reserve



645

C.1973 YAMAHA 'TZ350A' RACING MOTORCYCLE (SEE TEXT)

Frame no. R5-990265 (see text)

Engine no. DS7-111797 (see text)

This believed Yamaha TZ350A is believed to have been campaigned during the 1973 Grand Prix season by the Swiss rider, Werner Pfrter, with backing from the Swiss Yamaha importer, Hostettler. A former Swiss national champion, Pfrter caused a sensation in his first Grand Prix season when he finished second behind Giacomo Agostini's MV Agusta in the '350' race at the 1971 Austrian GP. Sixth overall in the 1971 '350' class would turn out to be his best World Championship result. Sadly, Pfrter was killed in a road traffic accident after the 1973 Spanish GP at Jarama. An older restoration by John Mossey, this TZ350A formerly belonged to the Werner Pfrter Society. It has formed part of the Warrick Blackwell Collection since at least 1993 (see accompanying correspondence) and in 1994 won the 'Best Racing Machine' award at the 14th International Classic Bike Show at Stafford. Additional documentation includes a photocopied owner's service manual and parts list; sundry photographs; some Werner Pfrter biographical material; and various decals. It should be noted that the frame number is that of a TR3 and that the engine number is not a Yamaha factory stamping. (There are some references in the file to this machine being a pre-production factory YZ-634.) Accordingly, prospective purchasers must satisfy themselves with regard to this motorcycle's provenance and correctness prior to bidding. Sold strictly as viewed. Key not required.

£4,000 - 6,000

No Reserve



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646

C.1978 YAMAHA TZ350E RACING MOTORCYCLE PROJECT

Frame no. 383-996173

Engine no. R5-996173

Mainstay of 250cc and 350cc class racing at national and international level for many years, the twin-cylinder two-stroke Yamaha well deserved the title of 'privateer's friend'. Following its successful adoption on the 1972 works twins, water cooling first appeared on Yamaha's over-the-counter racers with the introduction of the TZ 'A' range in 1973. Power output increased only marginally over that of the preceding air-cooled TD/TR models but reliability was much improved. Over the succeeding decade the TZ engine was updated with reed-valve induction, exhaust power valves, separate cylinders and a backwards-rotating crankshaft, but the layout always remained that of a parallel twin. On the chassis side, discs replaced the original drum brakes, a 'lowboy' frame was introduced and an aluminium swinging arm adopted. With Yamaha concentrating their resources on developing their 500 Grand Prix bike and the new TZ750, the smaller TZs remained unchanged through 1974 (TZ250/350B) and 1975 (TZ250/350C). Mono-shock rear suspension and disc brakes came in with the 'C' models for 1976 together with revised cylinder porting and reshaped expansion chambers. Few changes were made to the successor 'D' and 'E' models. This matching-numbers TZ350E has been upgraded with a TZ750-style twin front disc brake. Its history, condition and completeness (or otherwise) are not known and thus the machine is sold strictly as viewed. Key not required.

£2,000 - 3,000

No Reserve



647

C.1978 YAMAHA TZ250E RACING MOTORCYCLE PROJECT

Frame no. 430-996548

Engine no. DS7-996548

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. With the 250cc class now defunct at World Championship level, these purpose-built Grand Prix racers are becoming increasingly collectible and this TZ250E represents a wonderful opportunity to acquire one. Unfortunately, nothing is known of the racing history of this incomplete example, which is rare in retaining matching frame and engine numbers. The only documentation is an undated sales receipt for the sum of £1,000 (the last two frame/engine number digits are transposed). Not ridden for some time, the machine is offered for restoration and sold strictly as viewed. Key not required.

£2,000 - 3,000

No Reserve

648

C.1981 YAMAHA TZ125H RACING MOTORCYCLE PROJECT

Frame no. 3V3-002219

Engine no. 3V3-002219

By 1973, Yamaha's air-cooled over-the-counter racers had been superseded by the water-cooled TZs and it was only logical that Yamaha's next customer 125 should use an engine in effect half that of the TZ250. The TZ125 developed in line with its larger siblings, gaining an exhaust power valve, disc brakes, alloy wheels and frame, revised engine dimensions, etc as time progressed. This TZ125H was purchased from Mr Alan Wright in July 1994; the purchase receipt is on file together with assorted correspondence, a selection of photographs, service manuals, parts lists, etc. The machine's condition and completeness is not known; unused for some time, it will require re-commissioning or possibly more extensive restoration before returning to the racetrack. A detached fairing is present but its suitability is not known. Sold strictly as viewed. Key not required.

£2,000 - 3,000

No Reserve



649

C.1969 AERMACCHI HARLEY-DAVIDSON ALA D'ORO RACING MOTORCYCLE PROJECT

Frame no. none visible

Engine no. none visible

Aermacchi is a household name among motorcyclists thanks to its heroic achievement of producing the most highly developed and successful overhead-valve racing single ever: the Ala d'Oro (Golden Wing). Although the pushrod Aermacchi never won a World Championship race, it did achieve a number of 2nd places, Alan Barnett's in the 1970 Junior TT on a Lawton Aermacchi being one of the most memorable. Despite a lack of ultimate success in Grands Prix, the Aermacchi single was outstandingly successful at national level and today, having benefited from another four decades of development, remains a competitive force in historic motorcycle racing. Offered for restoration and sold strictly as viewed, this incomplete Ala d'Oro comes with a folder labelled 'Aermacchi 408 7 speed 1969-70', but it has not been possible to verify the engine capacity or specification. Its history is likewise unknown. The aforementioned folder contains various photographs, manufacturers' brochures, transfers, an owner's manual and a service manual. Key not required.

£2,000 - 3,000

No Reserve



650

1973 BMW 750CC R75/5

Registration no. RLL 98L (see text)

Frame no. 2997724

Engine no. 2997724

Offered for restoration and sold strictly as viewed, this BMW R75/5 was supplied new by Slocombe's of Neasden to a Mr Frederick Peyman. Warrick Blackwell purchased the machine at the Stafford auction in April 1988 (Lot 101). The most recent of the eight MoTs on file was issued in March 1988 at 41,245 miles, while the current odometer reading is 41,715 miles, so it seems probable that the BMW has not been on the road for over 30 years. The 1973 purchase receipt and 1988 auction catalogue are on file and the machine also comes with various instruction manuals. However, there is no V5C or other registration document present (the registration 'RLL 98L' is recorded in the HPI database). Accordingly the successful purchaser will need to make the relevant application to the DVLA to obtain a replacement V5C. Offered with key.

£2,000 - 3,000

No Reserve



651

1925 TRIUMPH 550CC MODEL SD & GLORIA SIDECAR

Registration no. PR 5358

Frame no. 312873

Engine no. 104127 10R

- *An older restoration*
- *Part of a private museum collection since 2011*
- *Kept on static display*
- *Requires re-commissioning*



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 downtube' 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 company was soon involved in racing, and the publicity generated by competition success - Jack Marshall won the 1908 Isle of Man TT's single-cylinder class for Triumph having finished second the previous year - greatly stimulated sales. By the outbreak of The Great War the marque's reputation for quality and reliability was well-established, leading to substantial orders for 'Trusty Triumphs' for British and Allied forces.

Triumph's 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 (550cc) model in 1914. Equipped with three-speed Sturmey-Archer gearbox, it was Triumph's revised 4hp - the Model H - that did such sterling service in WWI, some 30,000 'Trusty Triumphs' seeing action with Allied forces. Up-dated with chain final drive for 1920, it became known as the 'SD' (Spring Drive) because of its clutch-mounted coil-spring shock absorber, and formed the basis of the later four-valve Ricardo model.

Restored at some point, this beautifully presented Triumph motorcycle combination (featuring Triumph's own Gloria sidecar) has formed part of a private museum collection since 2011. Kept indoors on static display, the machine will require re-commissioning before returning to the road. An ideal mount for next year's Banbury Run. Key not required.

£7,000 - 11,000**END OF SALE**

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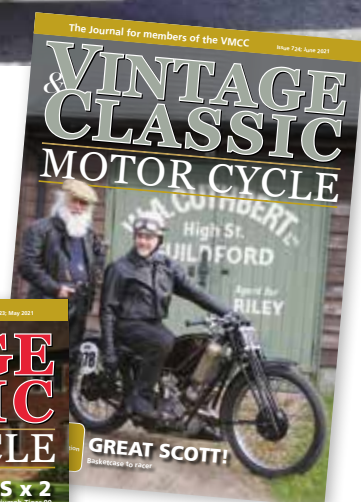
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You must complete and deliver to us one of our *Bidding Forms*, either

our *Bidder Registration Form*, *Absentee Bidding Form* or *Telephone Bidding Form* in order to bid at our *Sales*.

If you are a new client at *Bonhams* or have not recently updated your registration details with us, you must pre-register to bid at least two working days before the *Sale* at which you wish to bid. You will be required to provide government-issued proof of identity and residence, and if you are a company, your certificate of incorporation or equivalent documentation with your name and registered address, government issued proof of your current address, documentary proof of your beneficial owners and directors, and proof of authority to transact. We may also request a financial reference and /or deposit from you before allowing you to bid.

We reserve the rights at our discretion to request further information in order to complete our client identification and to decline to register any person as a *Bidder*, and to decline to accept their bids if they have been so registered. We also reserve the rights to postpone completion of the *Sale* of any *Lot* at our discretion while we complete our registration and identification enquiries, and to cancel the *Sale* of any *Lot* if you are in breach of your warranties as *Buyer*, or if we consider that such *Sale* would be unlawful or otherwise cause liabilities for the *Seller* or *Bonhams* or be detrimental to *Bonhams’* reputation.

Bidding in person

So long as you have pre-registered to bid or have updated your existing registration recently, you should come to our *Bidder* registration desk at the *Sale* venue and fill out a Registration and Bidding Form on (or, if possible, before) the day of the *Sale*. The bidding number system is sometimes referred to as “paddle bidding”. You will be issued with a large card (a “paddle”) with a printed number on it. This will be attributed to you for the purposes of the *Sale*. Should you be a successful *Bidder* you will need to ensure that your number can be clearly seen by the *Auctioneer* and that it is your number which is identified as the *Buyer’s*. You should not let anyone else use your paddle as all *Lots* will be invoiced to the name and address given on your *Bidder* Registration Form. Once an invoice is issued it will not be changed. If there is any doubt as to the *Hammer Price* of, or whether you are the successful *Bidder* of, a particular *Lot*, you must draw this to the attention of the *Auctioneer* before the next *Lot* is offered for *Sale*. At the end of the *Sale*, or when you have finished bidding please return your paddle to the *Bidder* registration desk.

Bidding by telephone

If you wish to bid at the *Sale* by telephone, and have pre-registered to bid or have updated your existing registration details recently, please complete a Registration and Bidding Form, which is available from our offices or in the *Catalogue*. Please then return it to the office responsible for the *Sale* at least 24 hours in advance of the *Sale*. It is your responsibility to check with our Bids Office that your bid has been received. Telephone calls will be recorded. The telephone bidding facility is a discretionary service offered at no additional charge and may not be available in relation to all *Lots*. We will not be responsible for bidding on your behalf if you are unavailable at the time of the *Sale* or if the telephone connection is interrupted during bidding. Please contact us for further details.

Bidding by post or fax

Absentee Bidding Forms can be found in the back of this *Catalogue* and should be completed and sent to the office responsible for the *Sale*, once you have pre-registered to bid or have updated your existing registration details recently. It is in your interests to return your form as soon as possible, as if two or more *Bidders* submit identical bids for a *Lot*, the first bid received takes preference. In any event, all bids should be received at least 24 hours before the start of the *Sale*. Please check your *Absentee Bidding Form* carefully before returning it to us, fully completed and signed by you. It is your responsibility to check with our Bids Office that your bid has been received. This additional service is complimentary and is confidential. Such bids are made at your own risk and we cannot accept liability for our failure to receive and/or place any such bids. All bids made on your behalf will be made at the lowest level possible subject to *Reserves* and other bids made for the *Lot*. Where appropriate your bids will be rounded down to the nearest amount consistent with the *Auctioneer’s* bidding increments. New *Bidders* must also provide proof of identity and address when submitting bids. Failure to do this will result in your bid not being placed.

Bidding via the internet

In order to bid online in a *Sale*, you must be 18 or over and you must register to bid via the *Bonhams* App or www.bonhams.com. Once you have registered, you should keep your account details strictly confidential and not permit any third party to access your account on your behalf or otherwise. You will be liable for any and all bids made via your account. Please note payment must be made from a bank account in the name of the registered bidder.

Individuals: Enter your full name, email, residential address, date of birth and nationality and provide a valid credit card in your name which will be verified via Stripe before you are able to bid. If your credit card fails verification, you will not be permitted to bid and you should contact Client Services for assistance. We may in addition request a financial reference and/or deposit from you prior to letting you bid. If you are bidding as agent on behalf of another party, you agree: (i) to disclose this fact to Client Services; (ii) to provide such information as we require to enable us to complete our identification and anti-money laundering checks on that third party; and (iii) where your bid is successful, you are jointly and severally liable with that other party for the full amounts owing for the successful bid. Where you are the successful bidder for any lot with a hammer price equal to or in excess of £5,000/\$10,000/ HKD50,000/AUS\$10,000 depending on the jurisdiction and currency of the *Sale*, and if you have not provided such documents previously, you will be required to upload or provide to Client Services your Government issued photo ID and (if not on the ID) proof of your address before the lot can be released to you. We reserve the right to request ID documentation from any bidder or successful buyer regardless of these thresholds and to refuse to release any purchased

lot until such documentation is provided.

Companies: You must select the option to set up a business account and then provide your full name, email, residential address, date of birth and the full name of the company. You must provide a credit card for verification either in your name or the name of the company but payment must be made from an account in the company's name. If your credit card fails verification, you will not be permitted to bid and please contact Client Services for assistance. We may in addition require a bank reference or deposit prior to letting you bid. For all successful bids, we require the company's Certificate of Incorporation or equivalent documentation confirming the company's name and registered address, documentary proof of each beneficial owner owning 25% or more of the company, and proof of your authority to transact before the lot can be released to you. We reserve the right to request any further information from any bidder that we may require in order to carry out any identification, anti-money laundering or anti-terrorism financing checks conducted by us. We may at our discretion postpone or cancel your registration, not permit you to bid and/or postpone or cancel completion of any purchase you may make.

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 Regulatory Approved industry Guidance is that CDD under the Regulations is not required by *Buyers* into *Sellers* at Bonhams auctions or vice versa.

6. CONTRACTS BETWEEN THE BUYER AND SELLER AND THE BUYER AND BONHAMS

On the Lot being knocked down to the *Buyer*, a *Contract for Sale* of the Lot will be entered into between the *Seller* and the *Buyer* on the terms of the *Contract for Sale* set out in Appendix 1 at the back of the *Catalogue*. You will be liable to pay the *Purchase Price*, which is the *Hammer Price* plus any applicable VAT. At the same time, a separate contract is also entered into between us as *Auctioneers* and the *Buyer*. This is our *Buyer's Agreement*, the terms of which are set out in Appendix 2 at the back of the *Catalogue*. Please read the terms of the *Contract for Sale* and our *Buyer's Agreement* contained in the *Catalogue* in case you are the successful *Bidder* including the warranties as to your status and source of funds. We may change the terms of either or both of these agreements in advance of their being entered into, by setting out different terms in the *Catalogue* and/or by placing an insert in the *Catalogue* and/or by notices at the Sale venue and/or by oral announcements before and during the Sale. It is your responsibility to ensure you are aware of the up to date terms of the *Buyer's Agreement* for this Sale.

7. BUYER'S PREMIUM AND OTHER CHARGES PAYABLE BY THE BUYER

Under the *Buyer's Agreement*, a premium (the *Buyer's Premium*) is payable to us by the *Buyer* in accordance with the terms of the *Buyer's Agreement* and at rates set out below, calculated by reference to the *Hammer Price* and payable in addition to it. Storage charges and Expenses are also payable by the *Buyer* as set out in the *Buyer's Agreement*. All the sums payable to us by the *Buyer* are subject to VAT. For this Sale the following rates of *Buyer's Premium* will be payable by *Buyers* on each lot purchased:

(a) Motor Cars and Motorcycles
15% on the first £500,000 of the *Hammer Price*
12% from £500,001 of the *Hammer Price*

(b) Automobilia
27.5% of the *Hammer Price* on the first £20,000; plus
28% of the *Hammer Price* from £20,001 and up to £700,000; plus
20% of the *Hammer Price* from £700,001 and up to £4,000,000; plus
13.9% of the *Hammer Price* above £4,000,001

Storage and handling charges may also be payable by the *Buyer* as detailed on the specific Sale Information page at the front of the catalogue.

The *Buyer's Premium* and all other charges payable to us by the *Buyer* are subject to VAT at the prevailing rate, currently 20%.

VAT may also be payable on the *Hammer Price* of the Lot, where indicated by a symbol beside the Lot number. See paragraph 8 below for details.

On certain Lots, which will be marked "AR" in the *Catalogue* and which are sold for a *Hammer Price* of £1,000 or greater (converted into the currency of the Sale using the European Central Bank Reference rate prevailing on the date of the Sale), the *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to the payment of royalties under the Artists Resale Right Regulations 2006. The *Additional Premium* will be a percentage of the amount of the *Hammer Price* calculated in accordance with the table below, and shall not exceed £12,500 (converted into the currency of the Sale using the European Central Bank Reference rate prevailing on the date of the Sale).

<i>Hammer Price</i>	Percentage amount
From £0 to £50,000	4%
From £50,000.01 to £200,000	3%
From £200,000.01 to £350,000	1%
From £350,000.01 to £500,000	0.5%
Exceeding £500,000	0.25%

8. VAT

The prevailing rate of VAT at the time of going to press is 20%, but this is subject to government change and the rate payable will be the rate in force on the date of the Sale.

The following symbols, shown beside the Lot number, are used to denote that VAT is due on the *Hammer Price* and *Buyer's Premium*:

- † VAT at the prevailing rate on *Hammer Price* and *Buyer's Premium*
- Ω VAT on imported items at the prevailing rate on *Hammer Price* and *Buyer's Premium*
- * VAT on imported items at a preferential rate of 5% on *Hammer Price* and the prevailing rate on *Buyer's Premium*
- G Gold bullion exempt from VAT on the *Hammer Price* and subject to VAT at the prevailing rate on the *Buyer's Premium*
- Zero rated for VAT, no VAT will be added to the *Hammer Price* or the *Buyer's Premium*
- α *Buyers* from within the UK: VAT is payable at the prevailing rate on just the *Buyer's Premium* (NOT the *Hammer Price*). *Buyers* from outside the UK: VAT is payable at the prevailing rate on both *Hammer Price* and *Buyer's Premium*. If a *Buyer*, having registered under a non-UK address, decides that the item is not to be exported from the UK, 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. 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 and 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 UK. These regulations may be found at:

<https://www.gov.uk/guidance/apply-for-cites-permits-and-certificates-to-trade-endangered-species#how-to-apply> or may be requested from: Enquiries: wildlife.licensing@apha.gov.uk

Applications: CITESapplication@apha.gov.uk

Address: UK CITES Management Authority

Centre for International Trade

Horizon House, Deanery Road, Bristol BS1 5AH

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 'S5B' 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 – Châteaue 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 This lot contains one or more regulated plant or animal species and is subject to CITES regulations. It is the buyer's responsibility to investigate such regulations and to obtain any necessary import or export certificates. A buyer's inability to obtain such certificates cannot justify a delay in payment or cancellation of a sale.
- TP Objects displayed with a TP will be located at the Cadogan Tate warehouse and will only be available for collection from this location.
- W Objects displayed with a w will be located in the Bonhams Warehouse and will only be available for collection from this location.
- Δ Wines lying in Bond.
- AR An *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to payment of royalties under the Artists Resale Right Regulations 2006. See clause 7 for details.
- The *Seller* has been guaranteed a minimum price for the *Lot*, either by *Bonhams* or a third party. This may take the form of an

irrevocable bid by a third party, who may make a financial gain on a successful Sale or a financial loss if unsuccessful.

- ▲ *Bonhams* owns the *Lot* either wholly or partially or may otherwise have an economic interest.
- Ⓒ This lot contains elephant ivory and is therefore subject to both CITES regulations and the UK Ivory Act 2018. It has been registered or has an exemption certificate allowing it to be offered for sale and sold under the provisions of the Ivory Act 2018. Property containing African elephant ivory cannot be imported to the USA. The EU and the UK have in place wide-ranging restrictions on dealing with property containing elephant ivory, including restrictions on import and/or export. It is a buyer's responsibility to obtain any export or import licences, certifications and any other required documentation, where applicable. *Bonhams* is not able to assist buyers with the shipment of any lots containing elephant ivory into the US, the UK or the EU. A buyer's inability to export or import these lots cannot justify a delay in payment or cancellation of a sale.

*, †, *, 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 its rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect the *Seller's* ability subsequently to enforce any right arising under the *Contract for Sale*.
- 10.3 If either party to the *Contract for Sale* is prevented from performing that party's respective obligations under the *Contract for Sale* by circumstances beyond its reasonable control or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 6.
- 10.4 Any notice or other communication to be given under the *Contract for Sale* must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission, if to the *Seller*, addressed c/o *Bonhams* at its address or fax number in the *Catalogue* (marked for the attention of the Company Secretary), and if to you to the address or fax number of the *Buyer* given in the *Bidding Form* (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.
- 10.5 If any term or any part of any term of the *Contract for Sale* is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.
- 10.6 References in the *Contract for Sale* to *Bonhams* will, where appropriate, include reference to *Bonhams'* officers, employees and agents and to any subsidiary of *Bonhams Holdings Limited* and to its officers, employees and agents.
- 10.7 The headings used in the *Contract for Sale* are for convenience only and will not affect its interpretation.
- 10.8 In the *Contract for Sale* "including" means "including, without limitation".
- 10.9 References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.
- 10.10 Reference to a numbered paragraph is to a paragraph of the *Contract for Sale*.
- 10.11 Save as expressly provided in paragraph 10.12 nothing in the *Contract for Sale* confers (or purports to confer) on any person who is not a party to the *Contract for Sale* any benefit conferred by, or the right to enforce any term of, the *Contract for Sale*.
- 10.12 Where the *Contract for Sale* confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of the *Seller*, it will also operate in favour and for the benefit of *Bonhams, Bonhams'* holding company and the subsidiaries of such holding company and the successors and assigns of *Bonhams* and of such companies and of any officer, employee and agent of *Bonhams* and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.
- 11 GOVERNING LAW**
- All transactions to which the *Contract for Sale* applies and all connected matters will be governed by and construed in accordance with the laws of that part of the United Kingdom where the *Sale* takes place and the *Seller* and you each submit to the exclusive jurisdiction of the courts of that part of the United Kingdom, save that the *Seller* may bring proceedings against you in any other court of competent jurisdiction to the extent permitted by the laws of the relevant jurisdiction. *Bonhams* has a complaints procedure in place.

APPENDIX 2

BUYER'S AGREEMENT WITH BONHAMS

IMPORTANT: These terms may be changed in advance of the *Sale* of the *Lot* to you, by the setting out of different terms in the *Catalogue* for the *Sale* and/or by placing an insert in the *Catalogue* and/or by notices at the *Sale* venue and/or by oral announcements before and during the *Sale* at the *Sale* venue. You should be alert to this possibility of changes and ask in advance of bidding if there have been any.

1 THE CONTRACT

- 1.1 These terms govern the contract between *Bonhams* personally and the *Buyer*, being the person to whom a *Lot* has been knocked down by the *Auctioneer*.
- 1.2 The Definitions and Glossary contained in Appendix 3 to the *Catalogue* for the *Sale* are incorporated into this agreement and a separate copy can also be provided by us on request. Where words and phrases which are defined in the List of Definitions are used in this agreement, they are printed in *italics*. Reference is made in this agreement to information printed in the *Notice to Bidders*, printed in the *Catalogue* for the *Sale*, and where such information is referred to it is incorporated into this agreement.
- 1.3 Except as specified in paragraph 4 of the *Notice to Bidders* the *Contract for Sale* of the *Lot* between you and the *Seller* is made on the fall of the *Auctioneer's* hammer in respect of the *Lot*, when it is knocked down to you. At that moment a separate contract is also made between you and *Bonhams* on the terms in this *Buyer's Agreement*.
- 1.4 We act as agents for the *Seller* and are not answerable or personally responsible to you for any breach of contract or other

- default by the *Seller*, unless *Bonhams* sells the *Lot* as principal.
- 1.5 Our personal obligations to you are governed by this agreement and we agree, subject to the terms below, to the following obligations:
- 1.5.1 we will, until the date and time specified in the *Notice to Bidders* or otherwise notified to you, store the *Lot* in accordance with paragraph 5;
- 1.5.2 subject to any power of the *Seller* or us to refuse to release the *Lot* to you, we will release the *Lot* to you in accordance with paragraph 4 once you have paid to us, in cleared funds, everything due to us and the *Seller* and following completion of our enquiries pursuant to paragraph 3.11;
- 1.5.3 we will provide guarantees in the terms set out in paragraphs 9 and 10.
- 1.6 We do not make or give and do not agree to make or give any contractual promise, undertaking, obligation, *Guarantee*, warranty, representation of fact in relation to any *Description* of the *Lot* or any *Estimate* in relation to it, nor of the accuracy or completeness of any *Description* or *Estimate* which may have been made by us or on our behalf or by or on behalf of the *Seller* (whether made orally or in writing, including in the *Catalogue* or on *Bonhams'* Website, or by conduct, or otherwise), and whether made before or after this agreement or prior to or during the *Sale*. No such *Description* or *Estimate* is incorporated into this agreement between you and us. Any such *Description* or *Estimate*, if made by us or on our behalf, was (unless *Bonhams* itself sells the *Lot* as principal) made as agent on behalf of the *Seller*.
- 2 PERFORMANCE OF THE CONTRACT FOR SALE**
- You undertake to us personally that you will observe and comply with all our obligations and undertakings to the *Seller* under the *Contract for Sale* in respect of the *Lot*.
- 3 PAYMENT AND BUYER WARRANTIES**
- 3.1 Unless agreed in writing between you and us or as otherwise set out in the *Notice to Bidders*, you must pay to us by not later than 4.30pm on the second working day following the *Sale*:
- 3.1.1 the *Purchase Price* for the *Lot*;
- 3.1.2 a *Buyer's Premium* in accordance with the rates set out in the *Notice to Bidders* on each lot, and
- 3.1.3 if the *Lot* is marked [AR], an *Additional Premium* which is calculated and payable in accordance with the *Notice to Bidders* together with VAT on that sum if applicable so that all sums due to us are cleared funds by the seventh working day after the *Sale*.
- 3.2 You must also pay us on demand any *Expenses* payable pursuant to this agreement.
- 3.3 All payments to us must be made in the currency in which the *Sale* was conducted, using, unless otherwise agreed by us in writing, one of the methods of payment set out in the *Notice to Bidders*. Our invoices will only be addressed to the registered *Bidder* unless the *Bidder* is acting as an agent for a named principal and we have approved that arrangement, in which case we will address the invoice to the principal.
- 3.4 Unless otherwise stated in this agreement all sums payable to us will be subject to VAT at the appropriate rate and VAT will be payable by you on all such sums.
- 3.5 We may deduct and retain for our own benefit from the monies paid by you to us the *Buyer's Premium*, the *Commission* payable by the *Seller* in respect of the *Lot*, any *Expenses* and VAT and any interest earned and/or incurred until payment to the *Seller*.
- 3.6 Time will be of the essence in relation to any payment payable to us. If you do not pay the *Purchase Price*, or any other sum due to us in accordance with this paragraph 3, we will have the rights set out in paragraph 7 below.
- 3.7 Where a number of *Lots* have been knocked down to you, any monies we receive from you will be applied firstly pro-rata to pay the *Purchase Price* of each *Lot* and secondly pro-rata to pay all amounts due to *Bonhams*.
- 3.8 You warrant that neither you nor - if you are a company, your directors, officers or your owner or their directors or shareholders - are an individual or an entity that is, or is owned or controlled by individuals or entities that are:
- 3.8.1 the subject of any sanctions administered or enforced by the U.S. Department of the Treasury's Office of Foreign Assets Control, the U.S. Department of State, the United Nations Security Council, the European Union, Her Majesty's Treasury, or other relevant sanctions authority ("Sanctions" and a "Sanctioned Party"); or
- 3.8.2 located, organised or resident in a country or territory that is, or whose government is, the subject of Sanctions, including without limitation, Iran, North Korea, Sudan, Russia, and Syria); and further
- 3.8.3 that the property you purchase will not be transferred to or used in a country in contravention of any Sanctions administered or enforced by the U.S., the United Nations Security Council, the European Union or Her Majesty's Treasury or any other relevant Sanctions authority.
- 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 transferred to or used in a country in contravention of any Sanctions administered or enforced by the U.S., the United Nations Security Council, the European Union or Her Majesty's Treasury or any other relevant Sanctions authority, or 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 Bidders* (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) we may remove the *Lot* to another location, the details of which will usually be set out in the relevant section of the *Catalogue*. If you have not paid for the *Lot* in accordance with paragraph 3, and the *Lot* is moved to any third party's premises, the *Lot* will be held by such third party strictly to *Bonhams'* order and we will retain our lien over the *Lot* until we have been paid in full in accordance with paragraph 3.
- 6 RESPONSIBILITY FOR THE LOT**
- 6.1 Title (ownership) in the *Lot* passes to you (i) on payment of the *Purchase Price* to us in full in cleared funds and (ii) when investigations have been completed to our satisfaction under paragraph 3.11.
- 6.2 Please note however, that under the *Contract for Sale*, the risk in the *Lot* passes to you after 7 days from the day upon which it is knocked down to you or upon collection of the *Lot* if earlier, and you are advised to obtain insurance in respect of the

- Lot* as soon as possible after the *Sale*.
- 7 FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS**
- 7.1 If all sums payable to us are not so paid in full at the time they are due and/or the *Lot* is not removed in accordance with this agreement, we will (without further notice to you unless otherwise provided below), be entitled to exercise one or more of the following rights (without prejudice to any rights we may exercise on behalf of the *Seller*):
- 7.1.1 to terminate this agreement immediately for your breach of contract;
- 7.1.2 to retain possession of the *Lot*;
- 7.1.3 to remove, and/or store the *Lot* at your expense;
- 7.1.4 to take legal proceedings against you for payment of any sums payable to us by you (including the *Purchase Price*) and/or damages for breach of contract;
- 7.1.5 to be paid interest on any monies due to us (after as well as before judgement or order) at the annual rate of 5% per annum above the base lending rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;
- 7.1.6 to repossess the *Lot* (or any part thereof) which has not become your property, and for this purpose (unless you buy the *Lot* as a *Consumer*) you hereby grant an irrevocable licence to us, by ourselves, our servants or agents, to enter upon all or any of your premises (with or without vehicles) during normal business hours to take possession of any *Lot* or part thereof;
- 7.1.7 to sell the *Lot Without Reserve* by auction, private treaty or any other means on giving you three months' written notice of our intention to do so;
- 7.1.8 to retain possession of any of your other property in our possession for any purpose (including, without limitation, other goods sold to you or with us for *Sale*) until all sums due to us have been paid in full;
- 7.1.9 to apply any monies received from you for any purpose whether at the time of your default or at any time thereafter in payment or part payment of any sums due to us by you under this agreement;
- 7.1.10 on three months' written notice to sell, *Without Reserve*, any of your other property in our possession or under our control for any purpose (including other goods sold to you or with us for *Sale*) and to apply any monies due to you as a result of such *Sale* in payment or part payment of any amounts owed to us;
- 7.1.11 refuse to allow you to register for a future *Sale* or to reject a bid from you at any future *Sale* or to require you to pay a deposit before any bid is accepted by us at any future *Sale* in which case we will be entitled to apply such deposit in payment or part payment, as the case may be, of the *Purchase Price* of any *Lot* of which you are the *Buyer*.
- 7.1.12 having made reasonable efforts to inform you, to release your name and address to the *Seller*, so they might take appropriate steps to recover the amounts due and legal costs associated with such steps.
- 7.2 You agree to indemnify us against all legal and other costs, all losses and all other *Expenses* (whether or not court proceedings will have been issued) incurred by us as a result of our taking steps under this paragraph 7 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 7.1.5 from the date upon which we become liable to pay the same until payment by you.
- 7.3 If you pay us only part of the sums due to us such payment shall be applied firstly to the *Purchase Price* of the *Lot* (or where you have purchased more than one *Lot* pro-rata towards the *Purchase Price* of each *Lot*) and secondly to the *Buyer's Premium* (or where you have purchased more than one *Lot* pro-rata to the *Buyer's Premium* on each *Lot*) and thirdly to any other sums due to us.
- 7.4 We will account to you in respect of any balance we hold remaining from any monies received by us in respect of any *Sale* of the *Lot* under our rights under this paragraph 7 after the payment of all sums due to us and/or the *Seller* within 28 days of receipt by us of all such sums paid to us.
- 8 CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT**
- 8.1 Whenever it becomes apparent to us that the *Lot* is the subject of a claim by someone other than you and other than the *Seller* (or that such a claim can reasonably be expected to be made), we may, at our absolute discretion, deal with the *Lot* in any manner which appears to us to recognise the legitimate interests of ourselves and the other parties involved and lawfully to protect our position and our legitimate interests. Without prejudice to the generality of the discretion and by way of example, we may:
- 8.1.1 retain the *Lot* to investigate any question raised or reasonably expected by us to be raised in relation to the *Lot*; and/or
- 8.1.2 deliver the *Lot* to a person other than you; and/or
- 8.1.3 commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or
- 8.1.4 require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.
- 8.2 The discretion referred to in paragraph 8.1:
- 8.2.1 may be exercised at any time during which we have actual or constructive possession of the *Lot*, or at any time after such possession, where the cessation of such possession has occurred by reason of any decision, order or ruling of any court, mediator, arbitrator or government body; and
- 8.2.2 will not be exercised unless we believe that there exists a serious prospect of a good arguable case in favour of the claim.
- 9 FORGERIES**
- 9.1 We undertake a personal responsibility for any *Forgery* in accordance with the terms of this paragraph 9.

- 9.2 Paragraph 9 applies only if:
- 9.2.1 your name appears as the named person to whom the original invoice was made out by us in respect of the *Lot* and that invoice has been paid; and
- 9.2.2 you notify us in writing as soon as reasonably practicable after you have become aware that the *Lot* is or may be a *Forgery*, and in any event within one year after the *Sale*, that the *Lot* is a *Forgery*; and
- 9.2.3 within one month after such notification has been given, you return the *Lot* to us in the same condition as it was at the time of the *Sale*, accompanied by written evidence that the *Lot* is a *Forgery* and details of the *Sale* and *Lot* number sufficient to identify the *Lot*.
- 9.3 Paragraph 9 will not apply in respect of a *Forgery* if:
- 9.3.1 the *Entry* in relation to the *Lot* contained in the *Catalogue* reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion or reflected the then current opinion of an expert acknowledged to be a leading expert in the relevant field; or it can be established that the *Lot* is a *Forgery* only by means of a process not generally accepted for use until after the date on which the *Catalogue* was published or by means of a process which it was unreasonable in all the circumstances for us to have employed.
- 9.4 You authorise us to carry out such processes and tests on the *Lot* as we in our absolute discretion consider necessary to satisfy ourselves that the *Lot* is or is not a *Forgery*.
- 9.5 If we are satisfied that a *Lot* is a *Forgery* we will (as principal) purchase the *Lot* from you and you will transfer the title to the *Lot* in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims, in accordance with the provisions of Sections 12(1) and 12(2) of the Sale of Goods Act 1979 and we will pay to you an amount equal to the sum of the *Purchase Price*, *Buyer's Premium*, *VAT* and *Expenses* paid by you in respect of the *Lot*.
- 9.6 The benefit of paragraph 9 is personal to, and incapable of assignment by, you.
- 9.7 If you sell or otherwise dispose of your interest in the *Lot*, all rights and benefits under this paragraph 9 will cease.
- 9.8 Paragraph 9 does not apply to a *Lot* made up of or including a Chinese painting or Chinese paintings, a motor vehicle or motor vehicles, a *Stamp* or *Stamps* or a *Book* or *Books*.
- 10 OUR LIABILITY**
- 10.1 We will not be liable whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967 or in any other way for lack of conformity with or any inaccuracy, error, misdescription or omission in any *Description* of the *Lot* or any *Entry* or *Estimate* in respect of it, made by us or on our behalf or by or on behalf of the *Seller* (whether made in writing, including in the *Catalogue*, or on the *Bonhams' Website*, or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the *Sale*.
- 10.2 Our duty to you while the *Lot* is at your risk and/or your property and in our custody and/or control is to exercise reasonable care in relation to it, but we will not be responsible for damage to the *Lot* or to other persons or things caused by:
- 10.2.1 handling the *Lot* if it was affected at the time of *Sale* to you by woodworm and any damage is caused as a result of it being affected by woodworm; or
- 10.2.2 changes in atmospheric pressure; nor will we be liable for:
- 10.2.3 damage to tension stringed musical instruments; or
- 10.2.4 damage to gilded picture frames, plaster picture frames or picture frame glass; and if the *Lot* is or becomes dangerous, we may dispose of it without notice to you in advance in any manner we think fit and we will be under no liability to you for doing so.
- 10.3.1 We will not be liable to you for any loss of *Business*, *Business* profits, revenue or income or for loss of *Business* reputation or for disruption to *Business* or wasted time on the part of the *Buyer's* management or staff or, if you are buying the *Lot* in the course of a *Business*, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- 10.3.2 Unless you buy the *Lot* as a *Consumer*, in any circumstances where we are liable to you in respect of a *Lot*, or any act, omission, statement, representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, our liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* plus *Buyer's Premium* (less any sum you may be entitled to recover from the *Seller*) irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- 10.4 You may wish to protect yourself against loss by obtaining insurance. Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted

- as a matter of law, or (v) under our undertaking in paragraph 9 of these conditions.
- 11 BOOKS MISSING TEXT OR ILLUSTRATIONS**
- Where the *Lot* is made up wholly of a *Book* or *Books* and any *Book* does not contain text or illustrations (in either case referred to as a "non-conforming *Lot*"), we undertake a personal responsibility for such a non-conforming *Lot* in accordance with the terms of this paragraph, if:
- the original invoice was made out by us to you in respect of the *Lot* and that invoice has been paid; and
- you notify us in writing as soon as reasonably practicable after you have become aware that the *Lot* is or may be a non-conforming *Lot*, and in any event within 20 days after the *Sale* (or such longer period as we may agree in writing) that the *Lot* is a non-conforming *Lot*; and
- within 20 days of the date of the relevant *Sale* (or such longer period as we may agree in writing) you return the *Lot* to us in the same condition as it was at the time of the *Sale*, accompanied by written evidence that the *Lot* is a non-conforming *Lot* and details of the *Sale* and *Lot* number sufficient to identify the *Lot*; but not if: the *Entry* in the *Catalogue* in respect of the *Lot* indicates that the rights given by this paragraph do not apply to it; or the *Entry* in the *Catalogue* in respect of the *Lot* reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion; or it can be established that the *Lot* is a non-conforming *Lot* only by means of a process not generally accepted for use until after the date on which the *Catalogue* was published or by means of a process which it was unreasonable in all the circumstances for us to have employed; or the *Lot* comprises atlases, maps, autographs, manuscripts, extra illustrated books, music or periodical publications; or the *Lot* was listed in the *Catalogue* under "collections" or "collections and various" or the *Lot* was stated in the *Catalogue* to comprise or contain a collection, issue or *Books* which are undescribed or the missing text or illustrations are referred to or the relevant parts of the *Book* contain blanks, half titles or advertisements.
- If we are reasonably satisfied that a *Lot* is a non-conforming *Lot*, we will (as principal) purchase the *Lot* from you and you will transfer the title to the *Lot* in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims and we will pay to you an amount equal to the sum of the *Purchase Price* and *Buyer's Premium* paid by you in respect of the *Lot*.
- The benefit of paragraph 10 is personal to, and incapable of assignment by, you and if you sell or otherwise dispose of your interest in the *Lot*, all rights and benefits under this paragraph will cease.
- 12 MISCELLANEOUS**
- 12.1 You may not assign either the benefit or burden of this agreement.
- 12.2 Our failure or delay in enforcing or exercising any power or right under this agreement will not operate or be deemed to operate as a waiver of our rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect our ability subsequently to enforce any right arising under this agreement.
- 12.3 If either party to this agreement is prevented from performing that party's respective obligations under this agreement by circumstances beyond its reasonable control (including without limitation governmental intervention, industrial action, insurrection, warfare (declared or undeclared), terrorism, power failure, epidemic or natural disaster) or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 3.
- 12.4 Any notice or other communication to be given under this agreement must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission (if to *Bonhams* marked for the attention of the Company Secretary), to the address or fax number of the relevant party given in the *Contract Form* (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.
- 12.5 If any term or any part of any term of this agreement is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.
- 12.6 References in this agreement to *Bonhams* will, where appropriate, include reference to *Bonhams'* officers, employees and agents.
- 12.7 The headings used in this agreement are for convenience only and will not affect its interpretation.
- 12.8 In this agreement "including" means "including, without limitation".
- 12.9 References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.
- 12.10 Reference to a numbered paragraph is to a paragraph of this agreement.
- 12.11 Save as expressly provided in paragraph 12.12 nothing in this agreement confers (or purports to confer) on any person who is not a party to this agreement any benefit conferred by, or the right to enforce any term of, this agreement.
- 12.12 Where this agreement confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of *Bonhams*, it will also operate in favour and for the benefit of *Bonhams'* holding company and the subsidiaries of such

holding company and the successors and assigns of *Bonhams* and of such companies and of any officer, employee and agent of *Bonhams* and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.

13 GOVERNING LAW

All transactions to which this agreement applies and all connected matters will be governed by and construed in accordance with the laws of that part of the United Kingdom where the *Sale* takes (or is to take) place and we and you each submit to the exclusive jurisdiction of the courts of that part of the United Kingdom, save that we may bring proceedings against you in any other court of competent jurisdiction to the extent permitted by the laws of the relevant jurisdiction. *Bonhams* has a complaints procedure in place.

DATA PROTECTION – USE OF YOUR INFORMATION

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our *Website* www.bonhams.com or requested by post from Customer Services Department, 101 New Bond Street, London W1S 1SR, United Kingdom or by email from info@bonhams.com.

APPENDIX 3

DEFINITIONS AND GLOSSARY

Where these Definitions and Glossary are incorporated, the following words and phrases used have (unless the context otherwise requires) the meanings given to them below. The Glossary is to assist you to understand words and phrases which have a specific legal meaning with which you may not be familiar.

LIST OF DEFINITIONS

“Account” the bank account of *Bonhams* into which all sums received in respect of the *Purchase Price* of any *Lot* will be paid.

“Additional Premium” a premium, calculated in accordance with the *Notice to Bidders*, to cover *Bonhams’ Expenses* relating to the payment of royalties under the Artists Resale Right Regulations 2006 which is payable by the *Buyer* to *Bonhams* on any *Lot* marked [AR] which sells for a *Hammer Price* which together with the *Buyer’s Premium* (but excluding any VAT) equals or exceeds 1000 euros (converted into the currency of the *Sale* using the European Central Bank Reference rate prevailing on the date of the *Sale*).

“Auctioneer” the representative of *Bonhams* conducting the *Sale*.

“Bidder” Any person considering, attempting or making a Bid, including those who have completed a *Bidding Form*.

“Bidding Form” our Bidding Registration Form, our Absentee Bidding Form or our Telephone Bidding Form.

“Bonhams” Bonhams 1793 Limited or its successors or assigns. *Bonhams* is also referred to in the *Buyer’s Agreement*, the Conditions of Business and the *Notice to Bidders* by the words “we”, “us” and “our”.

“Book” a printed *Book* offered for *Sale* at a specialist *Book Sale*.

“Business” includes any trade, *Business* and profession.

“Buyer” the person to whom a *Lot* is knocked down by the *Auctioneer*. The *Buyer* is also referred to in the *Contract for Sale* and the *Buyer’s Agreement* by the words “you” and “your”.

“Buyer’s Agreement” the contract entered into by *Bonhams* with the *Buyer* (see Appendix 2 in the *Catalogue*).

“Buyer’s Premium” the sum calculated on the *Hammer Price* at the rates stated in the *Notice to Bidders*.

“Catalogue” the *Catalogue* relating to the relevant *Sale*, including any representation of the *Catalogue* published on our *Website*.

“Commission” the *Commission* payable by the *Seller* to *Bonhams* calculated at the rates stated in the *Contract Form*.

“Condition Report” a report on the physical condition of a *Lot* provided to a *Bidder* or potential *Bidder* by *Bonhams* on behalf of the *Seller*.

“Conditions of Sale” the *Notice to Bidders*, *Contract for Sale*, *Buyer’s Agreement* and Definitions and Glossary.

“Consignment Fee” a fee payable to *Bonhams* by the *Seller* calculated at rates set out in the Conditions of Business.

“Consumer” a natural person who is acting for the relevant purpose outside his trade, *Business* or profession.

“Contract Form” the *Contract Form*, or vehicle *Entry* form, as applicable, signed by or on behalf of the *Seller* listing the *Lots* to be offered for *Sale* by *Bonhams*.

“Contract for Sale” the *Sale* contract entered into by the *Seller* with the *Buyer* (see Appendix 1 in the *Catalogue*).

“Contractual Description” the only *Description* of the *Lot* (being that part of the *Entry* about the *Lot* in the *Catalogue* which is in bold letters, any photograph (except for the colour) and the contents of any *Condition Report*) to which the *Seller* undertakes in the *Contract of Sale* the *Lot* corresponds.

“Description” any statement or representation in any way descriptive of the *Lot*, including any statement or representation relating to its authorship, attribution, condition, provenance, authenticity, style, period, age, suitability, quality, origin, value, estimated selling price (including the *Hammer Price*).

“Entry” a written statement in the *Catalogue* identifying the *Lot* and its *Lot* number which may contain a *Description* and illustration(s) relating to the *Lot*.

“Estimate” a statement of our opinion of the range within which the hammer is likely to fall.

“Expenses” charges and *Expenses* paid or payable by *Bonhams* in respect of the *Lot* including legal *Expenses*, banking charges and *Expenses* incurred as a result of an electronic transfer of money, charges and *Expenses* for loss and damage cover, insurance, *Catalogue* and other reproductions and illustrations, any customs duties, advertising, packing or shipping costs, reproductions rights’ fees, taxes, levies, costs of testing, searches or enquiries, preparation of the *Lot* for *Sale*, storage charges, removal charges, removal charges or costs of collection from the *Seller* as the *Seller’s* agents or from a defaulting *Buyer*, plus VAT if applicable.

“Forgery” an imitation intended by the maker or any other person to deceive as to authorship, attribution, origin, authenticity, style, date, age, period, provenance, culture, source or composition, which at the date of the *Sale* had a value materially less than it would have had if the *Lot* had not been such an imitation, and which is not stated to be such an imitation in any description of the *Lot*. A *Lot* will not be a *Forgery* by reason of any damage to, and/or restoration and/ or modification work (including repainting or over painting) having been carried out on the *Lot*, where that damage, restoration or modification work (as the case may be) does not substantially affect the identity of the *Lot* as one conforming to the *Description* of the *Lot*.

“Guarantee” the obligation undertaken personally by *Bonhams* to the *Buyer* in respect of any *Forgery* and, in the case of specialist *Stamp Sales* and/or specialist *Book Sales*, a *Lot* made up of a *Stamp* or *Stamps* or a *Book* or *Books* as set out in the *Buyer’s Agreement*.

“Hammer Price” the price in the currency in which the *Sale* is conducted at which a *Lot* is knocked down by the *Auctioneer*.

“Loss and Damage Warranty” means the warranty described in paragraph 8.2 of the Conditions of Business.

“Loss and Damage Warranty Fee” means the fee described in paragraph 8.2.3 of the Conditions of Business.

“Lot” any item consigned to *Bonhams* with a view to its *Sale* at auction or by private treaty (and reference to any *Lot* will include, unless the context otherwise requires, reference to individual items comprised in a group of two or more items offered for *Sale* as one *Lot*).

“Motoring Catalogue Fee” a fee payable by the *Seller* to *Bonhams* in consideration of the additional work undertaken by *Bonhams* in respect of the cataloguing of motor vehicles and in respect of the promotion of *Sales* of motor vehicles.

“New Bond Street” means *Bonhams’* saleroom at 101 New Bond Street, London W1S 1SR.

“Notional Charges” the amount of *Commission* and VAT which would have been payable if the *Lot* had been sold at the *Notional Price*.

“Notional Fee” the sum on which the *Consignment Fee* payable to *Bonhams* by the *Seller* is based and which is calculated according to the formula set out in the Conditions of Business.

“Notional Price” the latest in time of the average of the high and low *Estimates* given by us to you or stated in the *Catalogue* or, if no such *Estimates* have been given or stated, the *Reserve* applicable to the *Lot*.

“Notice to Bidders” the notice printed at the back or front of our *Catalogues*.

“Purchase Price” the aggregate of the *Hammer Price* and VAT on the *Hammer Price* (where applicable), the *Buyer’s Premium* and VAT on the *Buyer’s Premium* and any *Expenses*.

“Reserve” the minimum price at which a *Lot* may be sold (whether at auction or by private treaty).

“Sale” the auction *Sale* at which a *Lot* is to be offered for *Sale* by *Bonhams*.

“Sale Proceeds” the net amount due to the *Seller* from the *Sale* of a *Lot*, being the *Hammer Price* less the *Commission*, any VAT chargeable thereon, *Expenses* and any other amount due to us in whatever capacity and howsoever arising.

“Seller” the person who offers the *Lot* for *Sale* named on the *Contract Form*. Where the person so named identifies on the form another person as acting as his agent, or where the person named on the *Contract Form* acts as an agent for a principal (whether such agency is disclosed to *Bonhams* or not), “*Seller*” includes both the agent and the principal who shall be jointly and severally liable as such. The *Seller* is also referred to in the Conditions of Business by the words “you” and “your”.

“Specialist Examination” a visual examination of a *Lot* by a specialist on the *Lot*.

“Stamp” means a postage *Stamp* offered for *Sale* at a Specialist *Stamp Sale*.

“Standard Examination” a visual examination of a *Lot* by a non-specialist member of *Bonhams’* staff.

“Storage Contract” means the contract described in paragraph 8.3.3 of the Conditions of Business or paragraph 4.4 of the *Buyer’s Agreement* (as appropriate).

“Storage Contractor” means the company identified as such in the *Catalogue*.

“Terrorism” means any act or threatened act of terrorism, whether any person is acting alone or on behalf of or in connection with any organisation(s) and/or government(s), committed for political, religious or ideological or similar purposes including, but not limited to, the intention to influence any government and/or put the public or any section of the public into fear.

“VAT” value added tax at the prevailing rate at the date of the *Sale* in the United Kingdom.

“Website” *Bonhams Website* at www.bonhams.com

“Withdrawal Notice” the *Seller’s* written notice to *Bonhams* revoking *Bonhams’* instructions to sell a *Lot*.

“Without Reserve” where there is no minimum price at which a *Lot* may be sold (whether at auction or by private treaty).

GLOSSARY

The following expressions have specific legal meanings with which you may not be familiar. The following glossary is intended to give you an understanding of those expressions but is not intended to limit their legal meanings:

“artist’s resale right”: the right of the creator of a work of art to receive a payment on *Sales* of that work subsequent to the original *Sale* of that work by the creator of it as set out in the Artists Resale Right Regulations 2006.

“bailee”: a person to whom goods are entrusted.

“indemnity”: an obligation to put the person who has the benefit of the indemnity in the same position in which he would have been, had the circumstances giving rise to the indemnity not arisen and the expression “indemnity” is construed accordingly.

“interpleader proceedings”: proceedings in the Courts to determine ownership or rights over a *Lot*.

“knocked down”: when a *Lot* is sold to a *Bidder*, indicated by the fall of the hammer at the *Sale*.

“lien”: a right for the person who has possession of the *Lot* to retain possession of it.

“risk”: the possibility that a *Lot* may be lost, damaged, destroyed, stolen, or deteriorate in condition or value.

“title”: the legal and equitable right to the ownership of a *Lot*.

“tort”: a legal wrong done to someone to whom the wrong doer has a duty of care.

“warranty”: a legal assurance or promise, upon which the person to whom the warranty was given has the right to rely.

SALE OF GOODS ACT 1979

The following is an extract from the Sale of Goods Act 1979:

“Section 12 Implied terms about title, etc

- (1) In a contract of sale, other than one to which subsection (3) below applies, there is an implied term on the part of the seller that in the case of a sale he has a right to sell the goods, and in the case of an agreement to sell he will have such a right at the time when the property is to pass.
- (2) In a contract of sale, other than one to which subsection (3) below applies, there is also an implied term that-
 - (a) the goods are free, and will remain free until the time when the property is to pass, from any charge or encumbrance not disclosed or known to the buyer before the contract is made, and
 - (b) the buyer will enjoy quiet possession of the goods except in so far as it may be disturbed by the owner or other person entitled to the benefit of any charge or encumbrance so disclosed or known.
- (3) This subsection applies to a contract of sale in the case of which there appears from the contract or is to be inferred from its circumstances an intention that the seller should transfer only such title as he or a third person may have.
- (4) In a contract to which subsection (3) above applies there is an implied term that all charges or encumbrances known to the seller and not known to the buyer have been disclosed to the buyer before the contract is made.
- (5) In a contract to which subsection (3) above applies there is also an implied term that none of the following will disturb the buyer’s quiet possession of the goods, namely:
 - (a) the seller;
 - (b) in a case where the parties to the contract intend that the seller should transfer only such title as a third person may have, that person;
 - (c) anyone claiming through or under the seller or that third person otherwise than under a charge or encumbrance disclosed or known to the buyer before the contract is made.
- (5A) As regards England and Wales and Northern Ireland, the term implied by subsection (1) above is a condition and the terms implied by subsections (2), (4) and (5) above are warranties.”

Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Paddle number (for office use only)

Bonhams

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 may be of interest to you including those provided by third parties. If you do not want to receive such information (except for information you specifically requested) please tick this box ☐ Would you like to receive e-mailed information from us? if so please tick this box ☐

Notice to Bidders.

At least 24 hours before the Sale, clients must provide government or state issued photographic proof of ID and date of birth e.g. - passport, driving licence - and if not included in ID document, proof of address e.g. - utility bill, bank or credit card statement etc. Corporate clients should also provide a copy of their articles of association / company registration documents, and the entities name and registered address, documentary proof of its beneficial owners and directors, together with a letter authorising the individual to bid on the company's behalf. Failure to provide this may result in your bids not being processed or completed. For higher value lots you may also be asked to provide a bank reference.

If successful

I will collect the purchases myself ☐
Please arrange shippers to contact me with a quote and I agree that you may pass them my contact details. ☐

Sale title: The Autumn Stafford Sale	Sale date: 15 - 16 October 2022
Sale no. 27434	Sale venue: Stafford
If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids.	
General Bid Increments: £10 - 200by 10s £200 - 500by 20 / 50 / 80s £500 - 1,000by 50s £1,000 - 2,000by 100s £2,000 - 5,000by 200 / 500 / 800s £5,000 - 10,000by 500s £10,000 - 20,000by 1,000s £20,000 - 50,000by 2,000 / 5,000 / 8,000s £50,000 - 100,000by 5,000s £100,000 - 200,000by 10,000s above £200,000at the auctioneer's discretion	
The auctioneer has discretion to split any bid at any time.	
Customer Number	Title
First Name	Last Name
Company name (if applicable)	
Company Registration number (if applicable)	
Address	
	City
Post / Zip code	County / State
Telephone (mobile)	Country
Telephone (landline)	
E-mail (in capitals)	
Please answer all questions below	
1. ID supplied: Government issued ID <input type="checkbox"/> and (if the ID does not confirm your address) <input type="checkbox"/> current utility bill/ bank statement. If a company, please provide the Certificate of Incorporation, your ID (as above) (plus, if not a director, a letter authorising you to act), and documentary evidence of the company's beneficial owners	
2. Are you representing the Bidder? <input type="checkbox"/> If yes, please complete question 3.	
3. Bidder's name, address and contact details (phone and email): Bidder's ID: Government issued ID <input type="checkbox"/> and (if the ID does not confirm their address) <input type="checkbox"/> current utility bill/bank statement	
Are you acting in a business capacity? Yes <input type="checkbox"/> No <input type="checkbox"/>	If registered for VAT in the EU please enter your registration here: <input type="text"/> <input type="text"/> / <input type="text"/> <input type="text"/> - <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> - <input type="text"/> <input type="text"/>

Please note that all telephone calls are recorded.

Telephone or Absentee (T / A)	Lot no.	Brief description	MAX bid in GBP (excluding premium & VAT)	Covering bid ★

FOR WINE SALES ONLY	
Please leave lots "available under bond" in bond <input type="checkbox"/>	Please include delivery charges (minimum charge of £20 + VAT) <input type="checkbox"/>

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, bids@bonhams.com
Bonhams 1793 Limited. Montpellier Street, London SW7 1HH. Incorporated in England. Company Number 4326560.

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Index | Day 1 | Collectors' Motorcycles

Lot no.	Year	Model	Lot no.	Year	Model
317	1948	AJS 348cc Model 16M	310	1973	Honda ST70 Dax 'Mini Bike'
325	1952	AJS 497cc Model 18S	311	1995	Honda C90 Cub
328	1977	AJW 50cc Fox Cub Moped	324	1953	Matchless 347cc G3LS
301	1995	Aprilia 650cc Moto 6.5	314	1976	Moto Guzzi 850T3 & Heddingham Sidecar
302	1996	Aprilia 650cc Moto 6.5	323	1961	Norton 249cc Jubilee de Luxe
303	2001	Aprilia 650cc Moto 6.5	304	2004	Royal Enfield 499cc Bullet Sixty-5
319	1960	Ariel 247cc Leader	321	1931	Sun 98cc Deluxe Tourist
312	1974	BGW Tri-Rod Model TR-380 Tricycle	326	1955	Sun 197cc Challenger
315	1989	BMW 980cc K1	306	1990	Suzuki VS 747cc Intruder
316	2001	BMW F650 Funduro	336	1954	Triumph 498cc TRW
320	1951	Brockhouse 98cc Corgi Mk2	332	1955	Triumph 498cc Tiger 100 Project
331	1959	BSA 148cc Bantam D7 Project	333	1956	Triumph 498cc Tiger 100 Project
318	1963	BSA 250cc C15 Trials Motorcycle	335	1956	Triumph 498cc TRW
322	1965	BSA 172cc D7 Bantam Super	334	1958	Triumph 199cc Tiger Cub
329	1966	BSA 172cc D7 Bantam Super	308	1991	Triumph 885cc Trident 900
327	1956	Excelsior 147cc Courier	313	1969	Yamaha 125cc YAS1
330	1958	Hercules/Prior K175	307	1981	Yamaha XS400 Custom
309	1967	Honda P50 Moped	305	1991	Yamaha XJ600

Index | Day 2 | Collectors' Motorcycles

Lot no.	Year	Model	Lot no.	Year	Model
579	1920	ABC 398cc	487	1972	Bultaco 250cc Metrella MkII
557	c.1911	Abingdon King Dick 500cc	622	c.1965	Cheney BSA 441cc Victor Scrambler
649	c.1969	Aermacchi Harley-Davidson Ala d'Oro Motorcycle Project	508	c.1934	Crocker 500cc OHV Speedway Racing Motorcycle
588	c.1928	AJS 350cc Model K4	592	c.1924	Douglas 2½hp Model TS
586	1930	AJS 350cc Model R6	529	1925	Douglas 596cc Model OB
587	c.1930	AJS 350cc OHV	507	1928	Douglas 498cc DT5 Racing Motorcycle
585	c.1930	AJS 495cc R10 Racing Motorcycle	530	1928	Douglas 498cc DT5 Speedway Racing Motorcycle
614	1957	AJS 600cc Model 30 Twin	531	1928	Douglas 498cc SW5 Speed Model
497	1952	Alpino 125cc	554	1950	Douglas 348cc 90 Plus
640	c.1975	AMF Harley-Davidson 250cc Grand Prix Racing Motorcycle	489	1969	Ducati 450 MkIII Desmo
559	c.1904	Ariel 3½hp	490	1974	Ducati 750SS
408	1945	Ariel 497cc VH2 Red Hunter Project	488	1981	Ducati 864cc 900SS
407	1947	Ariel 499cc Model VG Project	494	1994	Ducati 600cc Monster
608	1951	Ariel 998cc Square Four 4G MkI Project	493	1998	Ducati 916 Biposto
612	1953	Ariel 998cc Square Four 4G MkI	491	2003	Ducati 999 R
613	1957	Ariel 998cc Square Four 4G MkII	466	2006	Ducati 999 Biposto
611	1961	Ariel 247cc Arrow	574		Egli-Vincent 499cc Comet Replica
545		Ariel 500cc Red Hunter Project	575		Egli-Vincent 998cc Project
459	c.1980	Bakker-Honda CBX1000	577	1928	Excelsior 750cc Super-X
617	1964	BMW 247cc R27	421	1936	Excelsior 350cc Manxman Racing Motorcycle
650	1973	BMW 750cc R75/5	511	c.1939	Excelsior JAP 500cc Mk I Speedway Racing Motorcycle
404	1984	BMW R80 TIC	512	c.1947	Excelsior-JAP 500cc Mk II Speedway Racing Motorcycle
485	1999	BMW K1200 RS	513	c.1951	Excelsior-JAP 500cc Mk IV Speedway Racing Motorcycle
576	1935	Brough Superior 1,096cc 11-50hp	516	c.1956	F.I.S. Speedway Racing Motorcycle
413	1938	Brough Superior 982cc SS80	550	2001	FWD Manx Norton 500cc Racing Motorcycle
590	1924	BSA 349cc Model L	524	c.1980	Godden GR500 Speedway Racing Motorcycle
582	1925	BSA 249cc Model B 'Round Tank'	551	1929	Grindlay-Peerless 498cc Brooklands 'Hundred Model'
591	1925	BSA 249cc Model B 'Round Tank'	519	c.1970	Hagon-Cole Speedway Racing Motorcycle
505	c.1929	BSA 493cc S29 Dirt Track Racing Motorcycle	560	1918	Harley-Davidson Model F Motorcycle Combination
589	1930	BSA 493cc S31-10 De Luxe & Graiseley Launch Sidecar	578	1919	Harley-Davidson 1,000cc Model F Motorcycle Combination
540	1937	BSA 499cc M22 Sports Project	548	1941	Harley-Davidson 750cc WL Project
539	1938	BSA 499cc JM24 Gold Star	546	1942	Harley-Davidson 739cc WLA Project
427	c.1951	BSA 349cc Gold Star	547	1947	Harley-Davidson 1,200cc EL 'Knucklehead'
605	1954	BSA 500cc 'B33' Special	549	1959	Harley-Davidson 74ci FL Duo Glide
401	1955	BSA 248cc C11G	624	1988	Harley-Davidson 1340cc FXRS-SP Low Rider Sport
601	1955	BSA 520cc Gold Star	632	1974	Harris-Kawasaki 748cc H2R Replica Formula 750
424	1960	BSA 499cc Gold Star	633	1985	Harris-Kawasaki 1,179cc Racing Motorcycle
426	c.1960	BSA 499cc Gold Star Replica	451	c.1958	Honda 49cc C100 Super Cub
405	c.1960	BSA 649cc A10 'Super Rocket'	454	1961	Honda 169cc M85 Juno Scooter
423	1961	BSA 499cc DBD34 Gold Star	436	1963	Honda C72 247cc Dream
425	c.1961	BSA 499cc Gold Star	453	1966	Honda CB160
406	1966	BSA 650cc Spitfire Mark II	462	1970	Honda CB750
602	c.1967	BSA 499cc A50 Racing Motorcycle	445	1970	Honda SS125A
475	1968	BSA 654cc Thunderbolt	452	1972	Honda 444cc CB450 K4 Super Sport
480	1970	BSA 654cc Thunderbolt	439	1976	Honda CD175
476	1971	BSA 650cc Lightning Special	461	1977	Honda CBX1000
478	1971	BSA 740cc Rocket III	440	1978	Honda CB400A Hondamatic
538	1971	BSA 740cc Rocket III Mk1	460	1979	Honda CBX1000Z
477	1971	BSA 654CC A65 Firebird	435	1980	Honda CB400F
623		BSA 441cc B44 Victor Scrambler Special	434	1980	Honda CB750 Phil Read Replica

Lot no.	Year	Model	Lot no.	Year	Model
441	1981	Honda 72cc Mini Trail 70 'Monkey Bike'	501	1928	Rudge-Whitworth 499cc Dirt Track Racing Motorcycle
433	1981	Honda CB900F2	499	c.1930	Rudge-Whitworth 499cc Dirt Track Racing Motorcycle
449	1988	Honda 49cc Z50J Gorilla	525	c.1986	Scorpio GM Speedway Racing Motorcycle
627	c.1988	Honda RS125 Racing Motorcycle	534	c.1923	Scott 496cc Squirrel
442	1988	Honda XBR500 Project	418	1924	Scott Squirrel
443	1989	Honda C90 Cub Moped	417	1925	Scott 596cc Super Squirrel
458	1989	Honda VFR750F-K	419	1928	Scott 600cc Flying Squirrel
455	1995	Honda NSR250R SP	535	1929	Scott 496cc Flying Squirrel
431	2000	Honda 999cc SP-1	506	c.1929	Scott 498cc Dirt Track
432	2002	Honda 999cc SP-2	420	1935	Scott 596cc Flying Squirrel
450	2004	Honda NSR50 Mini Racing Motorcycle	637	1970	Seeley 497cc G50 Mk3 Project
470	2016	Honda NM4 Vultus	594	c.1930	Styl'son-JAP 250cc
628		Honda 350cc RC172 Evocation	596	1926	Sunbeam 493cc Model 9 Parallel Sprint
500	c.1931	Husqvarna Dirt Track Racing Motorcycle	583	1927	Sunbeam 493cc Model 9
509	c.1927	Indian 350cc Dirt Track Racing Motorcycle	537	1928	Sunbeam 493cc Dirt-Track Racing Motorcycle
595	1928	James 496cc Sports Twin Project	561	1928	Sunbeam 493cc Model 9
607	1960	James 199cc Captain	465	1972	Suzuki GT750J
403	1961	James 199cc Captain	457	1986	Suzuki GSX-R1100G
620	1964	James 360cc Commando M25T Trials	428	1988	Suzuki GSX-R750J 'Slingshot'
635	1956	Jawa 500cc Grand Prix Racing Motorcycle	468	1989	Suzuki GSX-R 750 Slingshot
528	c.1968	Jawa Model 890 Speedway Racing Motorcycle	429	1994	Suzuki GSX-R1100W
641	c.1973	Jawa 350cc Racing Motorcycle	643	c.1963	Tohatsu 125cc Racing Motorcycle Project
517	c.1975	Jawa Model 890/1 Speedway Racing Motorcycle	581	c.1922	Triumph 4hp Model SD
518	c.1985	Jawa Type 897 Speedway Racing Motorcycle	543	c.1924	Triumph 550cc SD
634		Jawa 350cc Type 673 Replica	651	1925	Triumph 550cc Model SD & Gloria Sidecar
521	c.1972	Jawa-'Briggo' 500cc Speedway Racing Motorcycle	593	1926	Triumph 494cc Model P
522	c.1975	Jawa-ERM 500cc DOHC Speedway Racing Motorcycle	544	1936	Triumph 550cc Model 5/1 Project
463	1972	Kawasaki 903cc Z1	599	1937	Triumph 350cc Tiger 80
464	1975	Kawasaki 903cc Z1B	600	1939	Triumph 343cc 3HW
437	1977	Kawasaki Z650 B2	606	1959	Triumph 199cc Tiger Cub
438	1978	Kawasaki Z650C	603	1965	Triumph 649cc Thruxton Bonneville
467	1983	Kawasaki GPz1100	604	1966	Triumph 649cc T120TT Bonneville TT Special
515	c.1950	Kermond-Peamore JAP 500cc Speedway Racing Motorcycle	636	1973	Triumph 750cc Trident 'Rob North' Formula 750
626	1966	Kreidler 49cc Florett Racing Motorcycle	448	1975	Triumph 750cc T150V Trident
514	c.1948	Langton-JAP 500cc Mk IV Speedway Racing Motorcycle	479	1976	Triumph 740cc T160 Trident
495	1976	Laverda 981cc Jota	482	1976	Triumph 744cc T140 Bonneville
498	1933	Martin-Rudge JAP 500cc Speedway Racing Motorcycle	483	1979	Triumph 750cc T140 Flat Tracker Special
402	1961	Matchless 348cc G3L	474	2008	Triumph T100 Bonneville 50th Anniversary
618	1982	Matchless Metisse 498cc G80CS	625	c.1975	Van Veen' Kreidler 50cc Replica Racing Motorcycle
619		Matchless 348cc G3 Trials	598	1937	Velocette 348cc KSS MkII
621	1973	Montesa 360cc Cappa Special Moto-crosser	411	1958	Velocette 499cc Viper
553	1931	Montgomery-JAP 490cc Greyhound TT Model	409	1967	Velocette 499cc Venom Thruxton
510	c.1939	Moseley-JAP 500cc Speedway Racing Motorcycle	610	1969	Velocette 495cc MSS
629	c.1980	Motori-Minarelli 50cc Racing Motorcycle	410	1970	Velocette 499cc Venom Clubman
496	1953	MV Agusta Super Sport Lusso	609	c.1959/39	Velocette 348cc KSS Special
492	2018	MV Agusta F4 'RC' (Reparto Corse)	486	c.1981	Villa-Sebring 125
639	c.1972	MZ 250cc Grand Prix Racing Motorcycle Project	563	1938	Vincent-HRD 498cc Series-A Comet
638	c.1974	MZ RE250 Grand Prix Racing Motorcycle Project	564	1947	Vincent-HRD 998cc Series-B Rapide
580	c.1927	Ner-a-Car 350cc	573	c.1949	Vincent 998cc Series-C 'Rapide'
562	1912	New Hudson 349cc Lightweight Project	567	1950	Vincent 498cc Series-C Comet
536	1928	New Hudson 496cc Model 86	565	1950	Vincent 998cc Series-C Black Shadow
552	1921	New Imperial 250cc Racing Motorcycle	416	c.1950	Vincent-HRD 998cc Rapide
584	1939	Nimbus 750 Sport	422	1952	Vincent 498cc Series-C Comet
532	1915	Norton 633cc Big Four	566	1952	Vincent 998cc Series-C Rapide
533	1925	Norton 490cc Model 16H & Swallow Sidecar	415	1954/50	Vincent 998cc Series-C Rapide/Black Shadow
502	c.1930	Norton 490cc OHV Dirt Track Racing Motorcycle	570	1955	Vincent 998cc Series-D Black Knight
555	1939	Norton 490cc International	569	1955	Vincent 998cc Series-D Black Prince
412	1948	Norton 490cc Model 18	568	1955	Vincent 998cc Series-D Black Shadow
615	1954	Norton 490cc Model 16H	572	1955	Vincent 998cc Series-D Black Shadow
473	1958	Norton 600cc Dominator 99	571	1955	Vincent 998cc Series-D Rapide
472	1970	Norton 750cc Commando Fastback	503	c.1930	Wallis-Blackburn OHV Speedway Racing Motorcycle
481	1971	Norton 810cc Commando by Paul Dunstall	504	1931	Wallis-JAP 350cc Speedway Racing Motorcycle
447	1974	Norton Commando 850 Roadster	526	1977	Weslake Speedway Racing Motorcycle
471	2012	Norton Commando 961 Sport	644	c.1969	Yamaha 350cc 'TR2'
616	1952	NSU 242cc 251 OSL	444	1969	Yamaha CT175
556	1906	Peugeot Frères 5hp	645	c.1973	Yamaha 'TZ350A' Racing Motorcycle
527		PJ GM Laydown Speedway Racing Motorcycle	647	c.1978	Yamaha TZ250E Racing Motorcycle Project
542	1925	Raleigh 799cc Model 12	646	c.1978	Yamaha TZ350E Racing Motorcycle Project
541	1926	Raleigh 248cc Model 15	648	c.1981	Yamaha TZ125H Racing Motorcycle Project
642	c.1970	Rickman Mëtisse 'Commando' Racing Motorcycle Project	469	1992	Yamaha 1197cc V-Max
484	1972	Rickman Street Mëtisse Triumph 700cc Special	430	1995	Yamaha YZF750R Genesis
520	c.1976	Rotrax-JAP Mk II Speedway Racing Motorcycle	456	2002	Yamaha TW125
523	c.1979	Rotrax-JAP 4 Valve Speedway Racing Motorcycle	630		Yamaha RD56 Replica Racing Motorcycle
446	1948	Royal Enfield 346cc Model G	631	1967	Yamtaco 250cc Racing Motorcycle
558	1912	Rudge 499cc Multi TT	414	1925	Zenith-JAP 678cc Model 6-80 Project
597	1936	Rudge 248cc Sports			





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