

Bonhams | Cars

MOTORCYCLES



The Spring Stafford Sale

Veteran, Vintage, Classic and Collectors' Motorcycles

The International Classic MotorCycle Show, Stafford | 20 - 21 April 2024



HRD

FTN 938

The Spring Stafford Sale

Veteran, Vintage, Classic and Collectors' Motorcycles

The International Classic MotorCycle Show, Stafford | Saturday 20 - 21 April 2024

BONHAMS

101 New Bond Street
London W1S 1SR
bonhams.com

SALE TIMES

Saturday 20 April
Spares and Memorabilia
(Lots 1 - 91) 11:00
Motorcycles
(Lots 201 - 272) 14:00

Sunday 21 April
Motorcycles
(Lots 301 - 499) 11:00

SALE NUMBER

29273

VIEWING

Saturday 20 April
9am to 5pm
Sunday 21 April
from 9am

ADMISSION TO THE INTERNATIONAL CLASSIC MOTORCYCLE 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 International Classic MotorCycle 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

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MOTORCYCLE ADMINISTRATION

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MOTORCYCLE ENQUIRIES

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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 20 April and 9am to 4pm Sunday 21 April 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 20 April and 11am to 4pm on Sunday 21 April.

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/29273



Bid through the app.
Download now for android and iOS

You will be required to provide a valid credit card in your name which must be verified before you are able to place bids. If you are placing bids on behalf of a company, please ensure you indicate this when registering. We reserve the right to request further information from you (including your government issued ID) where you are the successful bidder, in particular in relation to any lot where the purchase price is over £5,000. Please note all successful corporate bidders will be required to provide additional information.

- Bid by telephone/absentee bid

We require a completed Bidder Registration Form returned by email to bids@bonhams.com. The Bidder Registration Form can be found at the back of every catalogue and on our website at www.bonhams.com. If you already have an account with Bonhams, please indicate this on the form.

- New Bidders

If you are new to Bonhams, please also send us your government issued ID plus proof of address. Corporate entities must provide a copy of their Certificate of Incorporation, a letter confirming authority to act plus ID of the person acting on behalf of the company, and written confirmation of the company's UBOs owning 25% or more in that company.

Please note we cannot guarantee bids within 24 hours of the sale. Bidding by telephone will only be accepted on a lot with a lower estimate in excess of £500.

- Bid in person

You can collect a paddle at our Registration Desk by completing our Bidder Registration Form. If you already have an account, please state your client number if known. If new to Bonhams, you will be required to provide your government issued ID and proof of address. Corporate entities will be required to provide the documentation listed above.

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.

Please note that from 19 January 2022, items containing ivory cannot be imported into the EU. The import of ivory into the USA is already prohibited.

Auction 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 (201-272 & 301 - 499) 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 - 91) the Buyer's Premium is 28% on the first £40,000 of the hammer price; 27% of the hammer price of amounts in excess of £40,001 up to and including £800,000; 21% of the hammer price of amounts in excess of £800,001 up to and including £4,500,000 and 14.5% of the hammer price of any amounts in excess of £4,501,000.

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 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:

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

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

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

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.

NOVA (Notification of Vehicle Arrivals) Title & Registration Documents

NOVA (Notification of Vehicle Arrivals), C88 Customs Clearance, 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 to do so, Bonhams will facilitate the process by engaging an agent (Shippio Ltd) to undertake the NOVA and C88 (customs) application if applicable on the Buyer's behalf. A fee of £350 + VAT to do so will be added to the Buyer's invoice. If you are planning to export your purchased vehicle, please let the department know as early as possible.

Shippio Ltd may also assist buyers with a full registration service directly which shall be charged separately to the NOVA. Please contact +44 (0) 1604 419 815 / info@shippio.com

Please note, the relevant authorities will take between 14 and 30 working days to process the NOVA and C88 Customs clearance process. Any lot marked 'N' in the catalogue will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Motorcycle Sale Coordinator harry.taylor@bonhams.com +44 (0) 20 8963 2817

For general registration documents enquiries
Please contact harry.taylor@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.
* VAT on imported items at 5% on hammer price.
• 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.

Important Notice: Exporting from the UK

Further costs, duties and VAT may be applicable. The responsibility to meet these charges rest with the Buyer.

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.

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

Catalogue for the sale

Entry is by catalogue only and copies of the catalogue and gallery guide can be purchased at the sale venue. Each catalogue/gallery guide allows two people entry on the view and sale days.

How do I bid at the sale?

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

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

Telephone bidding

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

Absentee/Commission bidding

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

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

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

How fast will the auctioneer go?

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

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 21 April. Limited collection is available until 11am Monday 22 April, by appointment only. Purchasers must advise Bonhams Motorcycle Department via email no later than 7pm Sunday 21 April. Please email harry.taylor@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 and their sister company Shippo Ltd (International shipping) - are present at every sale and can quote a price to deliver the motorcycle to you. Moving Motorcycles and Shippo Ltd's contact details are listed in the sale catalogue.

Are there any warranties offered with the motorcycles?

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

Collections

Motorcycles

All purchased lots must be cleared from the sale venue by 7pm Sunday 21 April.

Limited collection is available until 11am Monday 22 April, by appointment only, and purchasers must advise Bonhams Motorcycle Department via email no later than 7pm Sunday 21 April if they intend to collect Monday.

Please email harry.taylor@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
transport@movingmotorcycles.co.uk
www.movingmotorcycles.co.uk

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

Lots will be available for collection from Moving Motorcycles from 12 noon Wednesday 24 April, **by appointment only.**

Please note Moving Motorcycles require a minimum of 48 hours notice to ensure lots are prepared ready for collection. Failure to advise moving motorcycles in advance may result in your lot not being prepared ready for collection.

Vehicle Removal charges to store
£125 + VAT per motorcycle
£250 + 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 21 April.

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

Bonhams Motorcycles
Unit 4 Lakeview Park
Bond Avenue
Bletchley
Milton Keynes
MK1 1FE

Lots will be available for collection from 10am Thursday 24 April by appointment only.

To arrange collection please contact the Motorcycle Department on +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 Memorabilia and Spares shipping enquiries, please contact one of the following companies quoting your client, sale and lot number to discuss shipping requirements.

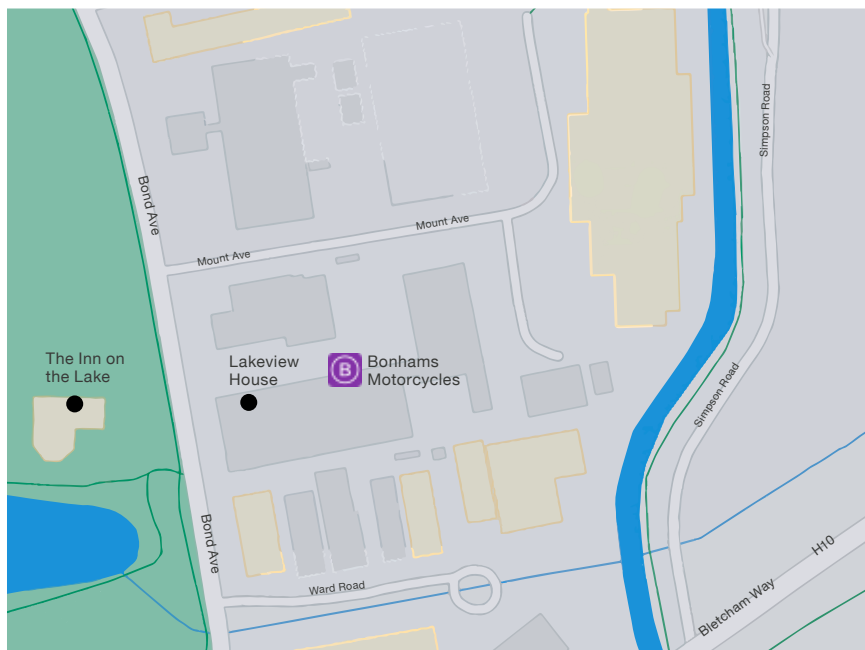
Mail Boxes Etc (Milton Keynes)
T: +44 (0) 1908 665 694
E: info@mbemiltonkeynes.co.uk
W: www.mbe.co.uk/miltonkeynes

Alban Shipping
T: +44 (0) 1582 493 099
E: enquiries@albanshipping.co.uk
W: www.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 release the lot(s).

All purchases are at the buyers risk from the fall of the hammer



Your contacts for this sale



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James Stensel
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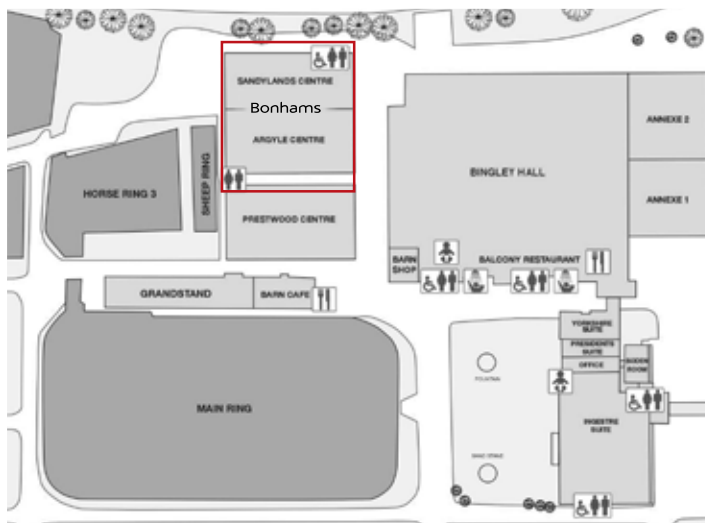
International Shipping
Shippio Ltd.

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, sign posted 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 20 April and 9am to 4pm Sunday 21 April 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 20 April and 11am to 4pm on Sunday 21 April.

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

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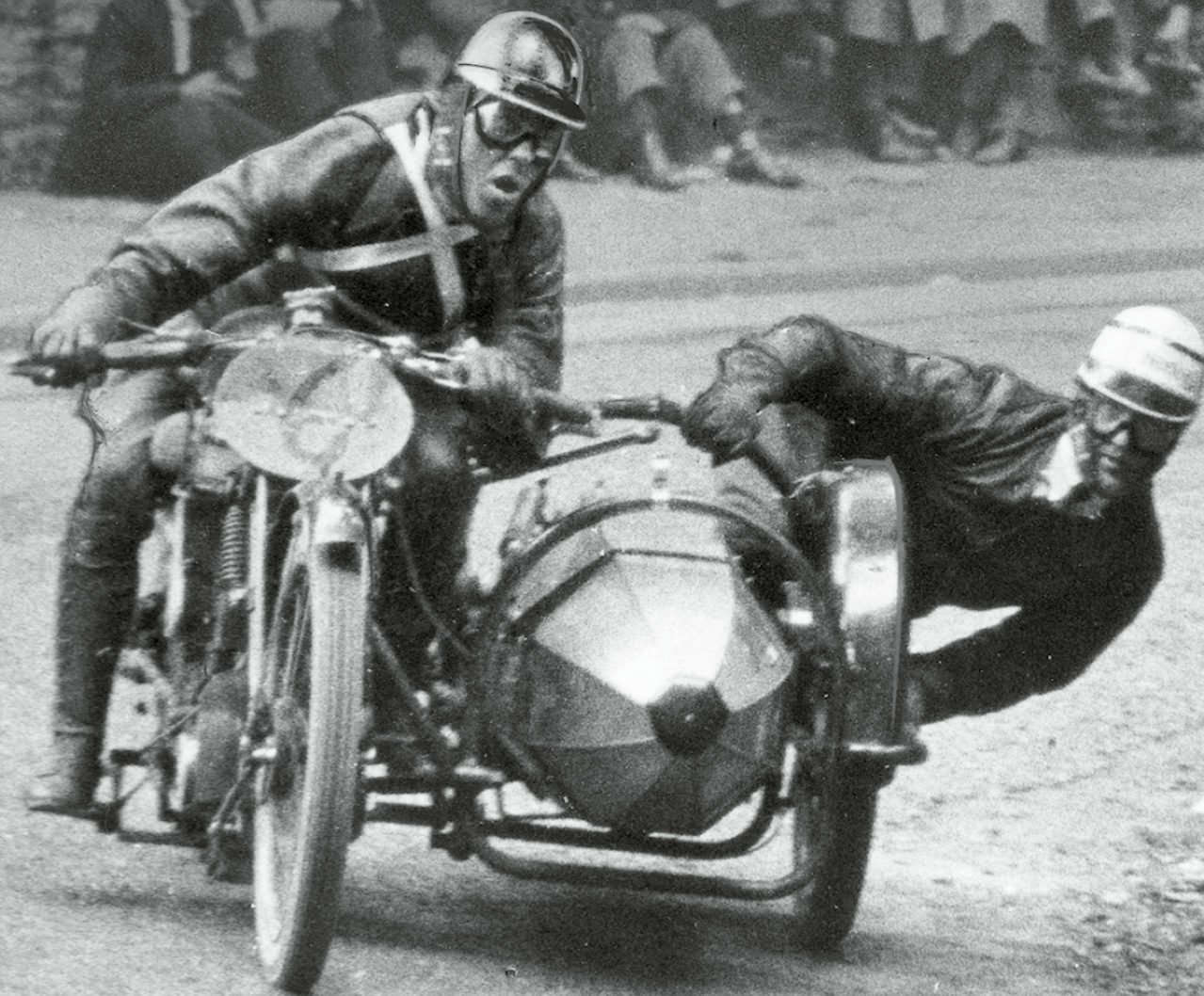
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Motorcycle Spares and Memorabilia

Saturday 20 April at 11am
Lots 1 - 91

Images of each lot can be found at
www.bonhams.com/29273



1

1964 I.S.D.T AND STEVE MCQUEEN EPHEMERA

including a programme for the 7-12 Sept 1964 XXXIX Internationale Sech Stagefahrt ISDT, in lovely condition (close inspection advised); an embroidered British I.S.D.T 1964 Trophy patch; A copy of Steve McQueen 40 Summers Ago... Hollywood Behind the Iron Curtain, Tonaka, Rin and Sean Kelly. Osaka: Cycleman, 2004 Hardcover without dust jacket, as issued. First edition signed by David Ekins and Ed Kretz, Jr. with fold out poster of McQueen enclosed. The story of the first American team, including McQueen and his stunt double Bud Ekins, to compete in the off-road motorcycle race the International Six Days Trial in 1964. Together with A Birmingham Motor Cycle Club Silver and Enamel 1921 Victory Cup Fob awarded to A. E. Wood, a Redditch & District 1921 Autumn Trial fob awarded to A.Wood and an Auto Cycle Union 1919 Six Days Reliability Trial B.S.A. Class D No. 45 medallion. Close inspection advised. (Qty)

£350 - 450

2 ♦♦

A QUANTITY OF BOOKS

including 'The Vincent H.R.D story'; Moto Guzzi de Corsa; The Racing Motorcycle and a good selection of Motor Cycling editions, close inspection advised. (Qty)

£250 - 350

3 ♦

TWO BENELLI DISPLAY SIGNS

measuring 54cm x 54cm x 11cm and 181cm x 45cm (double sided), close inspection advised. (2)

£200 - 300

4

THREE ILLUMINATING SIGNS,

comprising Benelli 155 x 53.5 cm, Shark Racing Helmets 58.5 x 30.5 cm, and Honda double-sided 79 x 79 cm, all untested, close inspection advised. (3)

£325 - 525

5 ♦

A BENELLI DISPLAY LIGHTBOX

believed to have been used by a dealership, 46cm x 166cm x 11cm, there is a crack appearing in the top left of the plastic display, close inspection advised. (Qty)

£400 - 600

5A

A 1914 SENIOR TT PROGRAMME

presenting in good condition with light foxing to the edges, still retaining the 6D price. tab across the middle front and back cover with a crease down the centre, inscribed 'Programme of the Senior Tourist Trophy Race, 21 May, 1914.' close inspection advised. (Qty)

£150 - 250



5

6 A SELECTION OF MEDALLIONS AND MEDALS AWARDED TO GEORGE TUCKER

for various events and years including; BMCRC; Ealing District 1925; TT riders association and others (list available), close inspection highly recommended. (Qty)

£200 - 300

7

A SELECTION OF GEORGE TUCKER MEMORABILIA

including his race worn helmet; a framed list of race wins (29cm x 24cm); a selection of pictures of George Tucker; a wonderful scrapbook of numerous newspaper cuttings and photographs of George Tucker throughout the years (inspection highly recommended); a 1928 BMCRC programme and a notebook with notes of various racing machines ridden by George Tucker. (Qty)

£200 - 300

8

A SELECTION OF TT MEMORABILIA FROM THE EARLY 30'S AND 20'S

including various TT marshal armbands throughout the years; a signed picture of Mike Hailwood; period race photographs from the 1920s; various correspondence relating to the Marx Grand Prix from Stirling Moss, John Surtees, Freddie Frith, Donald Campbell and others together with other assorted memorabilia, close inspection advised. (Qty)

£250 - 350

9

GEORGE TUCKER - A 1921 BROOKLANDS BMCRC BRONZE ROUNDEL

mounted on wooden plaque, 22cm diameter with British Motor Cycle Racing Club, Britannia and laurel design relief to the centre, 'Frith 20' casting mark, inscribed; '3 lap handicap winner G.H.Tucker Brooklands 27.8.21'. (Qty)

£400 - 600



5A



9

10

GEORGE TUCKER - A 1921 BROOKLANDS BMCRC BRONZE ROUNDEL

mounted on wooden plaque, 22cm diameter with British Motor Cycle Racing Club, Britannia and laurel design relief to the centre, 'Frith 20' casting mark, inscribed; '3 lap sidecar & cyclecar handicap winner G.H.Tucker Brooklands 27.8.21' (Qty)

£400 - 600



11
GEORGE TUCKER - AN ISLE OF MAN TT REPLICA TROPHY
 awarded for 1st place in the 1924 Sidecar Race to George Tucker riding a Norton, depicting the Mercury figure, complete with caduceus, mounted on a black wooden base applied with plaque inscribed 'Tourist Trophy Races 1924 G.H.TUCKER 5.33 Norton 51.31mph', 27cm high.
£500 - 800

12
GEORGE TUCKER - AN ISLE OF MAN TT REPLICA TROPHY
 awarded for 3rd place in the 1923 Sidecar Race to George Tucker riding a Norton, depicting the Mercury figure, missing the caduceus, mounted on a black wooden base applied with plaque inscribed 'Tourist Trophy Races 1923 G.H.TUCKER 5.88 Norton', 27cm high.
£500 - 800

13
A SILVER CIGARETTE CASE GIFTED TO GEORGE TUCKER BY NORTON
 9cm x 12cm; inscribed 'Presented by Norton Motors Ltd to G.H.Tucker. in appreciation of his success in the 200 miles sidecar race - Brooklands. June 17th 1922'.
£400 - 600



13
A BOXED 1924 MOTOR CYCLING CLUB LONDON-EDINBURGH RUN 9CT GOLD WINNER'S MEDAL, AWARDED TO GEORGE BROUGH
 the 28mm diameter gold medal with obverse struck with MCC allegorical figures, the reverse with London Edinburgh race title and engraved 'Motor Cycle June 6-7 1924 G.Brough', the medal in box with lid.
 (2)
£350 - 450

14
 Research suggests that 28 special gold medals were awarded to Solo riders for the two-way journey, with four presented to Combination riders, and gold medals for the outward run only were presented to 55 Solo riders and 11 Combination riders.

15
PHIL READ - A MOTO-CLUB SANREMO TROPHY
 awarded to Phil Read, inscribed 'Azienda Autonoma Soggiorno E Turismo Sanremo', 42cm high together with a Chevron trophy, 22cm and an unmarked trophy, 34cm high.
 (3)
£250 - 450



16
PHIL READ - A MOTO CLUB USIP MODENA GARA MOTOCICLISTICA TROPHY, 1972
 mounted on brown wooden base, awarded to Phil Read, inscribed 'Moto Club USIP Modena Gara Motociclistica 19 Marzo 1972 Trofeo Shell', 38cm high together with a Campionato Italiano di Velocita trophy inscribed 'Moto Club C. Berardi Riccione 2 Prova di Campionato Italiano di Velocita Seniores ed Internazionale 28 Marzo 1971', 50cm high.
 (2)
£250 - 450

17
PHIL READ - A 1976 ITALIAN GRAND PRIX TROPHY
 awarded to Phil Read, twin-handled, mounted on wooden base with applied plaque inscribed '54o Gran premio Delle Nazioni Trofeo NOVA Elmetts, 2o Class Cl.500cc, Autodromo Internaz. Le del Mugello, 16 Maggio 1976', 44cm high; together with a Shell Sport Trophy, twin-handled and mounted on plastic bases, inscribed 'Shell Sport 500cc Championship, Brands Hatch, Winner, 31st May 1976', 23cm high.
 (2)
£250 - 450

18
A MELLANO TROPHY, 1960
 bearing the BMCRC emblem to the centre, inscribed 'The Mellano Trophy 1960 S.M.B.Hailwood'.
£1,000 - 2,000

19
MIKE HAILWOOD - AN ISLE OF MAN TT REPLICA TROPHY
 awarded for the fastest lap in the Senior Race to Mike Hailwood riding a MV Agusta, depicting the Mercury figure, complete with caduceus, mounted on a black wooden base applied with plaque inscribed 'Auto Cycle Union 1965 T.T. Races Senior Race Fastest Lap S.M.B.Hailwood 95.11mph', 27cm high.
£800 - 1,200

20
MIKE HAILWOOD - AN ISLE OF MAN TT REPLICA TROPHY
 awarded for 3rd place in the Lightweight Race to Mike Hailwood riding an NSU, depicting the Mercury figure, complete with caduceus, mounted on a black wooden base applied with plaque inscribed 'Auto Cycle Union 1958 Lightweight Race. 3rd M.Hailwood 74.30mph', 27cm high.
£500 - 800

21
MIKE HAILWOOD - AN ISLE OF MAN TT REPLICA TROPHY
 awarded for 7th place in the Ultra Lightweight Race to Mike Hailwood riding a Paton, depicting the Mercury figure, complete with caduceus, mounted on a black wooden base applied with plaque inscribed 'Auto Cycle Union 1958 Ultra-Lightweight Race. 7th. M. Hailwood 68.54mph', 27cm high.
£400 - 600



15



16



19



18

22
MIKE HAILWOOD - AN OULTON PARK BMCRC TROPHY, 1957
 mounted on black plastic base, inscribed 'British Motorcycling Club Championship Meeting Oulton Park. AUG. 3rd 1957 S.M.B.Hailwood 3rd 125c.c. MV. 69.28mph' 29cm high.
£400 - 800

23
MIKE HAILWOOD - THE PINHARD PRIZE TROPHY, 1957/8
 mounted on black plastic base, awarded to Mike Hailwood, inscribed 'The Pinhard Prize 1957/8 S.M.B.Hailwood' 15cm high.
£300 - 500

24
MIKE HAILWOOD - A WIRRAL TROPHY, 1957
 mounted on black plastic base, awarded to Mike Hailwood, inscribed 'Wirral 100 M.C. Rhydymwyn 1st. 250.c.c. July 1957 S.M.B.Hailwood', 15cm together with a Avon Novice Trial trophy, inscribed 'Avon Novice Trial 1st. Class 1960 M. Hailwood', 12cm high.
 (2)
£300 - 500

25
MIKE HAILWOOD - A CADWELL PARK CHAMPIONSHIP MEETING TROPHY, 1957
 mounted on plastic base, inscribed 'Cadwell Park Championship Meeting September 15th 1957. S.M.B.Hailwood 2nd 250cc class 201cc MV', 30cm high together with 4 books relating to Mike Hailwood
 (5)
£250 - 350

26 ♦♦
A QUANTITY OF NORTON PARTS
 including two frames, one numbered F7 34482, another with badly corroded number, an unnumbered part frame, an incomplete ES2 engine numbered 8164 P4, an incomplete Dominator engine numbered 30337 E12, crankcases numbered 54382 J122, two gearboxes numbered G102 A 6945 and GB8 6977, front forks, mudguards, tool boxes, oil tanks, petrol tank, wheel rims, carburettors, and sundry other parts, condition and completeness unknown, close inspection advised.
 (Qty)
£300 - 400

27 ♦♦
A C.1953 JAP 1,100CC 8/80 JTOS RACE/ SPRINT-TYPE ENGINE,
 numbered JTOS/S 85337/Z; circulating oil/dry sump, rebuilt within the last two years by Ewan Cameron using original and new parts, we are advised by the vendor the magneto may require attention, close inspection advised.
£10,000 - 15,000



34

A VINCENT-HRD SERIES-A ENGINE

numbered 2X, fitted with oil pump (numbered BD555) and bronze head, close inspection advised.
£4,000 - 6,000

35

A SET OF VINCENT TOURING MUDGUARDS

believed original and suitable for a Rapide or Black Shadow, close inspection advised.
 (3)
£200 - 300

36

A SELECTION OF TRIUMPH TT/TTR PARTS

including crankcases (numbered 12254 82); flywheel assembly; cylinder barrel; cylinder head and other assorted spares, close inspection advised.
 (Qty)
£300 - 500

37 ♦♦

A LARGE SELECTION OF HONDA CR93 SPARES

including a crankcase (unnumbered, believed new old stock); crankcase half (numbered CR93E-3100166) barrels; two cylinder heads; carburettors; crankshafts; various electrical parts; camshaft and crankshaft gears; quantity of Honda mainbearings (part no. CR93-2901); complete clutch assembly; pistons; sprockets; primary gear and other assorted spares, close inspection and perusal highly recommended.
 (Qty)
£1,000 - 2,000

37

28 ♦♦

A SELECTION OF FN FOUR CYLINDER ENGINE SPARES

including engine case, numbered both 169 and 179, with sump; together with four blind cylinder barrels, a camshaft and incomplete rocker shaft. Condition, compatibility and completeness unknown. Close inspection advised.
 (Qty)
£300 - 400

29 ♦♦

AN INCOMPLETE FN FOUR-CYLINDER ENGINE

numbered S 767, comprising engine cases, four blind cylinder barrels, camshaft and flywheel. Condition, completeness and compatibility of parts unknown. Close inspection advised.
 (Qty)
£300 - 400

30 ♦♦

A SELECTION OF BELIEVED MOSTLY VINTAGE AND VETERAN COMPONENTS, INCLUDING FN

including carburettors, footboards, saddles, handlebars, exhausts, hubs including Sturmey Archer, control levers and associated components, some reproduction, condition and completeness unknown, close inspection advised.
 (Qty)
£300 - 500

31 ♦♦

A QUANTITY OF BELIEVED MOSTLY FN COMPONENTS

including two incomplete single-cylinder engines, numbered 3846 and the other unnumbered; two incomplete gearboxes; cylinder barrels; drive shafts; flywheels; exhaust components; manifolds; conrods; and sundry components. Condition, completeness and suitability unknown, close inspection advised.
 (Qty)
£300 - 500

32 ♦

A QUANTITY OF BELIEVED VINTAGE AND VETERAN SPARES

some believed FN; condition, completeness and suitability unknown, close inspection advised.
 (Qty)
£300 - 400

33 ♦♦

A BELIEVED VETERAN ERA MILLS AND FULFORD SIDECAR

believed an older restoration with leather trimmed interior, fitted Miller front sidelamp, P&H acetylene generator and Pratts oil can.
£800 - 1,200

38

A SELECTION OF HONDA CR110 SPARES

including pistons; crankshaft and gear selector drums, close inspection advised.
 (Qty)
£100 - 200

39 ♦♦

TWO ROTARY ENGINES

comprising a Norton 588cc air-cooled twin-rotor Wankel engine and a Fichtel & Sachs KM914 300cc air-cooled single-rotor Wankel engine, numbered 55094/85, condition and completeness unknown, close inspection advised.
 (2)
£250 - 350

40

A NORTON MANX PETROL AND OIL TANK

made by our vendor, a retired Formula 1 fabricator who worked for the Benneton and Renault F1 teams, condition and completeness unknown, close inspection advise.
 (2)
£250 - 350

41

A DUCATI MHR PETROL TANK

made by our vendor, a retired Formula 1 fabricator who worked for the Benneton and Renault F1 teams, condition and completeness unknown, close inspection advise.
£250 - 350

42 ◊

A QUANTITY OF PETROL TANKS AND TOOLBOXES

some believed Vintage or Veteran, one marked FN, another marked Coventry Eagle; together with a selection of toolboxes, condition and completeness unknown, close inspection advised.

(Qty)

£300 - 500

43 ◊

A SELECTION OF BELIEVED VINTAGE OR VETERAN MAGNETOS

including a Brass bodied four-cylinder Robert Bosch example; a brass bodied Bosch Type D2R; and a selection of other Bosch magneto's, in various states of condition, condition and completeness unknown, close inspection advised.

(Qty)

£300 - 500

44

A LUCAS WADER MAGNETO

stamped K2FR 42324B, condition and completeness unknown, close inspection advised.

£250 - 350

45

A SELECTION OF LUCAS MAGNETOS

various states of condition; together with a Thomson Bennett magneto, condition and completeness unknown, close inspection advised.

(Qty)

£200 - 300

46 ◊◊

AN AUTOJUMBLERS LOT

comprising of a Norton cylinder head; mudguards; timing cover; speedometer; horns and other sundry items, close inspection advised.

(Qty)

£250 - 350

47

A SELECTION OF SPEEDOMETERS AND ELECTRIC HORNS

Mostly Smiths type; together with a reproduction Exide battery box. Condition and completeness unknown, close inspection advised.

(Qty)

£200 - 300

47A

A BONNIKSEN ROTHERHAMS 100MPH SPEEDOMETER

silver faced dial with twin needles, time and trip subsidiary dials and distance window, patent number 2052/12, complete with mounting bracket, drive mechanism, gearbox and cable.

£800 - 1,200

LOTS 48 - 79 ARE OFFERED FROM THE CLIVE WOOD MBE COLLECTION

48 ◊◊◊

AN INCOMPLETE AND BELIEVED C.1933 MATCHLESS 600CC SILVER HAWK PROJECT

comprising frame, numbered 903, engine bottom end, numbered 33/B 965; cylinder head, cambox, two manifolds, exhaust components, toolbox, rear frame numbered 1094, rear rack, front fork blades, sundry engine plates, front and rear mudguards, suspension springs, rear chainguard, incomplete gearbox components (gearbox outer cover numbered 58514), sundry engine components, pillion saddle, oil tank, and petrol tank. Some parts believed remanufactured. Offered without documents. Condition, compatibility, and completeness of parts unknown. Close inspection advised.

£3,000 - 5,000

49 ◊◊◊

AN INCOMPLETE AND BELIEVED C.1933 MATCHLESS 600CC SILVER HAWK PROJECT

comprising frame, numbered 652, believed to be a non-factory stamping; engine bottom end, numbered B590; rear frame numbered 890, rear rack, sundry engine plates, front and rear mudguards, suspension springs, rear chainguard, incomplete gearbox components (gearbox outer cover numbered 58235), sundry engine components, oil tank, and petrol tank. Some parts believed remanufactured. Offered without documents. Condition, compatibility, and completeness of parts unknown. Close inspection advised.

£2,000 - 4,000



48



49



50 ♦♦♦

AN INCOMPLETE C.1930 MATCHLESS 400CC SILVER ARROW PROJECT

comprising frame, numbered 1040; rear frame numbered 526; rear rack, engine bottom end, numbered A1119; cylinder barrel, cylinder head, exhaust manifold, sundry engine plates, petrol tank, saddle, oil tank, front and rear mudguards, rear chainguard, suspension springs, and sundry parts. Some parts believed remanufactured. Displaying the vehicle registration number HJ 9741 however, it should be noted the machine is offered without registration documents. The VRN appears to the HPI database however, prospective bidders must satisfy themselves as to the validity of the VRN prior to bidding. The purchaser is responsible for re-registering the motorcycle. Condition, compatibility, and completeness of parts unknown. Close inspection advised.

£2,000 - 3,000

50



51 ♦♦

A SELECTION OF BELIEVED MOSTLY MATCHLESS 400CC SILVER ARROW COMPONENTS

comprising engine, numbered A1991; rear frame numbered 1371, rear rack, petrol tank, and two mudguards. Some parts believed remanufactured, condition, compatibility, and completeness of parts unknown, close inspection advised.

(Qty)

£500 - 800

52 ♦♦♦

A BSA E15 TWIN-CYLINDER PROJECT

including frame numbered E15 236, crankcases numbered E15.454.; together with wheels, frame sections, crankshaft, barrels, cylinder heads, silencers, toolboxes, headlamp, oil tank, primary chain cases, and sundry parts, condition, completeness and suitability of parts unknown. Close inspection advised.

(Qty)

£800 - 1,200

52



54



55



56



57



59



58

53 ♦♦♦

A BELIEVED C.1934 MONTGOMERY J.A.P 500CC PROJECT

comprising frame numbered 6225, displaying the vehicle registration number ADU 565, engine numbered KOCZ/D 37825/S, with rear mudguard attached. Together with two wheels, two mudguards, incomplete magneto and dynamo parts, gearbox components, cylinder head, rocker box, saddle, incomplete carburettor, and sundry spares. Condition, completeness and suitability of parts unknown. Close inspection advised. It should be noted, the HPI report and old V5C list a different engine number. Offered with old V5.

(Qty)

£500 - 800

54 ♦♦♦

A BELIEVED C.1929 TRIUMPH 549CC PROJECT

comprising frame numbered 805090, engine numbered, 600853 HRM, together with a large quantity of spares. Please note, the ABC case is not included. Offered with old V5C and 1947 continuation RF.60 logbook for the Vehicle Registration Number VX 252. Condition, completeness and suitability of parts unknown. Close inspection advised.

(Qty)

£400 - 600

55 ♦♦♦

A BELIEVED C.1936 BSA 496CC MOTORCYCLE PROJECT

comprising frame numbered D6780, crankcases numbered D5.558 C, 4-speed gearbox, spare engine numbered R 3937, together with two wheels, various mudguard sections, silencer, gearbox shell, carriers, and sundry spares. Offered with V5C for the vehicle registration number VSJ 632, with the frame number recorded therein as D8780, and engine number D8557. Condition, completeness and suitability of parts unknown. Close inspection advised.

(Qty)

£300 - 400

56 ♦♦♦

AN ABC PROJECT

comprising frame numbered 2534; engine components including central engine case (un-numbered), rear case number 2517, two barrels, heads and pistons; incomplete carburettor; headlamp; toolbox; horn; exhaust; saddle pan; saddle frame; brake hub; brake plates; front wheel; magneto; dynamo, and sundry components. Condition and completeness unknown, close inspection advised.

(Qty)

£300 - 500

57 ♦♦♦

A ROYAL ENFIELD PROJECT

frame numbered 15239 (overstamped) and engine, numbered 15239 (overstamped); with gearbox, forks and wheels. Offered without documents. Condition and completeness unknown. Close inspection advised.

£200 - 400

58

AN INCOMPLETE C.1950 SWALLOW 122CC GADABOUT PROJECT

no frame number visible, engine number 933/1 16210. for restoration Offered with an old V5 for the VRN CU 5468.

£200 - 400

59 ♦♦♦

A RALEIGH PROJECT

comprising frame, no frame number visible; OHV twin-port engine, numbered O 1194; with BTH magneto and timing covers attached, engine turns over, condition and completeness unknown, close inspection advised.

£200 - 400

60 ♦♦♦

A C.1936 DOUGLAS PROJECT

comprising frame, numbered AE 373D believed Aero type; forks, petrol tank, rear wheel, gearbox, toolbox, detached front wheel, and engine numbered 5/L 332, believed 500cc. Displaying the VRM 'CYM 321' which does not appear to the HPI or DVLA database, condition, completeness and suitability of parts unknown, close inspection advised.

£200 - 400

61 ♦

A MATCHLESS 400CC SILVER ARROW ENGINE

numbered A1947, condition and completeness unknown, close inspection advised.

£200 - 400



60

62 ◊
A SELECTION OF MATCHLESS SILVER ARROW ENGINE COMPONENTS

comprising an engine bottom end, numbered A999; engine cases, numbered A1968; two cylinder barrels, and two cylinder heads. Condition and completeness unknown, close inspection advised.

£200 - 400

63 ◊

A SELECTION OF MATCHLESS SILVER ARROW ENGINE COMPONENTS

comprising an engine bottom end, numbered A907; engine cases, numbered A1118; two cylinder barrels with manifolds, and two cylinder heads. Condition and completeness unknown, close inspection advised.

£200 - 400

64 ◊◊

A SELECTION OF BELIEVED MATCHLESS SILVER HAWK COMPONENTS

including crankcases (numbered B652, 33/B 1934 and a half crankcase); primary case inner; flywheels; pistons; bushes and other sundry items, condition and suitability unknown, close inspection advised.

(Qty)

£300 - 500

65 ◊

A QUANTITY OF BELIEVED MATCHLESS SILVER HAWK/SILVER ARROW COMPONENTS

mostly newly manufactured, condition and completeness unknown, close inspection advised.

(Qty)

£250 - 350

66 ◊

A BELIEVED C.1931 DOUGLAS 350CC ENGINE

numbered EV1190, condition and completeness unknown, close inspection advised.

£300 - 400

67 ◊◊

A QUANTITY OF BSA PARTS

including two incomplete bottom ends numbered ZA7 9238, the other numbered ZA7 2787 believed restamped; together with two incomplete gearboxes; a pair of primary chain cases; three brake hubs; a rear hub; six NOS Amal float chamber extensions; and sundry spares. Condition and completeness unknown, close inspection advised.

(Qty)

£300 - 400

18 | THE SPRING STAFFORD SALE

68 ◊◊

A QUANTITY OF BELIEVED MOSTLY ROYAL ENFIELD PARTS

including an engine bottom end, numbered 6449 and 16122; empty crankcases numbered RL385; 20910 and 2238; empty crankcases numbered 20821 and 300 to plaque; together with a gearbox numbered RL982 HHZ 4 867; a petrol tank; silencer; and sundry engine components. Condition and completeness unknown, close inspection advised.

(Qty)

£300 - 400

69 ◊

A SELECTION OF MUDGUARDS

some new, some in primer, suitability unknown, close inspection advised.

(Qty)

£100 - 150

70 ◊◊

A QUANTITY OF WHEELS

some with tyres, some believed Vintage / Veteran, condition and completeness unknown, close inspection advised.

(Qty)

£100 - 200

71 ◊◊

SIX NEW REPRODUCTION WHEELS

believed suitable for Matchless Silver Hawk or Silver Arrow, together with various new reproduction hubs, and a quantity of assorted new hub components, condition, completeness and suitability of parts unknown, close inspection advised.

(Qty)

£300 - 400

72 ◊

A QUANTITY OF ELECTRICAL AND ACETYLENE HEADLAMPS, GENERATORS

including headlamps; tail lamps; Vintage/Veteran and Post War together with a quantity of electric horns; a Smiths clock and sundry associated components, condition and completeness unknown, close inspection advised.

(Qty)

£300 - 500

73 ◊

A SELECTION OF VINTAGE OR VETERAN PARTS

including a Raleigh petrol tank; four toolboxes; fork blades; exhaust components; handlebars; mudguard brackets; silencers and sundry parts, close inspection advised.

(Qty)

£250 - 350

74 ◊◊

AN AUTOJUMBLERS LOT

including a BSA engine numbered D8557 C, believed c.1936 500cc Empire Star; a quantity of mudguards, petrol tank, saddles and saddle frame, together with a selection of Vintage/Veteran wheel components, and wheel with gear hub, and sundry other parts, condition, completeness and compatibility of parts unknown, close inspection advised.

(Qty)

£300 - 400

75 ◊◊

AN AUTOJUMBLERS LOT

including a quantity of magnetos, many incomplete; an incomplete mag-dynos; carburettor spares; pudding basin helmets; a rear wheel; Triumph timing covers; and sundry parts, condition and completeness unknown, close inspection advised.

(Qty)

£300 - 400

76 ◊

A QUANTITY OF MUDGUARDS

some new reproduction; together with two rear stands, oil tank, air filter box, rear racks, and three boxed Vintele motorcycle prop stands, condition and completeness unknown, close inspection advised.

(Qty)

£300 - 400

77 ◊◊

A WICKER SIDECAR CHAIR

date and manufacture unknown, close inspection advised.

(1)

£100 - 200

78 ◊◊◊

A BELIEVED NOXAL SIDECAR

age related condition, close inspection advised.

£150 - 200

79 ◊◊◊

A BELIEVED WATSONIAN TWO-SEAT SIDECAR

condition and completeness unknown, close inspection advised.

£150 - 200

79A ◊◊

A SELECTION OF PUCH MAXI SPARES;

comprising of a frame; engine (numbered 1532358); forks and other associated parts, close inspection advised.

(Qty)

£200 - 300

80 ◊◊◊

C.1956 MV AGUSTA PROJECT

Registration no. Unregistered

Frame no. 633537 Engine no. 632847

Disappointed by the poor sales of its 1960 line-up, which featured a trio of newcomers with engines displacing 99, 235 and 300cc, MV Agusta returned to the more traditional capacity classes for 1961, launching the all-new Centomila in 125 and 150cc variants. They were powered by an overhead-valve four-stroke single built in unit with a four-speed gearbox, which went into MV's familiar set of lightweight cycle parts. Like their larger siblings, the small MVs were very expensive - typically costing almost as much as a British 500 in the UK - which explains why so few of these exquisitely engineered little bikes were sold in this country. Believed to date from circa 1956, this MV Agusta project is believed to be a 125cc model. Offered dismantled and incomplete, this rewarding project comprises a frame, engine, headlamp, speedometer, petrol tank, dual seat, toolbox, mudguards, hubs, wheel rims, and sundry parts. Its condition and completeness is unknown, and is therefore offered strictly as viewed.

£375 - 575



81 ◊◊◊

C.1976 YAMAHA TZ350D PROJECT

Frame no. 383-993305 Engine no. R5-993305

Following its successful adoption on the works twins, water cooling first appeared on Yamaha's over-the-counter racers with the introduction of the TZ range in 1973. Apart from the water cooling, which made it more reliable, the engine was little changed from that of the preceding air-cooled TD/TR. The customer TZs changed little until the arrival for 1976 of the TZ250/350C, which was equipped with Yamaha's mono-shock rear suspension that had been developed in the works moto-crossers. With the new rear suspension came a longer-travel front fork complete with single disc brake, while changes to the TZ250C's porting and exhaust opened the door to further advances. Yamaha made few changes to the succeeding 'D' and 'E' models. Comprising of a frame (numbered 383-993305); engine (numbered R5-993305); forks; wheels; fairing; shocks; tools; carburettors and other sundry spares. We're advised by the vendor that he purchased this machine in 2006 where it was reputedly raced by Bengt Elgh of Scandinavian fame. Purchased complete, the vendor stripped it down for restoration but never got round to finishing it, however he was able to have the forks and bottom half of the engine refurbished whilst the frame and swinging arm were refinished. Offered with sundry invoices and correspondence from 2006.

£3,500 - 5,500



82 ◊◊◊

1986 SUZUKI RG500 PROJECT

Registration no. C795 DVS

Frame no. HM31A-101299 Engine no. 00101520

Based on its World Championship-winning RG500 racer that had carried Britain's Barry Sheene to his two World titles (in 1976 and 1977), Suzuki's Gamma roadster retained the same square-four engine layout, geared-together crankshafts, and disc-valve induction. A box-section aluminium frame, 'Full Floater' rear suspension, and triple disc brakes completed the picture. More racetrack focussed than Yamaha's rival RD500, the Gamma, with its 130mph-plus top speed, 11.5-second quarter-mile time, and superlative handling and brakes, remains the closest anyone got to offering a modern Grand Prix 500 for the road; indeed, many found their way onto the world's racetracks. Not surprisingly, the RG500 was an immense success with the seriously speed-addicted, and today this legendary model is highly sought after by collectors of modern Japanese classics. This RG500 was purchased by the late owner in 1990 and used for many trips including a memorable trip to the Isle of Man. The bike was dry stored for many years until the late owner started a rebuild at the beginning of 2023. The engine was removed and taken to the world renowned two stroke expert, Stan Stevens, for a complete rebuild. The invoice for the work by Stan Stevens is on file and the engine is ready to be refitted into the chassis. A fault was discovered in the swinging arm (a known fault) and a good replacement was sourced. A fantastic opportunity to complete the restoration on these ever increasingly popular two stroke Suzuki's, offered with a V5 and the aforementioned invoice from Stan Stevens.

£5,000 - 7,000





83 ♦♦♦

C.1957 NORTON DOMINATOR 99 PROJECT

Registration no. 53 AMA

Frame no. M14 72749

Engine no. 20033 E1

In 1955 Norton updated their '88' (500cc) Dominator by boring and stroking the engine to produce the '99' (600cc) version seen here. By 1960, the 99 had received the 'Slimline' Featherbed frame with oil damped Roadholder forks, Girling shocks and full width hubs offering improved braking. With its increased compression and impressive handling, the 99 offered viable competition to the popular Triumph 650s of the time, and was a good seller for the Norton brand, running until 1962. This '99' cafe racer project is offered for restoration and we're advised by the vendor that the late owner had the bottom end recently refurbished ready for the restoration to start. Offered with an old style V5, invoices and manual.

£1,000 - 2,000



84 ♦♦♦

Property of a deceased's estate

1950 VINCENT 499CC SERIES-C COMET PROJECT

Registration no. LYV 387

Frame no. RC/1/7268 Rear frame no. RC/1/7268

Engine no. F5AB/2A/5368 Crankcase mating no. 16Q / 16Q

Introduced in 1948, the Comet single continued in production until 1954, offering the same degree of refinement as its bigger brothers, 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. Upper and rear frames 'RC/1/7268', together with engine number 'F5AB/2A/5368', identify this machine as a Series-C Comet despatched to Conway's in November 1950 and registered as 'LYV 387'. The late owner purchased the Vincent in Ireland in 2011. The machine had previously formed part of a motorcycle combination and comes with a detached Watsonian sidecar body, windscreen, wheel and mudguard (there is no chassis). Kept dry stored since acquisition and last taxed to 30th June 2015, the Comet is offered as a dismantled project for restoration and thus is sold strictly as viewed. Prospective purchasers must satisfy themselves with regard to the completeness, originality and integrity of this Lot prior to bidding. Accompanying paperwork includes a V5C registration document; a copy of the previous-owner V5; copy/print of the 2011 purchase receipt; DVLA SORN correspondence; a copy of the old Irish registration document; and various receipts/invoices. It should be noted that the V5C records the frame number as 'FSAB-2A-5368' (this approximates to the engine number, which is actually 'F5AB/2A/5368').

£7,000 - 10,000



85 ◊◊◊

Property of a deceased's estate

BSA 343CC B40 MILITARY MOTORCYCLE PROJECT

Registration no. unregistered

Frame no. none visible Engine no. B40GB JH6511

Introduced in September 1958, the unitary construction C15 replaced the outgoing C12 and would provide the basis for an entire range of singles in capacities up to 500cc. The first new C15-based model to feature an enlarged engine was the 343cc B40, an addition to the line-up for 1961. Many B40s would see service with the British Armed Forces, which ordered 2,000 following an extended reliability test. A number of modifications were made to the military-specification B40, including a lower compression ratio of 5.0:1; Zenith 'butterfly' carburettor; cut-down, moto-cross oil tank; external, cartridge-type oil filter; fork gaiters; and a fully-enclosed rear drive chain. Although the 'civilian' B40 disappeared from the range at the end of 1967, military production continued for another couple of years, the last machines being delivered in 1970. The B40 would remain in military service well into the 1970s. Partially repainted in Army Green, this dismantled B40 project consists of a frame, swinging-arm, shock absorbers, tool boxes, rear mudguard, pannier cradles, engine (mounted to stand), exhaust, fork shrouds, top yoke, wheels and sundry other components. Its history since acquisition is not known and the machine is offered without documents.

£500 - 800

No Reserve



86 ◊◊◊

C.1936 TRIUMPH L2/1 PROJECT

Registration no. not registered

Frame no. L1742 Engine no. T1.L6.2955

Just as he had done at Ariel in the 1920s, Val Page transformed his employer's ageing range on his arrival at Meriden as Triumph's Chief Designer in 1932. The new line-up comprised overhead-valve and sidevalve singles in capacities ranging from 250 to 500cc, plus the range-topping 650cc 6/1 sidecar tug. Endowed with distinctive timing-gear covers - a feature Page would employ at BSA later in the decade - the engines were simple yet robust in construction, and amenable to a fair degree of tuning in the case of the overhead-valve units. This L2/1 consists of a frame; forks; engine and gearbox and is sold as seen without documents.

£400 - 800

No Reserve



87 ◊◊◊

Property of a deceased's estate

1929 NORTON 490CC MODEL 18 PROJECT

Registration no. not registered

Frame no. 41832 588 Engine no. 44800

Like the majority of their contemporaries, Norton relied on the sidevalve engine until the 1920s when the existing and well-tryed 490cc unit was used as the basis for the firm's first overhead-valve design. Newly introduced for 1923, Norton's Model 18 OHV sports roadster quickly established a reputation for both speed and reliability when a standard engine assembled from parts was used to set a host of records, including a new 12 hours mark. The Model 18 retained its essentially Vintage characteristics until 1931 when the range was extensively redesigned, dry-sump lubrication and rear-mounted magneto being standardised, the most obvious external alteration in its appearance before then being the adoption of a 'saddle' tank for 1929. There were numerous improvements made to the engine throughout the 1930s, including enclosure of the valve gear, while Norton's own four-speed foot-change gearbox replaced the old Sturmey Archer in 1935. Production of an essentially unchanged 1939 model resumed after WW2. Offered for restoration and sold strictly as viewed, this project consists of a frame, engine and forks. There are no documents with this machine, the history of which is unknown.

£1,500 - 2,500

No Reserve





88 ◊◊◊

Property of a deceased's estate

C.1934 ARIEL 600CC MODEL 4F SQUARE FOUR PROJECT

Registration no. not registered Frame no. Y7690 Engine no. UA198
 Designed by the legendary Edward Turner, the Ariel Square Four was first shown at Olympia in 1930. Unique at the time of its introduction, the 'Squariel', as it was swiftly dubbed, featured a single block of four cylinders and twin geared-together crankshafts with pistons phased at 180 degrees. The crankcase was split horizontally, unusually for a motorcycle engine of the period, while the vertical valves were operated by a single overhead camshaft. Although launched as a '500', the Squariel was soon enlarged to 601cc with an eye on the important sidecar market, this 4F/6 version being made available for the 1932 model year. The '500' was dropped after 1932 but the '600' continued until the end of 1936, its place being taken by the totally redesigned Model 4G, with 995cc overhead-valve engine. The '600' reappeared for 1939 as the 4F, redesigned along the lines of its larger sibling, but did not resume production after the war. This dismantled Square Four consists of a frame with forks, headlamp and front mudguard attached; a repainted tank (missing some instruments); an engine; and sundry other spares (unrestored). The 1954 continuation logbook for the lapsed registration 'OC 7686' may assist the successful purchaser in applying to retrieve that number and re-register the motorcycle.

£3,000 - 5,000

No Reserve



89 ◊◊◊

Property of a deceased's estate

C.1951 DOUGLAS 348CC 80 PLUS PROJECT

Registration no. not registered Frame no. 10956 Engine no. 80/180
 Douglas commenced post-war production in 1947 with, naturally enough, a horizontally opposed twin, though unlike the vast majority of previous models the T35 mounted its engine across the frame. 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 Radidraulic front fork. After development work had cured frame breakages and improved engine power, the revised version was dubbed the MkIII. Also part of the range by this time 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. Believed to be an 80 Plus, this dismantled project consists of a frame, fuel tank, sundry parts and an engine (it should be noted the engine suffix '/80' incorrectly appears as the prefix). Prospective purchasers should satisfy themselves regarding the condition and authenticity of this motorcycle prior to bidding. There are no documents with this machine, the history of which is unknown.

£800 - 1,200

No Reserve



90 ◊◊◊

Property of a deceased's estate

C.1935 VELOCETTE 348CC KSS PROJECT

Registration no. 266 XUM Frame no. MSS012 Engine no. KSS7344
 By the end of the 1920s, Veloce's range of over-head camshaft K-Series roadsters boasted a host of variations on the theme that included Normal, Sports, Super Sports, Touring, Economy and twin-port models. Introduced in 1925, the KSS was the Super Sports version while the KTS tourer employed the same overhead camshaft engine in virtually identical cycle parts, differences being confined mainly to mudguard style and wheel sizes. Introduced for the 1936 season, the MkII version of the KSS/KTS represented a major redesign, featuring many improvements including a new aluminium-alloy cylinder head with enclosed valve-gear, plus the cradle frame and heavyweight Webb forks of the new MSS tourer. Offered from a deceased estate, it was purchased by the late owner in 2008, with the restoration being started c.2017. Currently dismantled and offered for completion, it has an extensive history file detailing the work carried out to date, as well as a current V5C. Sold strictly as viewed, prospective purchasers must satisfy themselves with regard to the completeness, originality and integrity of this Lot prior to bidding.

£3,000 - 5,000

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.

91 ◊◊◊

Property of a deceased's estate

1928 BROUGH SUPERIOR OVERHEAD 680 PROJECT)

Registration no. not registered (see text)

Frame no. 792

Engine no. GTOY/G 19014 (see text)

- *Current ownership of over 50 years*
- *Wonderful Vintage 680 project*
- *Matching frame, engine and petrol tank*



With the SS80 and SS100 well established by the mid-1920s, it was decided to add a smaller and cheaper alternative to these two 1-litre models to the Brough Superior range. JAP was already producing a 674cc sidevalve v-twin engine and this unit, redesigned to accommodate overhead valves, went into Brough's new 'Overhead 680'. First shown to the public at the Olympia Motorcycle Show in 1926, the 'Miniature SS100', as George Brough called it, entered production for 1927 and was an instant success.

Already dismantled when acquired by the late owner almost 50 years ago, this Overhead 680 project consists of a frame; Castle fork components; fuel tank (numbered '1962', correct for frame '792'); four-stud Sturmey Archer gearbox casing (numbered 'HW36172' and correct for 1928 but not original to this machine); outer case numbered '118130' (no connection to this machine); mudguards; and boxed sundry spares.

The Brough is offered with a 1946 continuation logbook for the registration 'RL 8515', which may assist the successful purchaser in applying to retrieve and re-register the motorcycle with its lapsed registration. It should be noted that the engine suffix 'G' appears to be a JAP factory error ('C' being the suffix for 1928 and 'G' for 1938); however, the serial number appears to be a JAP stamping correct for the period (the BSOC concurs). Brough Superior Club records confirm matching frame, engine and tank numbers (copy documents on file).

£30,000 - 40,000

No Reserve

Motorcycles - Day 1

Saturday 20 April at 14:00

Lots 201 - 272

Images of each lot can be found at
www.bonhams.com/29273





Lots 201 - 231 are offered from a recent important barn-find discovery. Untouched for over 20 years, the motorcycles are offered in various states of condition and completeness, requiring recommissioning or restoration as the case may be, and are therefore sold strictly as viewed.



201



203



202



204

201

Property of a deceased's estate

C.1961 CAPRONI CAPRIOLO 100 PROJECT

Registration no. not registered Frame no. C*12224 Engine no. 11380
 Named after the roe deer, the Capriolo marque emerged in 1948 from the ashes of the giant Caproni group, formerly one of Italy's largest manufacturing concerns. Caproni had been founded in the 20th Century's first decade as an aircraft manufacturer, and only turned to motorcycle production after WW2. The firm commenced with a 50cc ultra-lightweight before swiftly moving on, in 1951, to a 75cc model, the Capriolo 75, which was notable for its use of a pressed-style frame and a four-stroke engine of the overhead-valve 'face cam' type. Introduced at the beginning of 1961, the '100' version, as seen here, was essentially the same apart from the larger engine. This incomplete Capriolo is offered for restoration and sold strictly as viewed. There are no documents with this machine, the history of which is unknown.

£400 - 600

No Reserve

202

Property of a deceased's estate

C.1961 CAPRIOLO 125 'ISDT' PROJECT

Registration no. not registered (see text)
 Frame no. 01611 Engine no. 01888
 Named after the roe deer, the Capriolo marque emerged in 1948 from the ashes of the giant Caproni group, formerly one of Italy's largest manufacturing concerns. Presented in ISDT specification, the machine offered here represents the revised version of the Capriolo 125, introduced in 1959, which, like the contemporary Capriolo 75, featured a new single-cylinder four-stroke engine with 'face cam' valve operation. Carrying competitor number '5' and a tax disc that expired in April 1966, this rare Italian sports motorcycle is offered for restoration and sold strictly as viewed. There are no documents with this Lot; however, the registration 'YVB 792' is recorded in the HPI database. Accordingly, prospective purchasers must satisfy themselves with regard to that registration's validity prior to bidding. The successful purchaser will be responsible for re-registering the motorcycle.

£600 - 1,000

No Reserve

203

Property of a deceased's estate

C.1956 BSA 148CC D3 BANTAM MAJOR

Registration no. not registered (see text)
 Frame no. none visible Engine no. BD3 7398
 Developed from the pre-war DKW RT125 and announced in 1948, the Bantam became a top-seller for BSA, in excess of half a million leaving the Birmingham factory before production ceased in 1971. Originally of 123cc, the engine grew first to 148cc - on the D3 Bantam Major, introduced for 1954 - and then to 172cc. Plunger rear suspension became an option in 1950, the next major changes to the cycle parts being the introduction of swinging-arm rear suspension and a sturdier telescopic front fork on the Bantam Major for 1956. This Bantam Major is offered for restoration and sold strictly as viewed, history unknown. It should be noted that the displayed registration '2648 OI' is now assigned to another motor vehicle. Therefore, the machine is offered without documents and unregistered.

£800 - 1,200

No Reserve

204

Property of a deceased's estate

C.1967 BSA 250CC B40/C15 STAR

Registration no. not registered (see text)
 Frame no. C15G 1568 and 40-4020A (see text) Engine no. C15G 1568
 In September 1958 BSA introduced a new '250' that would provide the basis for an entire range of singles in capacities up to 500cc. This newcomer, the C15, featured a compact overhead-valve engine with unitary four-speed gearbox, which was housed in a conventional cradle frame with bolt-on rear subframe. Alternator electrics and coil ignition were features, early models being distinguished by a distributor-type points housing. This C15 is an older restoration offered in need of further recommissioning or renovation. Its history is not known. It should be noted that the displayed registration 'NHV 102E' is not recorded in the HPI/DVLA database; therefore the machine is offered unregistered and without documents. Furthermore, although the frame has been stamped 'C15G 1568' this is not a BSA stamping. The actual frame number is '40-4020A', which would appear to indicate the frame started life as part of a B40.

£800 - 1,200

No Reserve

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



205



207



206

205

Property of a deceased's estate

1951 TRIUMPH 498CC 5T SPEED TWIN PROJECT

Registration no. not registered (see text)

Frame no. inaccessible Engine no. 5T 4367 NA

Although Edward Turner's Triumph Speed Twin caused a sensation when it appeared at the 1937 Motorcycle Show, few of its admirers can have guessed how influential the design would prove to be. And whereas previous vertical twins had suffered from excess bulk, Turner's was lighter and narrower across the crankcase than the contemporary single-cylinder Tiger 90, and from certain angles looked just like a twin-port single. Performance proved exemplary for a road-going 500, better than 100mph being attainable under favourable conditions. Boasting Triumph's newly introduced telescopic front fork and the Turner-designed sprung hub, this early post-war Speed Twin is missing its saddle and rear mudguard. Offered for restoration and sold strictly as viewed, the Triumph comes with a 1951 logbook for the registration 'AEC 372' (not recorded in the DVLA/HPI database), which may assist the successful purchaser in retrieving the number and re-registering the machine.

£1,000 - 1,500

No Reserve

206

Property of a deceased's estate

C.1952 TRIUMPH 498CC PROJECT

Registration no. not registered (see text)

Frame no. 32142 Engine no. none present

Repainted in non-standard colours a very long time ago, this believed Speed Twin almost certainly dates from 1952, a conclusion also supported by the registration (Kent 1952). There is no guarantee that the (detached) engine is from this frame, but it is of a similar age and is probably a Speed Twin engine from circa 1952. It should be noted that the engine number has been removed. Accordingly, prospective purchasers must satisfy themselves with regard to the condition, suitability and origin of the machine's component parts prior to bidding. It should also be noted that the registration 'PKL 690' is not recorded in the DVLA/HPI database; therefore the machine is offered unregistered and without documents, its history unknown. Sold strictly as viewed.

£600 - 1,000

No Reserve

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208

207

Property of a deceased's estate

C.1961 TRIUMPH 350CC TWENTY ONE PROJECT

Registration no. not registered

Frame no. 3TA H19628 Engine no. H19628

Triumph re-entered the '350' class in 1957 with the introduction of the 'Twenty One'. Its arrival ushering in Triumph's unitary construction era, the model took its name from the engine's approximate cubic capacity in inches. Readily distinguishable by its Shell Blue metallic finish and 'bathtub' rear enclosure - a feature later applied to Triumph's larger models - the newcomer was later renamed '3TA'. With just 18.5bhp on tap, Triumph's smallest twin lacked the urgent acceleration of its larger brethren but nevertheless was a capable tourer good for around 80mph while delivering excellent fuel economy. There are no documents with this Twenty One, which is offered for restoration and sold strictly as viewed. Its history is unknown.

£1,200 - 1,800

No Reserve

208

Property of a deceased's estate

1948 AJ'S 497CC MODEL 18 PROJECT

Registration no. non registered (see text)

Frame no. 34671 (to saddle tube) and 012559 (to headstock)

Engine no. 48/18 8922B

Associated Motor Cycles announced its post-war range of AJ'S 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 AJ'S Model 18 is offered for restoration and sold strictly as viewed. Although the machine displays the registration 'JYW 775', that number is not recorded in the DVLA/HPI database; therefore this motorcycle is offered unregistered and without documents. Its history is not known.

£1,000 - 1,600

No Reserve



209

Property of a deceased's estate

C.1939 NORTON 490CC MODEL 16H PROJECT

Registration no. not registered

Frame no. 10299 N

Engine no. W89652

Introduced in 1911, Norton's new 490cc sidevalve single 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 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. Possibly an ex-War Department machine, this 16H is offered for restoration and sold strictly as viewed. There are no documents with this motorcycle, the history of which is not known.

£2,000 - 3,000

No Reserve



210

Property of a deceased's estate

C.1940 NORTON 490CC MODEL 16H MILITARY MOTORCYCLE PROJECT

Registration no. not registered

Frame no. W20097

Engine no. W78614

Introduced in 1911, Norton's new 490cc sidevalve single was among the fastest in its class, being the first machine under 500cc to be officially timed at over 70mph, which was some going for 1911. Small wonder that the slogan 'Unapproachable' began to be applied to the Norton singles at around this time. The 490cc engine was revised for 1914 and the following year gained a new frame with lowered riding position together with the option of a Sturmey Archer three-speed gearbox. When fitted with chain drive, the 490cc sidevalve single became the 'Model 16' in Norton's numbering system, changing to '16H' in 1921 when a new lower frame was introduced. The 16H saw service with the Allies throughout WW2, forming the majority of the 100,000-or-so Nortons supplied to British and Commonwealth armed forces. Machines were modified to meet the needs of their particular sphere of operations, and the 16H proved well suited to military work, being relatively simple in construction and easily maintained while possessing better-than-average ground clearance and good all-round performance. This ex-WD 16H is presented in unrestored age-related condition, ripe for sympathetic restoration. The engine has additional Army stampings, and the machine's original WD identity plate is still attached to the rear mudguard. There are no documents with this motorcycle, the history of which is not known. Sold strictly as viewed.

£1,600 - 2,200

No Reserve



211

Property of a deceased's estate

C.1966 TRIUMPH 350CC 3TA T35 MILITARY MOTORCYCLE

Registration no. not registered

Frame no. 3TA H48938

Engine no. 3TA H48938

Triumph re-entered the 350 class in 1957 with the introduction of the Twenty One. Its arrival ushered in Triumph's unitary construction era, which saw the engine and gearbox, previously separate components, combined within a single structure, albeit one that retained a vertically split crankcase assembly. Readily distinguishable by its Shell Blue metallic finish and 'bathtub' rear enclosure - a feature later applied to Triumph's larger models - the newcomer was renamed '3TA' in September 1958. With just 18.5bhp on tap, Triumph's smallest twin lacked the urgent acceleration of its larger brethren, but nevertheless was a capable tourer good for around 80mph while delivering excellent fuel economy. "One of the swiftest standard British-made 350cc roadsters tested by Motor Cycling, the Triumph Twenty One combines an untiring zest for high-speed cruising with safe handling and a remarkably economical fuel consumption", reported the 'Green 'Un'. Apparently complete, the military-specification 3TA offered here is one of 1,100 supplied to the Dutch Armed Forces in the 1960s for despatch and general liaison duties. Noteworthy features include a Weber carburettor, engine protector bar, pannier brackets, a Smiths km/h speedometer, and Dutch Army markings. There are no documents with this motorcycle, which is offered for restoration and sold strictly as viewed. Its history since acquisition is not known.

£1,800 - 2,800

No Reserve



212

Property of a deceased's estate

C.1967 BSA 343CC B40 MILITARY MOTORCYCLE

Registration no. not registered

Frame no. B40 GB221

Engine no. B40 GB221

Introduced in September 1958, the unitary construction C15 replaced the outgoing C12 and would provide the basis for an entire range of singles in capacities up to 500cc. The first new C15-based model to feature an enlarged engine was the 343cc B40, an addition to the line-up for 1961. Many B40s would see service with the British Armed Forces, which ordered 2,000 following an extended reliability test. A number of modifications were made to the military-specification B40, including a lower compression ratio of 5.0:1; Zenith 'butterfly' carburettor; cut-down, moto-cross oil tank; external, cartridge-type oil filter; fork gaiters; and a fully-enclosed rear drive chain. Although the 'civilian' B40 disappeared from the range at the end of 1967, military production continued for another couple of years, the last machines being delivered in 1970. The B40 would remain in military service well into the 1970s. The military B40 retains its original MoD identity plate and has the batch number '68ET29' chalked on the fuel tank. Its history since acquisition is not known and the machine is offered without documents.

£1,200 - 2,000

No Reserve





213
Property of a deceased's estate
1939 TRIUMPH 499CC SPEED TWIN
Registration no. not registered (see text)
Frame no. T.H.8345
Engine no. 9-5T-17543

Although Edward Turner's Triumph Speed Twin caused a sensation when it appeared at the 1937 Motorcycle Show, few of its admirers can have guessed how influential the design would prove to be. True, there had been vertical twins before; indeed, Turner's predecessor at Triumph - Val Page - had designed one a few years previously, but Triumph's newcomer established a formula that would be adopted by all of Britain's major motorcycle manufacturers in the succeeding decade. Light, narrow and from certain angles looking just like a twin-port single, it was just what the conservatively minded motorcycling public wanted and the Speed Twin would prove enormously successful. Performance was exemplary for a road-going 500, around 85mph being attainable by the Speed Twin while the Tiger 100 sports version was even faster, being capable of touching 100mph in road trim and exceeding it with the silencer end-caps removed. When production resumed in 1946, the Speed Twin reappeared with telescopic forks in place of the original girders, and separate dynamo and magneto instead of the pre-war version's magdyno. An older restoration, this pre-war Speed Twin comes with a continuation buff logbook dating from 1958 for the registration 'CTM 569', which may assist the successful purchaser in retrieving the lapsed registration mark and re-registering the machine.

£9,000 - 12,000
No Reserve



214
Property of a deceased's estate
1939 VELOCETTE 348CC KSS MKII
Registration no. not registered (see text)
Frame no. MS 5905
Engine no. KSS 8935

By the end of the 1920s, Veloce's range of K-Series roadsters boasted a host of variations on the theme that included Normal, Sports, Super Sports, Touring, Economy and twin-port models. Introduced in 1925, the KSS was the Super Sports version while the KTS tourer employed the same overhead camshaft engine in virtually identical cycle parts, differences being confined mainly to mudguard style and wheel sizes. Introduced for the 1936 season, the MkII version of the KSS/KTS represented a major redesign, featuring many improvements including a new aluminium-alloy cylinder head with enclosed valve-gear, plus the cradle frame and heavyweight Webb forks of the new MSS tourer. In this form the KSS resumed production post-war in November 1946 before being updated, together with the other road models, with (optional) Dowty Oleomatic telescopic front forks in August 1947. Expensive to produce, the KSS was dropped from the range at the year's end. An older restoration currently displaying a total of 23,960 miles on the odometer, this KSS MkII is offered with a 1965 continuation logbook for the lapsed registration 'BV 9246', which is not recorded in the HPI/DVLA database. Nevertheless, the logbook may assist the successful purchaser in retrieving the original registration and re-registering the motorcycle.

£6,000 - 8,000
No Reserve



215

Property of a deceased's estate

1955 TRIUMPH 499CC TIGER T100

Registration no. not registered (see text)

Frame no. 57079

Engine no. T100 57079

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. Registered to the late owner in June 1975, this example currently displays a total of 2,035 miles on the odometer, which is believed to be the distance covered since an older restoration. The machine is offered in need of extensive recommissioning or possibly further restoration: the paintwork would likely respond well to detailing and the brightwork to being re-plated. It should be noted that the registration 'LAY 236' is not recorded in the HPI/DVLA database; however, the accompanying 1964 continuation logbook may assist the successful purchaser in retrieving that registration and re-registering the motorcycle under its original number.

£3,000 - 4,000

No Reserve



216

Property of a deceased's estate

1937 EXCELSIOR 350CC MANXMAN

Registration no. not registered (see text)

Frame no. MG643

Engine no. CXB149/CXB149

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. This lighting-equipped Manxman is believed to be an older restoration. It should be noted that the registration 'EWL 312' is not recorded in the HPI/DVLA database; however, the accompanying 1967 continuation logbook may assist the successful purchaser in retrieving that registration and re-registering the motorcycle under its original number.

£7,000 - 11,000

No Reserve



217

Property of a deceased's estate

1949 VINCENT-HRD 998CC RAPIDE SERIES-B

Registration no. not registered (see text)

Frame no. R3817

Rear Frame no. R3817

Engine no. F10AB/1B/1917 (see text)

Crankcase Mating no's T6/T6

- A recent barn-find discovery
- Upgraded with Girdraulic forks
- Unused for 20+ Years
- A rewarding project for recommissioning or restoration



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 telescopics, but this apparent shortcoming would soon be addressed by the introduction of the famous 'Girdraulic' fork.

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

An older restoration, repainted throughout, this Rapide is fitted with Girdraulics instead of the Series-B's Brampton forks. It should be noted that the engine has been painted black to resemble a Black Shadow, and that the engine number has been altered, the 'B' having been added by a previous owner. The Vincent Owners Club advises that the machine left the factory in 1949 as a Rapide. The Rapide is offered with a 1961 continuation logbook for the registration 'KNB 998' (listing engine number 'F10AB/1/1917' with no 'B'), which may assist the successful purchaser in retrieving that number and re-registering the vehicle under its original registration.

£22,000 - 28,000

No Reserve

218

Property of a deceased's estate

C.1942 HARLEY-DAVIDSON 750CC WLC PROJECT

Registration no. not registered (see text)

Engine no. 42WLC3393

Introduced in 1929 as a competitor to Indian's successful 750cc 'flat head' (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 had rolled off the Milwaukee production lines before hostilities ceased, and 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. Offered for restoration and sold strictly as viewed, this Canadian-built WLC Military Model has been repainted in civilian covers but still retains its wartime blackout headlamp. The Harley was purchased in 1984 (see letter on file). It should be noted that the registration number is not recorded in the HPI/DVLA database; however, there is a 1954 continuation logbook on file for the registration 'KVV 385', which lists the machine as a 1946 model as opposed to 1942 per the engine number. This logbook may assist the successful purchaser in retrieving that number and re-registering the vehicle under its original registration.

£7,000 - 11,000

No Reserve



219

Property of a deceased's estate

C.1960 PARILLA 250CC RACING MOTORCYCLE PROJECT

Registration no. not registered

Frame no. none visible

Engine no. 2484 D5

Giovanni Parrilla produced his first motorcycle in 1946, dropping his surname's second 'r' to call the machine a Parilla. Signor Parrilla owned a shop on the outskirts of Milan specialising in repairing diesel injector pumps, and he also held an agency for Bosch sparking plugs. That first Parilla motorcycle - a 250cc overhead-camshaft single-cylinder racer - was the work of Ing. Giuseppe Salmaggi, who already had the Gilera Saturno to his credit. In 1954 Parilla introduced the high-camshaft model for which it is best remembered. Built in various versions up to the company's closure in 1964, it was a 175cc single featuring a chain-driven camshaft mounted on the side of the cylinder head, the two inclined valves being operated via short pushrods. Stunningly beautiful, the Parilla was also exceedingly quick, one not-yet-run-in competizione model being clocked at over 96mph by an American magazine. Not surprisingly the 'high-cam' model proved extremely successful on the racetrack, and enlarged versions of 200cc and 250cc capacity followed. A potentially most exciting project, this 'high-cam' Parilla racer is offered for restoration and sold strictly as viewed. Sadly, neither its racing history nor history since acquisition are known. There are no documents with this Lot.

£2,800 - 3,800

No Reserve





220

Property of a deceased's estate

1953 NORTON 500CC MODEL 30 DOHC MANX RACING MOTORCYCLE

Registration no. not registered

Frame no. H11M2 48831 (see text) Engine no. H11M2 48831

Dubbed 'Manx Grand Prix' in 1939, what would become the best-known racing motorcycle of all time had become simply 'Manx' when production resumed in 1946. Norton's over-the-counter Manx racers were much the same as their pre-war counterparts, with single-overhead-camshaft engine, 'square' cylinder head finning, upright gearbox and plunger-suspended 'garden gate' frames. Only the presence of the Roadholder telescopic front fork readily distinguished them from the '39 machines. 1949 brought the first significant change in engine specification, the Manx gaining a double-overhead-camshaft 'head like that enjoyed by the works bikes for many years, but the major development was the arrival of the Featherbed frame for 1951. The works' adoption of the McCandless-designed duplex-loop swinging-arm chassis the previous year had given the Nortons a new lease of life in Grand Prix racing, and Geoff Duke duly took both the 350 and 500cc world titles in 1951. The cycle parts remained essentially unchanged from then on apart from the adoption of a double-sided, twin-leading-shoe front brake for 1962. Manx engine development, though, continued steadily, latterly under Doug Hele's direction, until production ceased at the end of '62, among the most significant design changes being the adoption of 'square' bore and stroke dimensions for 1954 and coarser-pitch bevel teeth in 1957. Loved and admired by all that have ridden one, the Manx Norton in its many forms is a mainstay of today's classic racing scene. Norton factory records confirm that this machine was despatched to 'Vidal, Spain'. The late owner purchased the Manx from Brooks' sale of the Autokraft Collection in March 1999 (Lot 33, see catalogue extract). Marque specialist Barry Strickland advises that it is rare to see a long-stroke Featherbed Manx in such original condition: all matching, mostly all correct, and very nice. The machine has been fitted with the later Manx flat handlebars (the originals would have been of the 'swan neck' type, while the fly-screen and racing numberplate are missing. Its history since acquisition is not known. It should be noted that the frame number is only partially visible, the frame gusset having been drilled. Recommissioning will be required before the Manx returns to the racetrack. Apart from the aforementioned auction catalogue extract, there are no documents with this Lot.

£16,000 - 22,000

No Reserve



221

Property of a deceased's estate

C.1962 NORTON 500CC MODEL 30 MANX RACING MOTORCYCLE

Frame no. 11M 102718 (see text)

Engine no. 11M (see text)

After its successful debut on the 1950 works machines, Norton introduced the Featherbed frame on its over-the-counter Manx racers in 1951. An improved frame with welded-on rear subframe appeared in 1954 together with a revised, short-stroke version of the classic double-overhead-camshaft engine; both 350 and 500 models adopting near 'square' bore/stroke dimensions. Subsequent developments were mainly concerned with improving power and reliability, though there was a new double-sided front brake for 1962, the final year of Manx production. Although the engine's serial number is indecipherable, the stamped engine shop number 'BM46' indicates that it is '81994', built in 1959. Marque specialist Barry Strickland advises us that frame '102718' looks like a correct late (1962) Manx rolling chassis which has been fitted with another engine and gearbox. The gearbox ('MX 1294') was fitted to Manx '86446' (dated 1960), while the gearbox outer cover is not from Norton. It should be noted that the frame number appears to be a non-factory stamping. Norton records confirm that engine number '81994' formed part of a machine despatched to Lawton & Wilson, and that frame number '102718' formed part of a machine despatched to Dearden, Chorlton Light Cars. The late owner purchased the Manx from Brooks' sale of the Autokraft Collection in March 1999 (Lot 81, see catalogue extract). Its history since acquisition is not known. The machine is offered without documents and sold strictly as viewed.

£12,000 - 16,000

No Reserve

222

Property of a deceased's estate

C.1961/1951 NORTON 350CC MODEL 40 MANX RACING MOTORCYCLE

Frame no. 10M 97337 (see text)

Engine no. F10M2 39774

After its successful debut on the 1950 works machines, Norton introduced the Featherbed frame on its over-the-counter Manx racers in 1951. An improved frame with welded-on rear subframe appeared in 1954 together with a revised, short-stroke version of the classic double-overhead-camshaft engine; both 350 and 500 models adopting near 'square' bore/stroke dimensions. Subsequent developments were mainly concerned with improving power and reliability, though there was a new double-sided front brake for 1962, the final year of Manx production. Nicely presented and to a good specification, this example appears to consist of a 1961 Model 40 Manx frame and a 1951 Model 40 350cc engine. Marque specialist Barry Strickland advises us that frame '10M 97337' is not Norton stamping but does date as a 1961 Manx. Gearbox number 'G9 792' was originally with Manx '69284' dated 1956. Norton factory records confirm that engine number '39774' formed part of a machine despatched to 'Tozer, Barnes' and that frame number '97337' formed part of another despatched to 'Keep Bros, Johnstone, Salisbury, Rhodesia'. Although made up from various parts, this is still a nice 350cc long-stroke Manx. In April 1997 this Manx was advertised in Old Bike Mart, but nothing else is known of its history. There are no documents with this Lot.

£10,000 - 14,000

No Reserve



223

Property of a deceased's estate

NORTON 350CC MODEL 40 MANX RACING MOTORCYCLE

Frame no. M10 0102 (see text)

Engine no. 58232 (see text)

After its successful debut on the 1950 works machines, Norton introduced the Featherbed frame on its over-the-counter Manx racers in 1951. An improved frame with welded-on rear subframe appeared in 1954 together with a revised, short-stroke version of the classic double-overhead-camshaft engine; both 350 and 500 models adopting near 'square' bore/stroke dimensions. Subsequent developments were mainly concerned with improving power and reliability, though there was a new double-sided front brake for 1962, the final year of Manx production. This 350 Manx was purchased from Brooks' sale of the Autokraft Collection in March 1999 (Lot 38, see catalogue extract). An older restoration, the machine has been built up from a variety of parts, including the four-leading-shoe front brake. Note the incorrect and non-factory 'M10' frame stamping (should be '10M'). Marque specialist Barry Strickland advises us that the engine and frame stampings are not Norton; however, the frame and engine appear to be OEM Norton parts, and '58232' corresponds with a 1954 Manx. Gearbox number 'MX 1098' is a Norton stamping and was originally in Manx '82785' (date 1959). The clutch has been made up (part of it is a road item). Norton factory records confirm engine number '58232' formed part of a machine despatched to 'Bradbury Beavers'. Nicely built to a good specification, the Manx is presented in age-related condition and without documents. Its history since acquisition is not known. Sold strictly as viewed.

£10,000 - 14,000

No Reserve





224

Property of a deceased's estate

1950/1947 NORTON 350CC INTERNATIONAL/MANX SPECIAL

Registration no. not registered

Frame no. E11 29093

Engine no. 11093

One of the most charismatic model names in motorcycling, 'International' was first used by Norton for its top-of-the-range sports roadster in 1932. All new, the Inter's overhead-camshaft engine had been developed in the works racers over the preceding two years and retained Norton's classic 79x100mm (490c) bore/stroke dimensions. By the time production halted in 1939 the Inter was being built with a four-speed foot-change gearbox and plunger rear suspension, reappearing postwar in similar guise save for the hydraulically-damped Roadholder front fork, which replaced the pre-war girder. The Inter would remain fundamentally unchanged until 1953 when it gained the race-developed Featherbed frame, all-alloy engine and 'laid down' 'box. As confirmed by marque specialist Barry Strickland, this Norton 'special' incorporates a 1950 International Model 30 frame and a 1947 350cc engine, built to Manx specification and clearly constructed for race use. The crankcase is also stamped '71x88' (the bore and stroke for a 350) but is pre-1950. (The stamping of bore and stroke on the engine mainly ceased after 1939 but did sometimes appear post-war.) Other notable features include 1950 Manx wheels (hubs) and Manx tanks. The Manx rear hub/brake plate was only fitted in 1950 and is quite rare. Mainly made up from various parts, this is still a nice example with a lovely patina. The machine is offered without documents and sold strictly as viewed. Its history since acquisition is not known.

£8,000 - 12,000

No Reserve



225

Property of a deceased's estate

1950 NORTON 490CC INTERNATIONAL MODEL 30

Registration no. not registered (see text)

Frame no. E11 29964

Engine no. 29964 E11

One of the most charismatic model names in motorcycling, 'International' was first used by Norton for its top-of-the-range sports roadster in 1932. All new, the Inter's overhead-camshaft engine had been developed in the works racers over the preceding two years and retained Norton's classic 79x100mm (490c) bore/stroke dimensions. By the time production halted in 1939 the Inter was being built with a four-speed foot-change gearbox and plunger rear suspension, reappearing post-war in similar guise save for the hydraulically-damped Roadholder front fork, which replaced the pre-war girder. Marque specialist Barry Strickland advises us that this machine appears to be a good matching-numbers International from 1950 that has been fitted with a Clubman's (bolt-through) fuel tank. The factory records list gearbox number '55-28' (actual stamping 'G 55 A428'), '55' being the code for the Daytona specification 'box, which had a special high first gear. Norton factory records confirm this machine was despatched to 'Bradbury, Sheffield'. Currently displaying a total of 33,043 miles on the odometer, this beautifully patinated Inter is presented in age-related condition. In road-going trim complete with lights, the machine is offered with a 1958 continuation logbook for the registration 'MWJ 89'; however, that registration is not recorded in the HPI/DVLA database. Nevertheless, the logbook may assist the successful purchaser in retrieving that number and re-registering the vehicle under its original registration.

£10,000 - 14,000

No Reserve



226

Property of a deceased's estate

C.1947 NORTON 348CC MANX SPECIAL 348CC MANX SPECIAL

Registration no. not registered

Frame no. B10M (serial number indecipherable)

Engine no. none

After its successful debut on the 1950 works machines, Norton introduced the Featherbed frame on its over-the-counter Manx racers in 1951. An improved frame with welded-on rear subframe appeared in 1954 together with a revised, short-stroke version of the classic double-overhead-camshaft engine; both the 350 and 500 models adopting near 'square' bore/stroke dimensions. Subsequent developments were mainly concerned with improving power and reliability, though there was a new double-sided front brake for 1962, the final year of Manx production. Marque specialist Barry Strickland advises us that this example's Manx frame dates from 1947 and that the engine is of the same period. An older restoration, the machine is fitted with Manx tanks and also has a speedometer, which is not normally fitted to a Manx. The timing cover is pre-1938 and is fitted with a rev counter gearbox but no drive cable. (This cover is not intended for a rev counter drive and is poorly fitted.) Nevertheless, the Manx still presents nicely. The machine is offered without documents and sold strictly as viewed. Its history is not known.

£7,000 - 9,000

No Reserve



227

Property of a deceased's estate

1948 NORTON 499CC MANX PROJECT

Registration no. not registered

Frame no. 13858

Engine no. D11M 13858 1948

Norton first used the 'Manx Grand Prix' model name for its over-the-counter racers in 1939, and when post-war production resumed the name had been shortened to 'Manx'. The post-war machines followed closely the specification of the pre-war models with single-overhead-camshaft engine, square cylinder head finning, upright gearbox and plunger-suspended 'garden gate' frames. The major modification in the immediately post-war years was the adoption of Norton's legendary 'Roadholder' telescopic front fork. The double-overhead-camshaft engine introduced in 1949 helped the Manx to remain competitive, as did the arrival of the 'Featherbed' frame in 1951. The late owner purchased this Manx from Bonhams' Stafford Sale in October 2004 (Lot 429). At that time the machine was 'offered as a project. The Manx remains as purchased: still missing the saddle, rear mudguard, BTH mag internals/cover, lower cam box cover, kickstart, etc, etc. Marque specialist Barry Strickland advises us that frame/engine 'D11M 13858' looks correct for a 1949 SOHC Manx. Norton factory records confirm that this machine was despatched to 'Agar Cross'. The machine is sold strictly as viewed and without documents. Its history is not known. Matching-numbers Manx Nortons are relatively rare and this example represents a potentially most rewarding project.

£7,000 - 10,000

No Reserve





228

Property of a deceased's estate

C.1957 MATCHLESS 498CC G45 RACING MOTORCYCLE

Frame no. F302

Engine no. G45/302

The prototype of what would become the G45 first appeared at the '51 Manx Grand Prix ridden by Robin Sherry, eventually finishing 4th after a promising debut. In fact, the G45 was not an entirely new design but essentially a hybrid comprised of AJS 7R-based cycle parts and a tuned Matchless G9 roadster engine equipped with a new aluminium-alloy cylinder barrel and 'head. In 1952 the prototype G45 garnered much valuable publicity, and not a little controversy, when Derek Farrant won the Senior Manx Grand Prix after leading from start to finish. Strictly speaking, a works prototype had no business in an event for amateurs riding over-the-counter machines, but AMC quickly announced that a production G45 would be available for 1953. Although still based on that of the G9, the production version's engine incorporated a different camshaft and breathed via a pair of Amal GP carburettors. Claimed power output was 48bhp, increasing on later models to 54 horsepower. Apart from revised valve gear and the eventual adoption of a forged crankshaft, the G45 changed little over the course of its life. Production ceased in 1957 after around 80 machines had been built, of which it is believed approximately half survive today. This G45 is presented in age-related condition, in need of restoration. There are no documents with this Lot, the history of which is not known.

£16,000 - 22,000

No Reserve



229

Property of a deceased's estate

MATCHLESS 498CC 'G50' RACING MOTORCYCLE

Frame no. none visible

Engine no. none

The disappointing performance of the Matchless G45 twin-cylinder racer prompted Associated Motor Cycles to develop an over-bored version of the firm's successful AJS 7R 350cc single as a contender for the '500' class. Using cycle parts virtually identical to the 7R, the prototype Matchless G50 first ran in 1958, with production versions becoming available the following year. Development was overseen by AMC's legendary engineer, Jack Williams, whose son Peter would later play a leading role in the G50 story. With a claimed power output of over 50bhp and weighing some 30lbs less than a Manx Norton, the G50 should have been a winner, but it was not until after manufacture ceased in 1962, by which time around 180 machines had been completed, that tuner/entrants in Britain and the USA began to exploit the model's full potential. Subsequent frame and suspension developments - most notably by Tom Arter and Colin Seeley - kept the G50 competitive into the 'Japanese era'. This G50's non-magnesium and unnumbered engine suggests that it may be one of the many replicas produced over the years by various specialists. The machine is presented in age-related condition, clearly requiring extensive recommissioning. Prospective purchasers should satisfy themselves with regard to its condition and authenticity prior to bidding. Sold strictly as viewed and without documents, history unknown.

£8,000 - 12,000

No Reserve



230

Property of a deceased's estate

C.1949 AJS 350CC 7R RACING MOTORCYCLE

Frame no. 1376 (see text)

Engine no. 49/7R 676

Built from 1948 to 1963, Associated Motor Cycles' AJS 7R - known as the 'Boy Racer' - was one of the most successful over-the-counter racing motorcycles of all time. Almost all of Britain's road-race stars of the 1950s and '60s rode a 7R at some stage of their careers, and the model remains a major force in classic racing today. The 7R was conceived as a customer machine for sale to private owners, but was also campaigned by the factory. Although a new design by Phil Walker, the 7R with its chain-driven overhead-camshaft was very reminiscent of the AJS 'cammy' singles of pre-war days. While - initially - not as powerful as the Velocette KTT and Junior Manx Norton, the 7R's robust and simple construction endeared it to the privateer responsible for his own maintenance. While the duplex loop frame and Teledraulic front fork remained essentially unchanged throughout production, the engine underwent almost continuous revision, eventually producing 41bhp in 'short-stroke' configuration. AMC's own gearbox replaced the previous Burman in 1958. The AJS 7R offered here is an older restoration presented in age-related condition. It should be noted that the third digit of the frame number is illegible (believed to be a '7', but possibly a '4'). Sold strictly as viewed, the machine is offered without documents, its history unknown.

£10,000 - 14,000

No Reserve



231

Property of a deceased's estate

AJS 350CC 7R RACING MOTORCYCLE

Frame no. 4753 (see text)

Engine no. none

Built from 1948 to 1963, Associated Motor Cycles' AJS 7R - known as the 'Boy Racer' - was one of the most successful over-the-counter racing motorcycles of all time. Almost all of Britain's road-race stars of the 1950s and '60s rode a 7R at some stage of their careers, and the model remains a major force in classic racing today. The 7R was conceived as a customer machine for sale to private owners, but was also campaigned by the factory. Although a new design by Phil Walker, the 7R with its chain-driven overhead-camshaft was very reminiscent of the AJS 'cammy' singles of pre-war days. While - initially - not as powerful as the Velocette KTT and Junior Manx Norton, the 7R's robust and simple construction endeared it to the privateer responsible for his own maintenance. While the duplex loop frame and Teledraulic front fork remained essentially unchanged throughout production, the engine underwent almost continuous revision, eventually producing 41bhp in 'short-stroke' configuration. AMC's own gearbox replaced the previous Burman in 1958. The AJS 7R offered here is presented in age-related condition, clearly unused for a considerable length of time. It should be noted that the frame number of this machine is considerably higher than any documented AJS 7R serial number. Moreover, the absence of an engine number indicates that this motorcycle might have been constructed using replica components. Sold strictly as viewed, the machine is offered without documents, its history unknown.

£10,000 - 14,000

No Reserve



The Late Ron Pladdys Collection

Lots 232 - 239



We are pleased to offer a small collection of motorcycles owned by the late Ron Pladdys.

Ron was born in Fir Tree Avenue, Coventry to his loving parents Mabel & Harold, & being the youngest, completed the trio of Pladdys brothers along with Dick & Jack. He enjoyed a loving childhood and found many friendships at Fir Tree Avenue that lasted a lifetime.

Ron always had an affinity for the various contraptions man devised to travel & was a keen time trial cyclist in his early teenage years. However, he soon saw the superior joy of powered travel when his brothers bought him his first motorcycle at the age of 16. It wasn't long before this hobby evolved into racing around British circuits and his true passion; road racing; especially the TT Races of The Isle of Man for six seasons. Throughout these times Ron forged many friendships & friendly rivalries that endured his whole life.

It is during racing that Ron found the deepest peace of mind. He would relay; *'You know, when I race, I forget about everything else in the world. There is only myself, the bike & the track. And after a few laps the distinction between the bike & myself disappears leaving just the track & my consciousness reacting accordingly. On some occasions, even this distinction dissolved & it was like I was floating above myself watching it all unfold by itself, whilst hurtling along'*. He relished these moments and sought to find that kind of peace throughout life, although nothing else offered the sanctuary afforded by the act of racing.

The Pladdys family feel that now is the time to let these bikes find a new home where they will bring as much joy to a new custodian as they have to Ron.



232

C.1963 HONDA 50CC CR110 RACING MOTORCYCLE

Frame no. none

Engine no. CR110E-20219

- *Over 30 years of ownership*
- *Iconic Honda design*
- *state-of-the-art Grand Prix motorcycle offered for privateers*



“Not only did they epitomise the virtues of a racing motorcycle, being small, light, fast and simple, but they handled wonderfully well, and if properly (and rather expensively) maintained they were remarkably reliable.” – Brian Woolley on the Honda CRs, Directory of Classic Racing Motorcycles.

Little more than one year after its breakthrough first success at World Championship level in 1961, Honda made its state-of-the-art Grand Prix technology available to privateers in the form of the 50cc CR110 and 125cc CR93 over-the-counter racers. Like their works equivalents, the 50cc single and 125cc twin employed gear-driven double overhead camshafts and four valves per cylinder, this combination of tiny cylinders and minuscule valves enabling them to rev safely well into five figures, the CR110's maximum power of 8.5bhp arriving at a then stratospheric 13,500rpm. Both models employed a tubular steel frame, devoid of lower rails, to which was attached a conventional set of cycle parts, and while the '50' boasted no fewer than eight gears in the gearbox, the more tractable '125' made do with six.

First made available in 1963, the duo immediately achieved a dominance of their respective classes that would last for many years, and countless stars of the future, including Bill Ivy, Jim Curry, Rod Scivyer and sidecar champion Chris Vincent, gained their early experience aboard the diminutive CRs.

Nothing is known of the history of this Honda CR110, which was purchased in 1994. The machine was started in the paddock by the late owner (date unknown) and has been stored since his death. Recommissioning will be required before further use (the engine turns over and engages gears).

Offered with the 1994 purchase receipt, this CR110 represents a wonderful opportunity to acquire one of these jewel-like masterpieces, which are highly sought after today by classic racers and collectors alike. **£24,000 - 28,000**

233

C.1963 HONDA 125CC CR93 RACING MOTORCYCLE

Frame no. CR93-3100080

Engine no. None

- *Iconic privateer racing motorcycle*
- *Formerly part of the Mike Buttinger collection in the Netherlands*
- *Present ownership since 2013*
- *Requires recommissioning (see text)*



"It was robustly reliable, steered and handled to perfection, was, if anything, over-braked, and would exceed 100mph. At a stroke it made all other 125cc machinery in Britain obsolete. The CR93 was not cheap but it was, quite simply, built to exactly the same high standard as Honda's own racing machinery." - Brian Woolley, *Classic Racer* magazine.

Just one year after its breakthrough first success at World Championship level in 1961, Honda made its state-of-the-art Grand Prix technology available to privateers in the form of the 50cc CR110 and 125cc CR93 over-the-counter racers. Like their works equivalents, the 50cc single and 125cc twin employed gear-driven double overhead camshafts and four valves per cylinder, this combination of tiny cylinders and minuscule valves enabling them to rev safely well into five figures, the CR93's ceiling being a then stratospheric 13,000rpm with maximum power of 16.5bhp arriving at 11,500 revs.

Both models employed a tubular-steel frame, devoid of lower rails, to which was attached a conventional set of cycle parts, and while the '50' boasted no fewer than eight gears in the 'box, the more tractable '125' made do with six. The duo immediately achieved a dominance of their respective classes that would last for many years, and countless stars of the future, including Bill Ivy, Jim Curry, Rod Scivyer and sidecar champion Chris Vincent, gained their early experience aboard the diminutive CRs. Just 40-or-so CR93s were imported into the UK and today they are highly sought after by classic racers and collectors alike

This particular CR93 was formerly part of the Mike Buttinger collection in the Netherlands, and was purchased by our vendors in 2013 from Racing & Investment Motorcycles (receipt on file). The engine does turn over but it should be noted that the gears do not engage; however, there are gears within the gearbox. Sold strictly as viewed.

£22,000 - 28,000

234

C.1988 YAMAHA TZ250 U RACING MOTORCYCLE

Frame no. 3AK-000415

Engine no. 3AK (unstamped)

The mainstay of 250cc class racing at national and international level for many years, the twin-cylinder two-stroke Yamaha well deserved the title of 'privateer's friend'. Following its successful adoption for the 1972 works twins, water cooling first appeared on Yamaha's over-the-counter racers with the introduction of the TZ range in 1973. Power output remained the same as that of the preceding air-cooled TD/TR models but reliability was much improved. Over the succeeding decade the TZ engine was updated with reed-valve induction, exhaust power valves, separate cylinders and a backwards-rotating crankshaft, but the layout always remained that of a parallel twin. On the chassis side, discs replaced the original drum brakes, a 'lowboy' frame was introduced and an aluminium swinging arm adopted. From the mid-1980s onwards, a succession of more radical changes would see the TZ fundamentally altered. Offered here is an example of the new-for-1988 TZ250U, which, although still a parallel twin, featured reversed cylinders with the carburetors facing forwards. The cylinders were canted forward by 60 degrees, and for the first time the crankcase was a one-piece casting incorporating a side-loader gearbox. There were also some (less radical) updates to the Deltabox chassis. The late owner's notebook states that this 'U' model incorporates some 'T' modifications. Other than that, nothing is known of its history. Believed an earlier restoration, the machine will need recommissioning before returning to the racetrack (the engine turns over). Offered without documents.

£4,000 - 6,000



235

C.1986 YAMAHA TZ250S RACING MOTORCYCLE

Registration no. not registered

Frame no. 1RK-000188

Engine no. 1RK-000188

The mainstay of 250cc class racing at national and international level for many years, the twin-cylinder two-stroke Yamaha well deserved the title of 'privateer's friend'. Following its successful adoption for the 1972 works twins, water cooling first appeared on Yamaha's over-the-counter racers with the introduction of the TZ range in 1973. Power output remained the same as that of the preceding air-cooled TD/TR models but reliability was much improved. Over the succeeding decade the TZ engine was updated with reed-valve induction, exhaust power valves, separate cylinders and a backwards-rotating crankshaft, but the layout always remained that of a parallel twin. On the chassis side, discs replaced the original drum brakes, a 'lowboy' frame was introduced and an aluminium swinging arm adopted. From the mid-1980s onwards, a succession of more radical changes would see the TZ fundamentally altered. Offered here is an example of the new-for-1986 TZ250S, which for the first time featured Yamaha's Deltabox aluminium twin-spar frame and rising-rate rear suspension. Little had changed inside the engine apart from the switch to six-petal reed valves, up from the preceding four. Nothing is known of the history of this TZ250S, which is believed to have been purchased to use as a track bike and ridden at Mallory park (date unknown). Recommissioning will be required before the machine returning to the race track (the engine turns over). No documents.

£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.



236

C.1960 DUCATI 175CC FORMULA 3 RACING MOTORCYCLE

Registration no. 415 RTF

Frame no. 504

Engine no. F504

"As early as 1959... Ducati phased out its Gran Sport models in favour of the new Formula 3 series... the 175 (1959-61), the 125 (1959-61) and the 250 (1961-62). All three were pure-bred, hand-built racing motorcycles, built for Italian Formula 3 competition." – Mick Walker, Ducati- The Racing Story. Although visibly similar to their road-going equivalents, the Formula 3 models were very different motorcycles featuring sand-cast crankcases and special engine internals, while the camshaft bevels and primary drive featured straight-cut gears. The gearbox was a four-speeder. Lower and lighter than the roadster versions, the frames featured a lowered steering head, shorter forks, and a shorter swinging arm. Brakes were upgraded to racing specification. Ducati quoted a maximum power output of 16bhp for the 175. Hand built in small numbers, the Formula 3 Ducatis were necessarily expensive; indeed, in the UK the 175 cost more than a 500cc Manx Norton! Understandably, production of these exotic Formula 3 models was limited, perhaps amounting to fewer than 100, making any genuine example extremely rare today. It should be noted that the registration '415 RTF' is not recorded in the HPI or DVLA databases; therefore this Ducati is offered unregistered and without documents. No history is known other than the fact that the deceased owner searched auto-jumbles to acquire parts to reassemble the machine. Recommissioning will be needed before it returns to the road (the engine turns over).

£15,000 - 25,000



237

1986 DUCATI 750 F1 MONTJUICH

Registration no. C739 KJO

Frame no. ZDM750M*131*

Engine no. DM750L*7502056*

With its all-new range of water-cooled, eight-valve twins just over the horizon, Ducati capitalised on the success of its existing 750 F1 model by releasing a series of hand-built, limited edition race replicas: Montjuich, Santamonica and Laguna Seca, the former celebrating the Italian manufacturer's many endurance racing victories at the eponymous circuit in Spanish city of Barcelona. One of the most exotic models ever offered by Ducati, the Montjuich came with an extensively revised engine featuring different crankcases, a strengthened gearbox, larger inlet ports, 'hotter' cams, bigger carburettors, Kokusan ignition, and an extremely loud Verlicchi competition exhaust system. Only 200 were made, all in 1986 (20 allocated to the USA. The Montjuich was one of the most exclusive motorcycles of its time and is highly prized by Ducati collectors. Currently displaying a total of 3,812 miles on the odometer, this beautiful Montjuich was imported by Three Cross (Imports) Ltd in 1986, as confirmed by their letter on file. First registered in March 1990, the Ducati was purchased in the early 1990s by the late owner, who is its first registered keeper in the UK. Used sparingly since acquisition, the machine will require recommissioning before it returns to the road (the engine turns over and the gears engage). Offered with an expired MoT (1990-1991); the early 1990s purchase receipt: and old/current V5C registration documents. Offered without key.

£9,000 - 12,000



238

1986 HONDA NS400R

Registration no. A4 NSR
Frame no. NC19-2001807
Engine no. NC19E-2002225

Multi-cylinder two-stroke Grand Prix race replicas were much in vogue during the mid-1980s, as first Yamaha and then Suzuki sought to exploit their links with the racetrack. Honda too were players in this niche market but somewhat surprisingly chose to make their GP look-alike a 400 rather than a 500 like those of their rivals. Despite giving away 100cc, the NS400R looked every bit as convincing as Yamaha's RD500LC and Suzuki's RG500 Gamma and had the advantage of being both lighter and more compact than either. Introduced for 1985, the NS400R boasted a three-cylinder engine just like Freddie Spencer's 1982 World Championship-winning NS500 while being notable as Honda's largest two-stroke roadster and its first with an aluminium frame. The NS400R was one of the best-handling roadsters of its day, Bike magazine declaring: 'there are few machines that will make up time on the NS400 through a series of bends'. An instant classic, the NS400R is one of the most sought after of 1980s sports bikes. Nothing is known of the history of this NSR, which currently displays a believed-genuine total of 3,989 miles on the odometer. Recommissioning will be needed before the machine returns to the road (the engine turns over). Offered with a V5C and expired MOTs. Offered without key.

£6,000 - 10,000



239

1955 JAMES 199CC COMMANDO TRIALS

Registration no. LSV 701
Frame no. 55J9 151
Engine no. 065B 427E

James had begun concentrating on the manufacture of two-stroke lightweights in the 1930s and continued the policy after WW2. In 1951 the company became part of Associated Motor Cycles, joining Francis-Barnett. James's models were powered by Villiers engines at first, though from 1957 many used AMC's own engine. Trials and scrambles machines were added to the range in 1949. These early types used Villiers 6E and 7E engines and had rigid frames, but by the end of the 1950s James competition models sported swinging-arm frames and the AMC engine. Particularly worthwhile mentioning is future road-race World Champion Bill Lomas's win in the 1951 Travers Trophy Trial riding his modified James, which in replica form would emerge as the production model. Arguably the best rigid lightweight trials iron of its day, the Commando was updated with hydraulically damped front forks for 1953 but had to wait until 1956 to receive a swinging-arm frame. The AMC engine continued to be fitted to James roadsters until the end of production in 1966, but before then the trials and scrambles models had reverted to Villiers power. Nothing is known of this Commando prior to its purchase by the late owner in 1994 (sales invoice on file). Additional paperwork consists of an expired MOT (1999); a V5C document; and a dating letter from The Classic MotorCycle.

£1,000 - 2,000

No Reserve



THE FOLLOWING 11 LOTS ARE OFFERED FROM THE EXTENSIVE COLLECTION OF A DECEASED'S ESTATE

240

C.1957 F.B. MONDIAL 175CC BIALBERO RACING MOTORCYCLE

Engine no. *206*

- Rare Italian twin-cam racing motorcycle
- An older restoration
- Previous private ownership for 15 years
- Present ownership since 2015



Few marques have achieved so fine a competition record in so short a time as Mondial. Founded in Bologna in 1929 by the Boselli brothers (F.B. = Fratelli Boselli), Mondial concentrated on the manufacture of commercial vehicles at first, only turning to motorcycle making in 1948. Flying in the face of accepted wisdom, engineer Alfonso Drusiani believed that it was possible for a four-stroke to compete against the two-strokes - fielded by MV Agusta and Morini - then dominating the ultra-lightweight class. After a successful debut season in 1948 which saw works rider Nello Pagani win the Italian Grand Prix, the little Mondial was further improved for 1949 and Pagani duly brought Mondial its first World Championship. Mondial's dominance of the 125 class remained just as overwhelming for the next two years, Bruno Ruffo taking the title in 1950 and Carlo Ubbiali in 1951, before Cecil Sandford struck back for MV Agusta in 1952.

The 175cc class was an important one in continental Europe and the 125 was duly bored-out from 53mm to 66mm to achieve the required extra capacity. Revving to 9,000rpm, it produced 20bhp-plus. Riding one of the new 175cc Mondial singles in 1954, rising star Tarquinio Provini won the arduous eight-day 1,989-mile Giro d'Italia to start his debut season as a works rider in fine style. But even Provini's prodigious talent could not make up for a lack of machine development, and the mid-1950s would prove to be relatively lean years for Mondial.

Then, in 1957, Drusiani drew up an entirely new 246cc bialbero (twin-cam) single and revamped the existing 125. The result was a magnificent return to former glory, Provini ending the season as 125cc World Champion while newly recruited Cecil Sandford took the 250 crown. Sadly, what should have been the dawning of a new golden age for the Bologna marque was not to be: Mondial, along with Moto Guzzi and Gilera, withdrew from Grand Prix racing at the season's end, and although the firm built a number of - mainly two-stroke - racers in the 1960s, it never achieved the same heights.

The immediately preceding owner, a prominent German private collector, purchased this 175cc Mondial from an established racing motorcycle specialist around 2000, the machine having been restored a few years previously. It was ridden on several occasions by the German former owner, on the last occasion at Dieburg in 2013.

The current vendor purchased the Mondial at Bonhams' Stafford Sale in April 2015 (Lot 377), since when it has formed part of his extensive private collection. Having been stored in controlled conditions and unused since purchase the machine will require recommissioning to a greater or lesser extent before further use and thus is sold strictly as viewed. Please note there is a secondary stamp to the engine cases of *223*.

£22,000 - 28,000

241

1950 MV AGUSTA 125CC 'QUATTRO MARCE' RACING MOTORCYCLE

Frame no. SS205

Engine no. SS *205*

- *Four-speed model*
- *Formerly the property of Giancarlo Morbidelli*
- *Believed restored in the Morbidelli workshops*
- *Present ownership since 2015*



Although best known for their racing and road-going four-cylinder four-strokes, MV Agusta built lightweights throughout its manufacturing career and in its early days listed small two-strokes and even a scooter. Indeed, one of the marque's earliest Grand Prix results - 5th place in the Dutch 125 round in 1950 - was achieved by a two-stroke. Much better engineered than any British contemporary, the 125 MV was powered by a neat unitary construction single-cylinder engine which, somewhat unusually for a post-war design, featured detachable transfer ports. The cycle parts comprised a twin-downtube swinging-arm frame and blade-type girder forks.

As soon as the 125cc roadster appeared the factory began developing a racing version, although at first the latter was not that different from the standard model. Its shortcomings soon became apparent, leading to a hasty redesign, the most obvious evidence of which was a new cylinder head with greatly enlarged finning. In this form the MV 125 racer achieved its first major success, winning at the Grand Prix des Nations at Faenza in 1948. For 1949 there was an entirely new version, featuring a more streamlined engine, a four-speed gearbox (replacing the earlier three-speed) and a new frame with swinging-arm rear suspension.

An ideal machine for privateers, the racing 125cc two-strokes were a major success, winning the arduous Milan-Taranto road race in 1950, '51 and '52, but at World Championship level the MVs were outclassed by the four-stroke F.B. Mondial with its twin-overhead-cam engine. Count Agusta's response was to hire Gilera's chief designer Piero Remor together with its chief mechanic, Arturo Magni, and build a four-stroke racer of his own, and in 1950 the works team ceased to use the two-stroke.

The immediately preceding owner, a prominent German private collector, purchased this beautiful little Quattro Marce (four-speed) MV 125 from a deaf German racer, who had acquired it in Italy from Giancarlo Morbidelli, founder of the eponymous motorcycle company and head of the Morbidelli Museum. Believed restored in the Morbidelli workshops, the machine has been run but not raced.

The late owner purchased the MV from Bonhams' Stafford Sale in April 2015 (Lot 379), since when it has formed part of his extensive private collection. Having been stored in controlled conditions and unused since purchase the machine will require recommissioning to a greater or lesser extent before further use and thus is sold strictly as viewed.

£6,000 - 8,000

242

C.1952 MV AGUSTA 123.5CC MONOALBERO RACING MOTORCYCLE

Frame no. none visible
Engine no. none visible

- *Believed restored by Giancarlo Morbidelli*
- *Formerly resident in Germany*
- *Present ownership since 2015*



Although best known for their four-cylinder four-strokes, multiple World Championship-winning MV-Agusta built lightweights throughout its manufacturing career, and in its early days listed small two-strokes and even a scooter. The racing 125cc two-strokes were a major success, winning the arduous Milan-Taranto road race in 1950, '51 and '52, but at World Championship level the MVs were outclassed by the four-stroke FB-Mondial with its twin-overhead-cam engine. Count Agusta's response was to hire Gilera's chief designer Piero Remor together with its chief mechanic, Arturo Magni. However, the new Remor-designed 125cc four-stroke was not an immediate success, and it was only following Mondial's withdrawal from racing that MV bagged its first 125cc World Championship, Cecil Sandford taking the riders' title in 1952.

The following year MV offered an over-the-counter racer for privateers, which was developed directly from the works bikes. Italian regulations for the domestic 'Formula Sport' stipulated that machines should have only a single camshaft and four gears, and so the monoalbero (single-camshaft) 125 racer was born. Like its bialbero (twin-cam) progenitor, the SOHC 125 employed a train of gears to drive its upstairs cam. Bore and stroke were 53x56mm and the motor breathed via a 27mm Dell'Orto racing carburettor, eventually producing a maximum of 16bhp at 10,300rpm.

The cycle parts were virtually an exact copy of the '52 works bikes', featuring a tubular duplex loop frame, telescopic front fork with central hydraulic damper, and swinging-arm rear suspension. Brakes were full-width aluminium-alloy: 7" diameter at the front, 6" at the rear. Dry weight was 165lbs and the top speed over 90mph. Because Italy's long-distance road races, such as the Moto Giro d'Italia and Milan-Taranto required that machines be street legal and possess lights, a flywheel generator formed part of the specification. The MV Agusta monoalbero 125 racer proved an enormous success, remaining in production until 1956 and continuing to offer privateers a competitive ride in the 125cc class for many years thereafter.

The late owner purchased this delightful little MV at a UK auction in October 2015, at which time it was described as 'restored by Giancarlo Morbidelli' and in 'excellent condition'. There is a Technische Abnahme TÜV Hessen sticker to the number roundel, suggesting the MV was previously resident in Germany. Since acquisition the machine has formed part of the late owner's extensive private collection and, having been stored in controlled conditions and unused, will require recommissioning and safety checks prior to further use.

£10,000 - 14,000

243

1962 HONDA 125CC CR93 RACING MOTORCYCLE

Frame no. 0106 (partial reading as remainder obscured by fairing bracket)
Engine no. CR93E3100132

- *Iconic privateer racing motorcycle*
- *Present ownership since 2015*
- *Comes with fairing*



"It was robustly reliable, steered and handled to perfection, was, if anything, over-braked, and would exceed 100mph. At a stroke it made all other 125cc machinery in Britain obsolete. The CR93 was not cheap but it was, quite simply, built to exactly the same high standard as Honda's own racing machinery." - Brian Woolley, *Classic Racer* magazine.

Just one year after its breakthrough first success at World Championship level in 1961, Honda made its state-of-the-art Grand Prix technology available to privateers in the form of the 50cc CR110 and 125cc CR93 over-the-counter racers. Like their works equivalents, the 50cc single and 125cc twin employed gear-driven double overhead camshafts and four valves per cylinder, this combination of tiny cylinders and minuscule valves enabling them to rev safely well into five figures, the CR93's ceiling being a then stratospheric 13,000rpm with maximum power of 16.5bhp arriving at 11,500 revs. Both models employed a tubular-steel frame, devoid of lower rails, to which was attached a conventional set of cycle parts, and while the '50' boasted no fewer than eight gears in the 'box, the more tractable '125' made do with six.

The duo immediately achieved a dominance of their respective classes that would last for many years, and countless stars of the future, including Bill Ivy, Jim Curry, Rod Scivyer and sidecar champion Chris Vincent, gained their early experience aboard the diminutive CRs. Just 40-or-so CR93s were imported into the UK and today they are highly sought after by classic racers and collectors alike.

One of the first CR93s brought to Europe in 1962, this example was purchased by the late owner at a UK auction in October 2015, since when it has formed part of his extensive private collection. At that time the Honda was described as 'fully restored 12 years ago and not used since'. The fairing has been found and will be with the machine at the sale. Having been stored in controlled conditions and unused since purchase the machine will require recommissioning to a greater or lesser extent before further use and thus is sold strictly as viewed.

£15,000 - 20,000

244

1960 NORTON 500CC MODEL 30 MANX RACING MOTORCYCLE

Frame no. R10M 86401

Engine no. none

- *Engine built by Ray Petty*
- *Entered by Bee-Bee Racing and ridden by Alistair Frame and Malcolm Lucas*
- *Present ownership since 2008*



"With a history stretching back almost to the very dawn of motorcycling itself, the Norton single is without doubt the greatest of all the over-the-counter production racers." - Mick Walker, Manx Norton.

Dubbed 'Manx Grand Prix' in 1939, what would become the best-known racing motorcycle of all time had become simply 'Manx' when production resumed in 1946. Norton's over-the-counter Manx racers were much the same as their pre-war counterparts, with single-overhead-camshaft engine, 'square' cylinder head finning, upright gearbox and plunger-suspended 'garden gate' frames. Only the presence of the Roadholder telescopic front fork readily distinguished them from the '39 machines. 1949 brought the first significant change in engine specification, the Manx gaining a double-overhead-camshaft 'head like that enjoyed by the works bikes for many years, but the major development was the arrival of the Featherbed frame for 1951. The works' adoption of the McCandless-designed duplex-loop swinging-arm chassis the previous year had given the Nortons a new lease of life in Grand Prix racing, and Geoff Duke duly took both the 350 and 500cc world titles in 1951. The cycle parts remained essentially unchanged from then on apart from the adoption of a double-sided, twin-leading-shoe front brake for 1962.

Manx engine development, though, continued steadily, latterly under Doug Hele's direction, until production ceased at the end of '62, among the most significant design changes being the adoption of 'square' bore and stroke dimensions for 1954 and coarser-pitch bevel teeth in 1957. Loved and admired by all that have ridden one, the Manx Norton in its many forms is a mainstay of today's classic racing scene.

The example offered here features a 1960 frame and a 1957 engine. Incorporating new original crankcases, the latter reputedly is the last engine built by famed Norton tuner Ray Petty in 1985. The Manx was owned formerly by Mike Hoskisson of Bee-Bee Racing, and was raced by Alistair Frame and Malcolm Lucas in the Manx Grand Prix (the crankcase halves are stamped 'B' and 'B'.) The late owner purchased the Norton at a UK auction in October 2008, since when it has formed part of his extensive private collection. Having been stored in controlled conditions and unused since purchase the machine will require recommissioning to a greater or lesser extent before further use and thus is sold strictly as viewed.

£15,000 - 20,000

245

C.1955 AJ'S 350CC 7R RACING MOTORCYCLE

Frame no. 208 (overpainted)

Engine no. none

Built from 1948 to 1963, Associated Motor Cycles' AJS 7R - known as the 'Boy Racer' - was one of the most successful over-the-counter racing motorcycles of all time. Almost all of Britain's road-race stars of the 1950s and '60s rode a 7R at some stage of their careers, and the model remains a major force in classic racing today. The 7R was conceived as a customer machine for sale to private owners, but was also campaigned by the factory. Although a new design by Phil Walker, the 7R with its chain-driven overhead-camshaft was very reminiscent of the AJS 'cammy' singles of pre-war days. While - initially - not as powerful as the Velocette KTT and Junior Manx Norton, the 7R's robust and simple construction endeared it to the privateer responsible for his own maintenance. While the duplex loop frame and Teledraulic front fork remained essentially unchanged throughout production, the engine underwent almost continuous revision, eventually producing 41bhp in 'short-stroke' configuration. AMC's own gearbox replaced the previous Burman in 1958. The AJS 7R offered here was purchased by the late owner from a UK auction in October 2015. The machine had belonged to the seller since 2009 and was described as a 'very original race bike' (although it should be noted the engine cases are aluminium and not magnesium). It was also said to have undergone a full restoration during 2014. Having been stored in controlled conditions and unused since purchase the machine will require recommissioning to a greater or lesser extent before further use and thus is sold strictly as viewed.

£12,000 - 16,000



246

C.1971 DUCATI 350CC RACING MOTORCYCLE

Engine no. 12409

Formerly owned and rebuilt by Rob Pearson, this Ducati 350 racer was purchased by the previous owner in 2009 via classic racing specialists, TGA. The owner had intended to race the Ducati but his plans changed and so the machine was offered for sale at Bonhams' Stafford auction in April 2012 (Lot 375) where it was purchased by the current owner (since deceased). At that time we said: "Rebuilt with new bearings throughout, the engine is a MkIII 'wide case' incorporating a Carrillo con-rod; 30-32-30 crankpin with new bearing and thrust washers; 76.6mm Asso forged piston (11:1 compression ratio); fully gas-flowed head with 40mm diameter inlet and 36mm exhaust valves; new Colsibro valve guides; coil spring conversion; VeeTwo camshaft; and Pazo electronic ignition. Drive is transmitted via straight-cut primary gears and a rebuilt clutch to a standard Ducati five-speed gearbox. A 36mm Amal Concentric Mk2 smooth-bore carburettor delivers the mixture, which post-combustion exits via a Gibson high-level exhaust said to meet the usual noise regulations. The suspension consists of Marzocchi forks and Hagon adjustable shock absorbers, while the 18" alloy WM2 wheels are shod with virtually new Avon racing tyres. There is a Robinson double-sided twin-leading-shoe brake at the front and a 160mm Ducati stopper at the rear. The glassfibre fuel tank has been professionally treated to prevent ethanol damage." Having been stored in controlled conditions and unused since purchase the machine will require recommissioning to a greater or lesser extent before further use and thus is sold strictly as viewed.

£4,500 - 5,500



247

1968 VELOCETTE 499CC VENOM THRUXTON

Registration no. SHN 306F

Frame no. RS19566

Engine no. VMT 696

- *One of the most highly prized of British sporting 'singles'*
- *Only three owners from new*
- *Restored in the early 2000s*
- *Present ownership since 2015*



"Prestige machine of the pushrod range was the Venom Thruxton 500. It incorporated all the accumulated experience gained in the years the Venom Clubman has been raced in long-distance events, plus the development of the 12 and 24-hour record breaker." – C E A 'Titch' Allen, The Velocette Saga.

Production race successes, notably in the Thruxton 500 Mile event prompted Veloce Ltd to adopt that name for their newly introduced top-of-the-range sports roadster in 1964. Based on the existing Venom, the Thruxton featured a tuned engine with revised big-valve cylinder head, Amal GP carburettor, clip-on handlebars, rear-set footrests and a twin-leading-shoe front brake as standard equipment. Although the Thruxton took its name from the eponymous Hampshire racing circuit, arguably its finest hour came in 1967 when Manxman Neil Kelly won the '500' class in the Isle of Man TT's Production race, newly introduced for that year.

Although much admired by the café racing fraternity, the Thruxton's necessarily high price limited its appeal to a select handful of wealthy connoisseurs. It is thought that as few as 1,100 were made by the factory (with a further 55-60 assembled from parts by main dealers) and today the Thruxton is one of the most sought-after of post-war Velocettes.

This particular Thruxton was supplied new by The Kart House of Darlington to Norman Robson of Crook, County Durham. The late owner purchased the machine at Bonhams' Stafford sale in April 2015 (Lot 285). The previous owner, only its second in almost 50 years, had acquired the machine circa 1990 and meticulously restored it to what in 2015 was described as 'as new' condition. Completed around 2005, the Thruxton was run and exhibited at shows all over the Northeast of England. Having been stored in controlled conditions and unused since purchase the machine will require recommissioning to a greater or lesser extent before further use and thus is sold strictly as viewed.

£14,000 - 18,000

248

1965 TRIUMPH 650CC BONNEVILLE THRUXTON

Registration no. CWV 988C

Frame no. T120 DU23137

Engine no. T120 DU23137

The Thrupton version of Triumph's Bonneville took its name from the endurance race for production machines held at the eponymous Hampshire circuit. 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 Thrupton Bonneville's 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 Thrupton Bonneville's were produced between 1964 and the end of 1967. The ninth of the 52-bike batch made, 'CWC 988C' was supplied to the Swindon Motor Company and, according to a previous auction description, was first registered to a Martyn Ockwell on 12th July 1965 (the copy of the Wiltshire County Records shows it as being registered to a Marshall Clarke of Chippenham, Wiltshire). There are (copy) photographs on file of the machine competing, including at the Llandow Road Races in 1968. 'CWV 988C' also appeared at the Bonneville 50th anniversary event at Gaydon in 2009 (certificate on file). The late owner purchased the Thrupton at a UK auction in February 2015. Accompanying paperwork includes a Certificate of Authenticity dated 1990 and signed by Triumph authority Harry Woolridge; a copy of Wiltshire County Records; a quantity of expired MoTs; other photocopied material; and a V5C document. Offered with key.

£12,000 - 15,000



249

1954 EXCELSIOR 125CC D12 CONDOR

Registration no. PVF 263

Frame no. D12/368

Engine no. 835A/5499

Like most other pioneers of Britain's motorcycle industry Excelsior fitted European manufacturers' proprietary engines at first before turning to home-produced power plants - mainly Villiers, JAP, and Blackburne. Excelsior's ultra-lightweight Consort first appeared in 1953 as the F4, with Villiers 4F engine and two-speed gearbox. The Consort frame was also used for the 125cc D12 Condor. Newly introduced for 1954, the Condor was produced for that year only and did not feature in Excelsior's range for 1955. This ultra-rare Excelsior lightweight was restored by a previous owner some time ago and then dry stored for approximately 20 years (only 1 mile has been recorded). The late owner purchased the Condor at a UK auction in March 2019, at which time it was described as not having run for some time and to be in need of recommissioning. Stored in controlled conditions since purchase, the accompanying history file contains running and maintenance instructions; a quantity of invoices and correspondence; an old-style V5 showing a Geoffrey Bate of Darwen as owner in 1984; a current V5C document; and an old-style buff logbook confirming matching numbers and recording a James Rolfe of Kings Lynn as first owner on 17th March 1954.

£1,200 - 1,600

No Reserve



250

Ex-Barry Burrell

2012 BMW S1000RR RACING MOTORCYCLE

Frame no. WB105070XBZ073217

Engine no. 104EA08118117

- Former British Superbike Championship contender
- Raced by Buildbase-sponsored Barry Burrell throughout 2012
- Best result 4th (at Brands Hatch)



Introduced in 2009, the S1000RR was BMW's first venture into cutting-edge superbike territory, enabling the German firm to compete head-on with its Japanese and Italian rivals. And compete it did, delivering a class-leading 190bhp at the rear wheel courtesy of an 80mm-bore engine that was the most over-square in its class. The advanced electronics offered the rider a choice of four power modes, while the S1000RR Sport version came with a quick-shifter, race ABS, and DTC traction control as standard. "The BMW feels like it could do 10-second quarter-miles without breaking a sweat and pass the 'gentlemen's agreement' 186mph limit in record time," declared Motor Cycle News. "Handling in standard trim will make the other manufacturers wince with embarrassment."

And while the BMW S1000RR (and its M1000RR derivative) has yet to win either the World Superbike or British Superbike Championships, it has proved the absolute master of the Isle of Man TT course, winning 19 races since its first victory in 2014, courtesy of Michael Dunlop, to demonstrate an unrivalled capability on real roads. Peter Hickman (FHO Racing BMW M1000RR) currently holds the TT lap record with an average speed of 136.358mph.

Privateer Barry Burrell campaigned this Buildbase-sponsored BMW S1000RR in the 2012 British Superbike Championship, finishing 14th overall in the Championship at the season's end with a best result of 4th place at Brands Hatch in October (Race 2). Barry is still competing, and in 2024 will be entered by Halliwell Jones Motorrad in the BMW F900 R Cup Series, a support series of the Bennetts British Superbike Championship. The machine comes with an Oxford Products rear paddock stand.

£10,000 - 15,000

FURTHER PROPERTIES

251

Property of a deceased's estate

1961 BSA 500CC GOLD STAR DBD34

Registration no. 427 ASM

Frame no. CB32 10809

Engine no. DBD34GS 6058

For the majority of enthusiasts the 500cc DBD34 in Clubman's trim is the epitome of the 'Goldie'. The DBD, the ultimate road going 500 Gold Star, appeared in 1956 when the famous RRT2 close-ratio gearbox and 190mm front brake became standard equipment. From then on BSA's perennially popular sporting single changed little until its much-lamented demise in 1963. Today, the Gold Star remains one of the most highly sought after of post-war British motorcycles and is supported by a most enthusiastic owners' club. This DBD34 Goldie was purchased 'rebuilt and unregistered' by the deceased owner's husband, and registered to him in September 1983 (receipt on file). The machine consists of a frame and engine both dating from 1961; however, they did not start life together. A Gold Star with frame number 'CB32 10809' was originally despatched to Kings Motors in Wolverhampton as a DBD34 Clubman on 19th May 1961, while the engine is from a DBD34 Special Competition Model, despatched on 2nd February 1961 to BSA in the USA. Notable features include alloy wheel rims; an Amal GP carburettor; and the close-ratio RRT2 gearbox (stamping OK). Standing unused for some years, the machine is offered for recommissioning and sold strictly as viewed (the engine turns over). Accompanying documentation consists of two V5C Registration Certificates and HPI/DVLA check sheets. Key not required

£8,250 - 10,000

No Reserve



252

Property of a deceased's estate

1954 BSA 350CC GOLD STAR CB32

Registration no. FEC 86G

Frame no. CB32 588 (see text)

Engine no. CB32 GS 154

BSA's Gold Stars continued as the 'BB' models after the new swinging-arm frame was introduced in 1953, changing to 'CB' designation for 1954. This change marked the introduction of the classic 'big fin' engine but the designation lasted only until the arrival of the 'DB' series in the autumn of 1955. The 'DB' incorporated a much improved lubrication system and, in the case of the 350 only, a stronger cylinder assembly; as such it represented the 'Junior' Goldie in its final form, there being no 350 equivalent of the final 'DBD' version. First registered for the road in 1968, this 350 Goldie previously belonged to racer Roy Capner and, reputedly, was raced by him (there is a photograph on file of Roy on a Manx Norton, annotated '1957 Junior' on the reverse). No other history is known. It should be noted that the frame serial number (not the prefix) appears to have been restamped, and that there are no identifying stampings on the gearbox. Partly dismantled, the machine is offered for restoration and sold strictly as viewed, its mechanical condition and completeness being unknown (the engine turns over). Some detached parts accompany it. Close inspection advised. Offered with old/current V5/V5C documents. Key not required

£3,250 - 5,000

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.



253



255



254



256

253

Property of a deceased's estate

'MV AGUSTA' CHILD'S MOTORCYCLE

Registration no. unregistered

Frame no. 2220 0594 Engine no. none visible

Powered by a single-cylinder air-cooled two-stroke engine, this 'MV Agusta' child's motorcycle has no connection with the renowned racers from Gallarate. Notable features include cable-operated drum brakes; a 1-into-4 megaphone exhaust system; telescopic front fork; hydraulic shock absorbers; 'Made in Italy' and 'MV Agusta' badges to the upper fork yoke; and a 'Classic Bike Show 1998 Exhibitor' sticker to the fairing. Standing unused for many years, the machine is offered for recommissioning/restoration and thus is sold strictly as viewed (it should be noted that the engine does not turn over). There are no documents with this Lot.

£400 - 600

No Reserve

254

Property of a deceased's estate

C. 1954 MV AGUSTA 125CC PULLMAN

Registration no. unregistered

Frame no. 510147 Engine no. 513984

Much better engineered than any British contemporary, MV's 125cc two-stroke was powered by a neat, unitary construction, single-cylinder engine featuring detachable transfer ports. A development of this engine went into the unusual Pullman model of 1953, which combined elements of both the scooter and motorcycle. One of the Pullman's most distinctive features was its frame, which employed a large-diameter curving front down-tube, while the foot-boards, single sprung saddle, twist-grip gear change and small wheel/wide tyre combination were clearly scooter inspired. In 1955 it was joined by the Super Pullman, which despite the name was a proper motorcycle of entirely new design, albeit still a 125cc two-stroke. Purchased from Holland, this Pullman comes with an undated hand-written account of its restoration. The machine is offered for recommissioning or further restoration and thus is sold strictly as viewed (the engine turns over). It should be noted that there is no speedometer.

£1,250 - 1,600

No Reserve

255

1955 BSA 123CC BANTAM D1

Registration no. unregistered

Frame no. BD2S38420 Engine no. DDB1166

This BSA Bantam is presented the bright red livery of the Royal Mail and dates from a time when the latter was part of the GPO (General Post Office). However, it is not known whether or not this is an original Royal Mail machine. The Bantam was purchased in March 1995 from Bill Brown's Motorcycle Centre in Whitehaven, Cumbria and comes with the related receipt. This receipt records the registration number as 'TKT 697'; however this registration is not listed in the HPI/DVLA database. Accordingly, prospective purchasers must satisfy themselves with regard to this motorcycle's registration status prior to bidding. The machine is offered for restoration and sold strictly as viewed (the engine turns over). It has Wipac ignition and hence no requirement for a key.

£750 - 1,000

No Reserve

256

Property of a deceased's estate

1980 PUCH MV50 SPORTS MOPED EX-POST OFFICE

Registration no. LAO 880W Frame no. 7479553

Engine no. 7479553

The advent of 'Sixteener Special' mopeds in the 1970s allowed the Austrian firm of Steyr-Daimler-Puch, long-established as makers of two-stroke lightweights, to grab a substantial slice of the UK 'learner' market with model such as the Grand Prix and MV50. Meanwhile, the popular Maxi range continued to cater for commuters. This Puch MV50 was formerly in service with the Royal Mail and was based at Carlisle Head Post Office. The Puch appears to have been sold into 'civilian' use in 1986, passing to a Mr Geoffrey Chester of Lancashire, its first private owner. The machine is offered for recommissioning, or possibly more extensive restoration, and thus is sold strictly as viewed (the engine turns over). Offered with an old-style V5 Registration Document and HPI/DVLA check sheets. Offered without key

£400 - 600

No Reserve

257

Property of a deceased's estate

1954 BSA 123CC BANTAM D1

Registration no. OVS 997

Frame no. BD2S 33853

Engine no. DD 1031

Many a now-mature motorcyclist's first two-wheeled experience will have been gained aboard a BSA Bantam. Developed from the pre-war DKW RT125 and announced in 1948, the Bantam became a top seller for BSA, in excess of half a million leaving the Birmingham factory before production ceased in 1971. Originally of 123cc, the engine grew first to 148cc - on the D3 Bantam Major, introduced for 1954 - and then, finally, to 172cc; optional plunger rear suspension became available in 1950 together with battery electrics, direct lighting having been used hitherto, while the next major changes to the cycle parts saw introduction of swinging-arm rear suspension and a sturdier telescopic front fork on the Bantam Major in 1956. While larger-engined versions came and went, the original 123cc D1 Bantam in its updated, plunger-suspended form remained available until 1963, one of its foremost users being the GPO's Royal Mail division, whose red-liveried machines (used for telegram deliveries) were a familiar sight on city streets. The Bantam remains a firm favourite to this day. This plunger-suspended Bantam D1 is offered for recommissioning (the engine turns over). Accompanying documentation consists of an old-style V5 Registration Document and HPI/DVLA check sheets. Key not required

£950 - 1,200

No Reserve



258

Property of a deceased's estate

1954 DOT 197CC TDHX TRIALS

Registration no. GDO 762

Frame no. H531069

Engine no. 375A 773 (see text)

In post-war years, Manchester-based Dot concentrated on the production of (mainly) Villiers-engined lightweights, becoming a major force in the trials and scrambles fields. The Dot was the most successful lightweight scrambler from the late 1940s to the 1960s when Greeves took over, often having the beating of larger-engined and better-funded rivals on numerous occasions. Dot also offered a trials model, although major successes in that discipline would not be achieved until 1958 and the return from National Service of star rider Eric Adcock, who would go on to win over 750 awards for the Mancunian manufacturer. This Dot's supplying dealer's plaque shows that it was sold new by Beamish (Motors) Ltd of Portslade, Sussex. Apparently an older restoration, the machine is offered for recommissioning or further restoration (the engine turns over) and thus is sold strictly as viewed. It comes with an old-style green logbook for the registration 'GDO 762'; however, that registration is not listed in the DVLA/HPI database; hence the machine is offered unregistered. It should also be noted that the logbook records a different engine number. Additional documentation consists of bills for parts dating from the 1970s, and three editions of the Dot Owners Club newsletter. Key not required

£1,250 - 1,500

No Reserve





259
1976 SUZUKI TS185
Registration no. SYB 641R
Frame no. TS185-128953
Engine no. TS185-129026

Like all the Japanese manufacturers, Suzuki recognised the importance of the North American 'off-road' market and began offering appropriate models in the mid-1960s, commencing with modified roadsters before developing more specialised models. Suzuki first used the 'TS' designation of an off-road model in 1970, this being the TS90. Soon there were TS models in a wide range of capacities, the TS185 being a new introduction for 1971. The newcomer was modelled on the existing TS250, to which it bore a strong resemblance, the only obvious differences being a smaller fuel tank and rear tyre. The 185cc single-cylinder two-stroke engine developed 17.5bhp and came with five gears in the 'box, making the 217lb TS185 a lively performer. The TS185 would prove to be extremely popular model, remaining on the Suzuki range for the next seven years before bowing out at the end of 1977. A lovely example of the marque, this TS185 was purchased in 2019 and used sparingly before the owner passed away and should require only light recommissioning before returning to the road. The machine is offered with an owner's manual, manufacturer's brochure, and a V5C registration document.

£2,000 - 3,000



260
Property of a deceased's estate
1973 SUZUKI 125CC STINGER
Registration no. BMJ 83L (see text)
Frame no. T125-120712
Engine no. 123514

In 1969 Suzuki replaced its existing T200-based 125cc T125 twin with the sensational all-new T125 Stinger. The Stinger's engine layout was a new one for Suzuki, featuring almost-horizontal cylinders and downdraft carburettors, while the upswept exhaust system's slender protruding end-cans suggested insect aggression and gave the model its evocative name. Built in unit with the five-speed gearbox, the engine was housed in a tubular spine frame equipped with conventional cycle parts. Producing 15.1bhp and weighing a mere 211lbs, the Stinger possessed class-leading performance and proved capable of humbling larger machines over twisty going. There was also a 90cc version produced for two seasons only. Unique in the Suzuki model range, the T125 Stinger remained in production until 1973 when it was replaced by '74 by the more conventional GT125. Today the model is one of the most collectible and sought-after of classic Suzukis. Last taxed to 30th June 1989, this Stinger was purchased some time ago by the late owner and will require recommissioning/restoration before returning to the road. No prior history is known. Although the Suzuki displays the registration 'BMJ 35L', that number is no longer allocated to this motorcycle and thus it is sold unregistered. Offered with one key and an old-style V5.

£2,000 - 3,000



261

Property of a deceased's estate

1976 BEAMISH SUZUKI RL-250 TRIALS MOTORCYCLE

Registration no. not registered

Frame no. none

Engine no. 100539 (see text)

The Beamish Suzuki was produced in the 1970s by ex-BSA works rider, Graham Beamish, at that time UK agent for Suzuki moto-cross machines. Beamish began by modifying a batch of RL-250 trials models at the beginning of the 1974 season, the success of which prompted him to purchase all of the remaining unsold stock of the unpopular RL-250 'Exacta'. Although Beamish's modifications had improved the bike, what it really needed was a completely new frame, production of which was entrusted to trials rider and frame builder, Mick Whitlock, who designed one made of lightweight Reynolds 531 tubing, bronze-welded and chromed: the 'Whitehawk'. A staggering 1,200 of this first Beamish Suzuki model were sold. A revised Mk2 version, which featured a lighter/stronger frame and a higher proportion of British-made components, was introduced for 1976. Purchased recently by the late owner, this Beamish Suzuki will require recommissioning before further use and thus is sold strictly as viewed. It should be noted that the engine number has had the prefix ground off (the last part is a factory stamp). Offered without documents.

Offered without key

£2,500 - 3,500



262

1977 SUZUKI 739CC GT750 PROJECT

Registration no. RMD 145R

Frame no. GT750-70615

Engine no. GT750-77498

Launched at the Tokyo show in 1971, Suzuki's new GT750 flagship was, as its name suggests, more Gran Turismo than outright sports bike. First of a family of Suzuki two-stroke triples, the newcomer retained the cylinder dimensions of the existing T500 air-cooled twin, but with the added refinements of water-cooling and an electric starter. Top speed was around 115mph, but more important was the effortless cruising capability. Modifications were not long in coming, the GT750K gaining twin front disc brakes (replacing the original double-sided drum) for 1973. "It's solid and utterly secure at the ton and comfortably relaxing in a way that only a heavyweight cruiser can be, but it's also perfectly manageable trickling along at walking pace," declared Bike magazine, testing the GT750L. Production ceased at the end of 1977. Supplied by Grimstead's Motorcycles of Ilford, Essex, this late GT750 comes with an old-style V5 registration document recording the keeper as one Ian David Chantler, who acquired it in 1990. The odometer reading is 18,774 miles but no other history is known. The machine is offered as a restoration/recommissioning project and thus is sold strictly as viewed (the engine turns over). A service manual and a parts catalogue come with it.

£3,500 - 5,500





263



265



264



266

263

Property of a deceased's estate

1977 SUZUKI TS400

Registration no. not registered

Frame no. TS4003-31921 Engine no. TS4003-31981

Like all the Japanese manufacturers, Suzuki recognised the importance of the North American 'off-road' market and began offering appropriate models in the mid-1960s. Its first efforts were modified roadsters but as development progressed Suzuki's street scramblers became more capable on the dirt. One of the most successful was the TS range of single-cylinder two-strokes, which commenced in 1969 with the TS250, while the successor ER series shifted the focus even more towards off-road capability. The then largest of the family, the TS400, arrived in 1972 and is notable as one of the first models to have Suzuki's electronic ignition. The history of this TS400 is not known prior to its purchase some time ago; sadly, the late owner never got around to doing a full restoration. Offered for recommissioning or restoration, the machine comes with Belgian registration paperwork. Offered with key

£800 - 1,200

No Reserve

264

Property of a deceased's estate

1979 SUZUKI TS100

Registration no. DKX 183T

Frame no. TS1002-119223 Engine no. TS1002-131582

Like all the Japanese manufacturers, Suzuki recognised the importance of the North American 'off-road' market and began offering appropriate models in the mid-1960s, commencing with modified roadsters before developing more specialised models. Suzuki first used the 'TS' designation of an off-road model in 1970, this being the TS90. Soon there were TS models in a wide range of capacities, the TS100 being a new introduction for 1973. Basically a bored-out '90', the TS100 engine unit featured disc-valve induction and had a five-speed gearbox. The TS100 continued in the range into the 1980s, latterly with a reed-valve induction. Nothing is known of the history of this TS100, which is offered for restoration and sold strictly as viewed. The machine comes with a Haynes manual and an old-style V5 registration document.

£600 - 1,000

No Reserve

265

Property of a deceased's estate

1970 SUZUKI 196CC T200 INVADER PROJECT

Registration no. NER 37H

Frame no. 17456 Engine no. T200-17520

Suzuki followed up its sensational T20 Super Six with a 200cc version: the T200 Invader. Introduced in 1967, the T200 was styled like its 250cc brother but subtly scaled down as well as having 'only' five gears and a smaller engine. The latter produced 23bhp, six horsepower down on the T20's but this was nevertheless sufficient to propel the 'junior' twin past 80mph. The T200 lasted in production for four years, being dropped from the range at the end of 1971. The family discovered this T200 in their barn after the late owner passed away: a true barn find! Surprisingly, the engine turns over. The machine is offered with an original Suzuki T200 Service Guide and an old-style V5 registration document recording the keeper as one Ian David Chantler, who acquired it in 1990. The odometer reading is 32,056 miles but no other history is known. Two keys present.

£300 - 500

No Reserve

266

C.1970 SUZUKI 196CC T200 INVADER PROJECT

Registration no. NEB 18H (see text)

Frame no. 21899 Engine no. T200-21966

Suzuki followed up its sensational T20 Super Six with a 200cc version: the T200 Invader. Introduced in 1967, the T200 was styled like its 250cc brother but subtly scaled down as well as having 'only' five gears and a smaller engine. The latter produced 23bhp, six horsepower down on the T20's but this was nevertheless sufficient to propel the 'junior' twin past 80mph. The family discovered this T200 in their barn after the late owner passed away: a true barn find! Surprisingly, the engine turns over. The odometer reading is 22,478 miles but no other history is known. Although the Suzuki carries the registration 'NEB 18H', this is not recorded in the HPI database and thus the machine is offered unregistered. Prospective purchasers should satisfy themselves with regard to this motorcycle's registration status prior to bidding. Offered with key.

£300 - 500

No Reserve

267

Property of a deceased's estate

1976 SUZUKI RV125 VAN VAN

Registration no. KVE 847P

Frame no. RV125-31271

Engine no. RV125-31282

Suzuki first introduced the 'RV' series of 'all terrain' motorcycles in 1971, commencing with the 90cc RV90. Distinguished by its large-diameter 'balloon' tyres, the RV looked like a two-wheeled dune buggy and, if truth be told, was more of a fashion statement than practical off-roader. 50cc and 125cc versions followed in 1973, the smaller RVs being distinguished by their spine-type frames and the latter by its cradle chassis. The 'big' RV was powered by a de-tuned version of the TS125 trail bike engine producing 10bhp and driving via a five-speed gearbox. The subsequent arrival of three-wheeled ATBs and then quads spelled the end for the RVs, and production had ceased by the end of the 1977 season. With its low seat height and balloon tyres, this RV125 is a user-friendly machine for the novice rider as well as an economical choice for the daily commute. Nothing is known of the history of this 'time warp' RV125, which is offered for restoration and sold strictly as viewed. The machine comes with an old-style V5 registration document, a service manual, and a parts catalogue.

£600 - 1,000

No Reserve



268

1967 BSA 343CC B40 MILITARY MOTORCYCLE

Registration no. no registered

Frame no. B40GB 386

Engine no. B40GB 3152

Introduced in September 1958, the unitary construction C15 replaced the outgoing C12 and would provide the basis for an entire range of singles in capacities up to 500cc. The first new C15-based model to feature an enlarged engine was the 343cc B40, an addition to the line-up for 1961. Many B40s would see service with the British Armed Forces, which ordered 2,000 following an extended reliability test. A number of modifications were made to the military-specification B40, including a lower compression ratio of 5.0:1; Zenith 'butterfly' carburettor; cut-down, moto-cross oil tank; external, cartridge-type oil filter; fork gaiters; and a fully-enclosed rear drive chain. Although the 'civilian' B40 disappeared from the range at the end of 1967, military production continued for another couple of years, the last machines being delivered in 1970. The B40 would remain in military service well into the 1970s. Nothing is known of the history of this B40. There are no documents with this motorcycle, which is offered for restoration and sold strictly as viewed.

£700 - 900

No Reserve





269

C.1969 MOTOBİ 250CC SPORT SPECIAL

Registration no. not registered

Frame no. S*478730

Engine no. S*3550

The now-defunct Italian manufacturer MotoBi is closely related to Benelli. In 1949 the eldest of the six Benelli brothers, Giuseppe, left to found his own company: Moto 'B' Pesaro, later MotoBi. The latter's first design was a 98cc single-cylinder two-stroke lightweight with horizontal engine, a layout that would characterise its offerings from then onwards. In the early 1950s a new range of all-aluminium engines was introduced whose profile resembled that of an egg or rugby ball, and this style was deliberately retained when MotoBi switched to overhead-valve four-strokes towards the decade's end. MotoBi was reabsorbed by Benelli in 1962 and sometime later the bikes were re-badged as Benellis. Nothing is known of the history of this MotoBi Sport Special, which is believed to be a '250'. There are no documents with this motorcycle, which is offered for restoration and sold strictly as viewed.

£600 - 800

No Reserve



270

1963 MV AGUSTA 50CC LIBERTY

Registration no. not registered

Frame no. MVL*813426*

Engine no. MV-L-813725

Although best known for their racing and road-going four-cylinder four-strokes, MV Agusta built lightweights throughout its manufacturing career and in its early days listed small two-strokes and even a scooter. Indeed, between 1955 and 1959 they listed a moped and in 1962 introduced the 50cc Liberty, an ultra-lightweight sports roadster.

The Italian Highway Code no longer required such machines to have pedals, and the Liberty was aimed squarely at youngsters who wanted something more stylish than the traditional step-thru moped. A four-stroke in a field dominated by two-strokes, the Liberty featured a three-speed twistgrip-change gearbox at first while 1967-onwards models had a foot-change four-speeder. Turismo, Sport, and Super Sport versions were available. Nothing is known of the history of this Liberty. There are no documents with this motorcycle, which is offered for restoration and sold strictly as viewed.

£600 - 800

No Reserve



271

1955 BSA 499CC GOLD STAR DB34

Registration no. 897 ENO (See text)

Frame no. CB32 3013

Engine no. DB34GS513

This 1955 Gold Star has a history which is rapidly disappearing in the modern world – its present, second, owner has been its custodian since it was less than a year old – a total of 67 years. It was despatched by BSA on 14th September 1955 to Reg Smith Motors of Dagenham in Clubman's Trim, with the same engine and frame it retains to this day. It was registered on 6th October 1955 by the dealer, and sold to Jack Paul Humphreys of Gidea Park, Essex on 15th October. He traded it back to Reg Smith on 9th April 1956, and it was purchased by the present owner on 16th May 1956. In 1960 a DBD cylinder head was purchased from Eddie Dow and fitted to the bike (the original head comes with the machine). Thereafter, it was used by him until 1962 when it was put into storage. Eventually having time to renovate the BSA, the vendor advises that he carried out a restoration of the machine in 2022, and a list of parts purchased for this is in the history file. Although restored, 897 ENO has not been used on the road since restoration, and indeed, the bike has never been put onto the DVLA database. Prospective buyers must therefore note that they will need to do this before the machine can be used on the road. Documentation comprises the original RF60 buff log book, and the aforementioned list of parts.

£8,000 - 10,000



272

1964 MATCHLESS 646CC MONARCH G12CSR

Registration no. BGF 404B

Frame no. A85802

Engine no. G12CSR/x9843

The Matchless G12CSR sports model was christened with the name Monarch for 1962. From 1963 a 'Speed kit' was available to buyers who aspired to even faster road work, or production racing. In 1964 the sports model was also endowed with the Norton Roadholder forks and wheels as standard. As with the BSA Gold Star also in this sale, the vendor of this Matchless has owned it for a large part of his life. He purchased it brand new in 1964 from Joe Francis Motors Ltd, only a short distance from the Plumstead Matchless factory, on 7th May 1964. With it, he specified the optional tachometer, and also bought the Speed kit, which comprised twin Amal monobloc carburettors, high compression pistons, special camshafts, and cam followers. Whilst he fitted the twin carbs, he never fitted the rest of the kit which remains unused, and is offered with the machine. Another improvement was the fitting of a John Tickle twin leading shoe front brakeplate (original included). He used the Monarch from 1964 until 1967 when he took it off the road and laid it up in storage, where it has remained ever since, having covered only 13,646 miles from new. Whilst it has suffered cosmetically, and the engine is seized due to the extended storage, it does however, provide a new owner with a unique restoration project with a fascinating back-story. Offered strictly as viewed and for restoration. Documentation comprises the original VE60 green log book, a current V5C, and the original bill of sale.

£1,500 - 2,500



END OF DAY 1

Motorcycles - Day 2

Sunday 21 April at 11:00

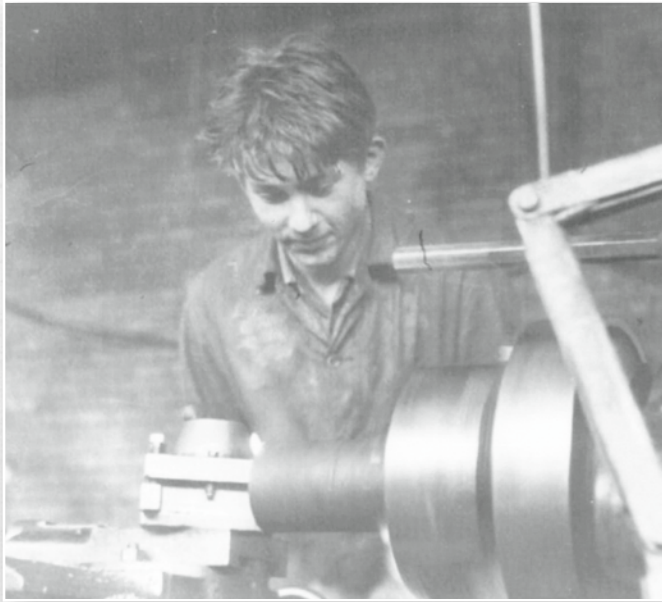
Lots 301 - 499

Images of each lot can be found at
www.bonhams.com/29273



The Clive Wood MBE Collection

Lots 301 - 339



The late Clive Wood, a prominent figure in Teesside industry, began his career at Marske Machine Company as an apprentice fitter-turner. Known for his energetic work and humble client care, he became sales manager at Tees Components, personally investing in both Tees Components and Dormor Machine & Engineering.

Clive's passion for innovation led Tees Components to adapt machinery in the late 1980s, establishing a dedicated tunnel lining production line. This facility crafted cast iron liners for the Channel Tunnel and the Jubilee Line extension.

Committed to philanthropy, Clive founded the East Cleveland Youth Training collective, empowering young people in engineering, and additionally served as county vice president for St John Ambulance, supported local sports, and was awarded an MBE in the 2019 Queen's birthday honours.

Clive's diverse interests included racehorses, playing trumpet, vintage cars, art, fly fishing, beekeeping, metal detecting, and horticulture.

Clive had a strong affinity for British motorcycles, and his impressive collection boasts no less than 20 diverse British motorcycle brands.

301

1913 BSA 3½HP

Registration no. AD 6895

Frame no. 4503

Engine no. 34994 (see text)

- Rare 'Edwardian' BSA
- An older restoration
- Pioneer Certificate
- Original engine included in sale



Originally established in 1861 as an armaments manufacturer, The Birmingham Small Arms Company switched to making components for the bicycle industry in 1878 following a Government-induced downturn in the arms market. BSA first experimented with powered two-wheelers in 1905 using a standard-type bicycle. This first motorcycle made by BSA used a proprietary engine - probably the Belgian Minerva - clipped to the front down-tube, but it was not until 1910 that the firm introduced a model entirely of its own design and manufacture. This was produced, not at the famous Small Heath works in Birmingham, but at the old Eadie Manufacturing Company factory in Redditch. The acquisition of Eadie in 1908 had brought with it considerable experience in the manufacture of bicycle hub brakes as well as the services of Albert Eadie, who, together with ex-James Cycle Company works manager, Charles Hyde and engine designer, F E Baker, would be responsible for establishing BSA as a motorcycle manufacturer.

Displayed at the 1910 Olympia Show, the first series-production motorcycle to feature the marque's distinctive green and cream tank colours was a 499cc (3½hp) sidevalve single, built initially with single-speed, belt-drive transmission and later on with a three-speed countershaft gearbox.

Well engineered and equally well made, this first BSA proved an enormous success and changed little over the next few years, though for 1912 a two-speed hub gear was available alongside an all-chain-drive model suitable for sidecar work.

This delightful 'Edwardian' 3½hp BSA comes with a green continuation logbook (issued in 1973) listing three owners, the last of whom – Walter John Underhill – acquired the machine in December 1974. 'AD 6895' also comes with a Sunbeam MCC Pioneer Certificate issued to Mr Underhill in February 1977 and recording the engine number as '4549/13', that being the number of the spare engine included in the sale. Also on file is an old-style V5 in the name of John Henry Andrew of Lincolnshire, listing the previous keeper as Ronald Claude Williams of Bristol. Last taxed to the end of March 2001, the BSA is an older restoration offered for recommissioning or possibly more extensive renovation (the engine turns over). A photocopied spare parts list is included in the sale.

£8,000 - 12,000
No Reserve

302

C.1923 BSA 4.25HP

Registration no. SV 7369
Frame no. XB1824 (see text)
Engine no. R 1845 (see text)

Acquired by the late owner in January 2017, the splendid Vintage-era 'flat-tanker' offered here is a 4¼hp (557cc) BSA Model H2, with both engine and frame numbers approximately correct for 1923. The engine prefix 'R' is correct for the year/model, as is the frame prefix 'B', but there is an additional 'X' before the 'B', which may have been an in-house factory reference denoting the individual specification of this machine. (It should also be noted that the V5C records the engine number as 'XR1845'.) The date of first registration is recorded as 19th January 1923 in the V5C, and the machine still presents as relatively original and of that period in many respects. Notable features include fully enclosed all-chain drive (primary and rear); the new constant-mesh three-speed gearbox; dummy belt-rim brakes front and rear; the BSA variable-jet semi-automatic carburettor; and the optional magdyno and electric lighting. This machine appears to have extra springing for the rider's seat, but this is not the same as BSA's own optional sprung seat pillar of the time. Also fitted is the ancillary (reserve) fuel tank, and a Tan-Sad pillion seat. An older restoration, the machine is offered for recommissioning and sold strictly as viewed (the engine turns over). Accompanying documentation includes SORN paperwork and old/current V5/V5C documents.

£4,500 - 6,500

No Reserve



303

C.1926 BSA FLAT TANK

Registration no. unregistered
Frame no. C.104.6
Engine no. 1193 1480 AP

The first motorcycles made by the Birmingham Small Arms Company in the early 1900s used proprietary engines such as the Belgian Minerva, and it was not until 1910 that the firm introduced a BSA designed and built machine. The first model to feature the marque's distinctive green and cream tank colours was a 499cc (3½hp) sidevalve single, which was soon complemented by a 557cc (4¼hp) long-stroke version, built initially with single-speed belt drive transmission and later on with a three-speed countershaft gearbox in the case of the Model K, to which the Model H added chain final drive. BSA continued to offer a comprehensive range of sidevalve models in all capacities well into the 1930s despite the introduction of modern, overhead-valve models such as the 'Sloper' to its line-up. Around the time this example was manufactured, BSA began referring to its 500s as '4.93hp' models, arriving at that figure not by the more commonplace RAC method but that of the A-CU, which equated 1 horsepower with 100cc. A partial older restoration, this BSA 'flat-tanker' is offered in need of further renovation/completion and is sold strictly as viewed (the engine turns over). Missing parts include the handlebar controls and grips; chain cases; front mudguard; rear numberplate bracket; and the silencer. The machine is offered with a folder of photocopied literature. There is no registration document with this Lot.

£3,000 - 4,000

No Reserve





304

C.1922 BSA 4.25HP

Registration no. unregistered

Frame no. T1826

Engine no. R2591

The first model to feature BSA's distinctive green and cream tank colours was a 499cc (3½hp) sidevalve single, which was soon complemented by a 557cc (4¼hp) long-stroke version, built initially with single-speed belt drive transmission and later on with a three-speed countershaft gearbox in the case of the Model K, to which the Model H added chain final drive. A document on file states the following: "This machine has been built up using its 557cc side-valve unit from 1921... Later brakes have been fitted (1926) to this bike. Much restoration work has been completed but further work is required. The fitted engine and gearbox are believed to be good but have not been run during the present ownership... It has had a lot of time and money spent on it and is about 95% complete... The work that has been carried out is to a very high standard with no expense spared." It should be noted that we have been unable to verify any of the claims made in this document; thus the machine is sold strictly as viewed: incomplete and requiring completion. Missing parts include the final drive chain case; rear chain; rear light; gearbox top cover; kickstart lever; and control cables. The machine comes with a dating document and some photocopied literature. There is no registration document with this Lot.

£2,500 - 3,500

No Reserve



305

1932 BSA 499CC BLUE STAR W32-7

Registration no. RV 2167

Frame no. Z7.747

Engine no. Z12.1854

The Depression of the early 1930s forced a reduction in the number of BSA's models, just ten being offered for 1932. Among these, though, were three new 500s: one a sidevalve and two with overhead valves, all sharing a common bottom end and the 85x88mm bore/stroke dimensions that would characterise all BSA's 500cc singles, including the legendary Gold Star, up to the beginning of the unitary construction era in the 1960s. The overhead-valve sports 500 was given the name 'Blue Star', a title also applied to the equivalent 250 and 350 models. All featured engines with vertical cylinders and magneto ignition carried in conventional cycle parts with rigid frames and girder forks. The Blue Stars came with a tuned engine incorporating a high-compression piston; 'hotter' cams; a twin-port cylinder head; and a four-speed foot-change gearbox. Originally an optional extra, a full electric lighting system became standard equipment for 1934. Displaying a tax disc that expired on 30th September 1953, this Blue Star '500' was acquired by the late owner in October 2006. Possibly unrestored, the machine is offered for recommissioning, or possibly more extensive renovation, and is sold strictly as viewed (the engine turns over). Accompanying paperwork includes the original and two continuation logbooks; a quantity of useful transfers; and old V5/V5C registration documents.

£6,000 - 10,000

No Reserve



306

1934 BSA 5.95HP SLOPER M34-12

Registration no. NG 7035

Frame no. B12.752

Engine no. B12.442

During the 1930s its advertising slogan - 'One in Four is a BSA' - reflected the Birmingham-based company's status as the world's largest motorcycle manufacturer. In 1927 BSA had introduced the influential 'Sloper' (so called because its inclined cylinder) thereby starting a trend that saw many of its rivals launch similar machines. Nevertheless, models with vertical cylinders continued to form part of BSA's extensive range, outliving the Sloper when the fashion for inclined cylinders faded. The '27 Sloper 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. 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. An older restoration, this sidevalve Sloper is offered for recommissioning, or possibly more extensive renovation, and thus is sold strictly as viewed (the engine turns over). The late owner purchased the BSA at Brooks' Stafford Sale in October 1998 (Lot 459). Accompanying paperwork includes some old invoices; two old-style logbooks (1954 and 1957); and an old V5 stating that the machine was 'previously registered and/or used'.

£4,000 - 6,000

No Reserve



307

1938 BSA 250CC B21 SPORTS

Registration no. unregistered

Frame no. JB20 1424

Engine no. JB21 300

During the 1930s BSA concentrated on producing a range of dependable, well-made, competitively priced motorcycles. When BSA's single-cylinder range was redesigned by Val Page for 1937, the engines took on many of the characteristics they would retain in the post-war era, most notably dry-sump lubrication and gear drive to a rear-mounted magneto. There were three new offerings in the 250 class: the sidevalve B20 and overhead-valve B21 and Empire Star models, the latter featuring foot change as standard on the four-speed gearbox shared with the others. Production of the popular B-Series 250s continued to the decade's end when the range was superseded by the new C-Series quarter-litre models: the C10 and C11. This B21 Sports is an older restoration offered for recommissioning (the engine turns over). There are no documents with this Lot.

£2,500 - 3,500

No Reserve



308

1932 BSA 986CC MODEL G32-10

Registration no. RE 7531

Frame no. Z.10.416

Engine no. Z.10.401 and 8/Z334

- *An older restoration offered for recommissioning*
- *Three-speed hand-change gearbox*
- *Matching frame and engine numbers*



"Both the de Luxe and Colonial machines have been expressly designed for Sidecar work with heavy loads. For high speeds or in difficult country the extra power given by the larger engine will add materially to the rider's comfort and the average road performance. The BSA 9.86hp twin cylinder model is a typical example of the high standard of perfection to which the modern motor bicycle has been raised. As a super touring combination, it worthily upholds the highest traditions of British Engineering." - BSA Cycles Ltd, 1927.

The first motorcycles made by the Birmingham Small Arms Company in the early 1900s used proprietary engines such as the Belgian Minerva, and it was not until 1910 that the firm introduced a BSA-designed and built machine. The firm's first v-twin - the 770cc (6-7hp) Model E - appeared late in 1919 and would prove the forerunner of a long line of rugged and dependable 'sidecar tugs'.

A larger, 986cc version debuted as the Model F in 1922 and would continue in production as the Model G, regularly revised and updated, until 1940, though changes made to the big v-twin during the 1930s were few compared with those made to BSA's singles. The 'World Tour' name associated with the Model G was used from 1929 to 1931, and 1933 to 1934.

First registered on 2nd May 1932, this Model G is an older restoration offered for recommissioning or further renovation (the engine turns over). A speedometer and lights are fitted, and the machine has the three-speed hand-change gearbox. Accompanying documentation includes an old-style continuation buff logbook (issued in 1943) confirming matching frame and engine numbers, and an old-style V5C Registration Certificate. The machine has belonged to the late owner since October 2006. It is not known when it was last used.

£8,000 - 12,000

No Reserve

309

1934 BSA 4.98 HP J34-15 OHV TWIN W.D.

Registration no. unregistered

Frame no. B15.328

Engine no. B15.372

- *Produced for only one year*
- *One of the rarest and most desirable of 1930s BSAs*
- *Ex-War Department*



"As I knew I would, I loved it immediately – the sound, the comfort, the look, it's all perfect, making the half-litre BSA V-twin really one of the most delightful machines of the 1930s." – James Robinson, *The Classic Motorcycle*, March 2017.

During the 1930s BSA concentrated on producing an extensive and varied range of dependable, well-made and competitively priced motorcycles. The majority of these were singles but for the sidecar market BSA offered the Model G 985cc sidevalve v-twin and, for the more sportingly inclined rider, a smaller overhead-valve v-twin: the 499cc Model J. Somewhat surprisingly, given its complexity, the newcomer had originally been developed for the War Department. Predictably, it was rejected by the latter, which tended to favour sidevalve singles for military use, and appeared for the first time in civilian guise in the 1934 range as the J34-11. The military version, as seen here,

appears to have been listed, specifically as a WD model, and produced for only one year. Intended exclusively for the military, it never appeared in the normal range catalogues or brochures.

The civilian model, however, continued in production and was typed J35-12 the following year when it was joined by a 750cc version, the Y13, before ceasing production at the end of 1936 as the J12. Although the '500' had gone, the 750cc v-twin continued until the end of the 1938 season. Produced for only three years (and only one in the case of the WD version), the handsome Model J is today one of the rarest and most highly sought after of all 1930s BSAs.

Finished in distinctive War Department livery, this ultra-rare BSA J34-15 is an older restoration, undertaken at date unknown. Notable features include the three-speed, foot-change gearbox; electric lighting set complete with ammeter; pillion pad; and two tool boxes. There are no registration documents for this motorcycle, which is offered for recommissioning and sold strictly as viewed (the engine turns over). A pair of 'BSA' transfers and a BMS reprinted maintenance manual and separate spares list come with it.

£8,000 - 12,000

No Reserve



310
1952 BSA 498CC STAR TWIN
Registration no. LDT 474
Frame no. ZA7S 33376
Engine no. AA7 S 2166 (see text)

Announced in September 1946, the A7 was BSA's first production parallel twin. Mechanically it followed Triumph lines but made do with a single camshaft rather than the Triumph's two. Unusually, the gearbox bolted directly to the rear of the engine in semi-unit style. The entire ensemble was housed in an unsprung duplex loop frame. A sports version - the Star Twin - arrived for 1949 boasting plunger rear suspension as standard, twin carburettors, and a power output boosted from the stock 27 to 31bhp. The engine was extensively revised for 1951 along the lines of the newly introduced Bert Hopwood-designed A10 650, and then in 1954 BSA's twins range was greatly expanded with the arrival of four new models featuring swinging-arm rear suspension. The introduction of the new duplex frame meant that the A7's bolted-up gearbox had to go, but otherwise the engine remained much as before, though the new Shooting Star sports roadster featured an alloy cylinder head and detachable inlet manifold. This Star Twin's current registration dates from 2001, which is likely when the late owner acquired it. Offered for recommissioning or restoration (the engine turns over), the machine comes with BSA Service Sheets, SORN paperwork and a V5C Registration Certificate stating that it 'was registered and/or used. Declared manufactured 1952'. Please note the V5C and HPI incorrectly record the engine number as 'AA752166', an obvious clerical error.

£2,500 - 3,500

No Reserve



311
1953 BSA 349CC BB32 GOLD STAR
Registration no. JUX 519
Frame no. BB32A504
Engine no. BB32.GS.1045

The motorcycle with frame number 'BB32A.504' was despatched from the factory twice: for the first time on 29th June 1953 to a dealer in Biggleswade, Bedfordshire. The machine was returned to BSA (possibly due to a cancelled order?) and despatched for a second time to Fron Purslow in Shrewsbury, Shropshire on 7th July 1953. It was recorded as being in Clubman's trim on both occasions. The registration 'JUX 519' relates to Shropshire for the period June/July/August 1953. Fron Purslow was a well-known racer of the period, competing in the Isle of Man TT on numerous occasions, and also owned another dealership in Wellington. Engine number 'BB32GS 1045' started life in another machine, despatched in road trim to dealers Cope in Birmingham on 29th December 1953. The machine has the standard gearbox. Acquired by the late vendor in May 2006, this BB32 Goldie is an older restoration offered for recommissioning or further renovation (the engine turns). It should be noted that the speedometer and rev counter are missing. Accompanying documentation includes a quantity of Gold Star Owners Club Newsletters; assorted GSOC paperwork; expired MoTs and tax disc (2007); old-style V5C Registration Certificate; HPI/DVLA check sheets; and hand-written details of a professional engine rebuild (undated).

£4,000 - 6,000

No Reserve



312

1932 MATCHLESS 347CC D/3

Registration no. KG 1457

Frame no. 1498

Engine no. D6 593

The 348cc overhead-valve Matchless D/3 was a new introduction for 1932 together with the D/6, the former being a twin-port design and the latter a single-port. The newcomers boasted the then fashionable 'sloper' engine arrangement (popularised by BSA) and featured a face-cam engine shock absorber and dry-sump lubrication with fabric oil filter. The firm's traditional 69x93mm bore/stroke dimensions were common to all the Matchless 350s, whether sidevalve or OHV. Cycle parts were entirely conventional for the day, and the D3 was the only Matchless OHV model with a Burman gearbox. The D3 was last catalogued in 1935 and the final 'sloper' models went in 1937. Displaying a tax disc that expired on 30th April 2007, since when it has almost certainly not been used, this handsome twin-port Matchless D/3 is offered for recommissioning (the engine turns over). The machine was acquired by the late owner in February 2006. Accompanying paperwork includes an original instruction book; MoT 2006-2007; a V5C document; assorted correspondence; and photocopied brochures and technical literature. It should be noted that the V5C states the machine was registered and/or used, and incorrectly records the engine number as 'A6593-ASE730' (which incorporates a casting number). The current registration dates from 20th January 1998.

£3,500 - 4,500

No Reserve



313

1936 MATCHLESS 497CC G80 PROJECT

Registration no. unregistered

Frame no. 1121

Engine no. 36/G8 1784

Unlike the vast majority of Britain's motorcycle manufacturers, which were located in the Birmingham and Coventry areas, Matchless were based in Plumstead, South London. Early 'Matchboxes' were JAP powered, but in 1912 the firm introduced a 500cc single of its own design. Nevertheless, within a short time it had gone, along with all the other singles, and for the next several years Matchless built only v-twins. Singles were reintroduced in the mid-1920s, the 250cc Model R sidevalve being the company's first model to feature the gold-lined black tank that would characterise many later offerings. As the fashion for 'sloper' models began to wane towards the mid-1930s, Matchless introduced the first of a new range of models with vertical cylinders - the overhead-valve G3 'Clubman' - in 1935, setting the pattern for the family of OHV singles to follow. For 1936 the G3 was joined by the broadly similar 497cc G80 Clubman and tuned G90 Super Clubman, both of which continued in production until 1940. Offered for restoration and sold strictly as viewed, this incomplete G80 'barn find' carries a tax disc for the registration 'VN 8558', though this is not recorded in the HPI/DVLA database. There is no registration document with this Lot. Offered with a BMS reproduction parts list and Burman gearbox instructions.

£500 - 700

No Reserve



314

1931 MATCHLESS 593CC SILVER HAWK PROJECT

Registration no. OY 926

Frame no. 746

Engine no. B 730

- *Rare four-cylinder model*
- *'Barn find' condition*
- *Offered for restoration*



Reviewing the v-four Silver Hawk at its launch in the autumn of 1930, Motor Cycling stated that this exciting overhead-camshaft model was “designed primarily to give really high speed, and to give this speed with silence and the added safety of a spring frame”.

The early 1930s was a period of severe economic depression, yet the 1931 Motorcycle Show at Olympia in London witnessed the launch of not one but two four-cylinder models aimed at the very top of the market. The ultimate fates of the two newcomers would turn out to be very different however; Ariel's offering – the Square Four – would enjoy a lengthy production life lasting into the 1950s, whereas the rival Matchless Silver Hawk would be gone within four years.

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

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

This incomplete Silver Hawk 'barn find' is offered for restoration and sold strictly as viewed (the engine turns over). The machine comes with a large file containing assorted correspondence; two copies of The Classic Motorcycle; an old-style V5 registration document; various photographs; an HPI check sheet; a substantial quantity of technical drawings and other useful information; and an old-style continuation logbook (1945) showing that the machine had at times been attached to a sidecar.

£17,000 - 22,000

No Reserve

315

1930 MATCHLESS 400CC SILVER ARROW

Registration no. VU 754

Frame no. 1781

Engine no. A1781

- Technologically interesting narrow-angle v-twin
- One of fewer than 2,000 made
- Offered for re-commissioning/restoration



Unlike the vast majority of Britain's motorcycle manufacturers, which were located in the Birmingham and Coventry areas, Matchless were based in Plumstead, South London. The name 'Matchless' first appeared in the 1890s on cycles manufactured by H H Collier, whose sons Charlie and Harry would later join him in the business. The firm's first - experimental - motorcycle appeared in 1899 and its first production model in 1902. Already an accomplished cycle racer, Charlie Collier soon turned to racing Matchless motorcycles, as did his brother, and both Colliers would be on the start-line for the inaugural Isle of Man TT race in 1907, Charlie winning the event's single-cylinder class. These early Matchless models were JAP powered but in 1912 the firm introduced a 500cc single of its own design. Nevertheless, within a short time it had gone, along with all the other singles, and for the next several years Matchless built only v-twins. Single-cylinder models were reintroduced after WWI.

By the early 1930s Matchless had no fewer than three different V-engined machines in the range: models 'X', 'A' and 'B', the latter pair being better known as the Silver Arrow and Silver Hawk respectively. Introduced for the 1930 season, the 394cc Silver Arrow looked like a single cylinder machine but was in fact a narrow-angle (26-degree) sidevalve v-twin, the closely spaced cylinders being contained within one casting topped by a single cylinder head.

Its engine aside, the Silver Arrow was conventional enough, though linked brakes and a sprung frame were features found on few rivals. A switch from a three-speed to a four-speed gearbox at the end of 1930 was the only one significant upgrade made during the model's lifetime. Like many advanced designs before and since, it failed to fire the imagination of enthusiasts with sporting pretensions; sales were disappointing, fewer than 2,000 being sold in the four years of production. Today the Matchless Silver Arrow is both rare and sought after.

Acquired by the late owner in April 2011, this Vintage-era example of Matchless's middleweight v-twin is believed to be an older restoration. The accompanying HPI check records the machine as previously registered and/or used, while the V5C incorrectly records the engine number as 'A1118'. A potentially most rewarding project, the machine is offered for recommissioning or restoration and is sold strictly as viewed.

£8,000 - 10,000

No Reserve



316

1929 MATCHLESS 394CC SILVER ARROW PROJECT

Registration no. UV 7487

Frame no. 845

Engine no. A703

By the early 1930s Matchless had no fewer than three different V-engined machines in the range: models 'X', 'A' and 'B', the latter pair being better known as the Silver Arrow and Silver Hawk respectively. Introduced for the 1930 season, the 394cc Silver Arrow looked like a single cylinder machine but was in fact a narrow-angle (26-degree) sidevalve v-twin, the closely spaced cylinders being contained within one casting topped by a single cylinder head. Its engine aside, the Silver Arrow was conventional enough, though linked brakes and a sprung frame were features found on few rivals. A switch from a three-speed to a four-speed gearbox at the end of 1930 was the only one significant upgrade made during the model's lifetime. Like many advanced designs before and since, it failed to fire the imagination of enthusiasts with sporting pretensions; sales were disappointing, fewer than 2,000 being sold in the four years of production. Today the Matchless Silver Arrow is both rare and sought after. This incomplete Silver Arrow 'barn find' is offered for restoration and sold strictly as viewed (we have been unable to check whether engine turns over). Acquired by the late owner in June 2013, the machine comes with the associated receipt, a green continuation logbook (1977) and an old-style V5 registration document.

£6,000 - 8,000

No Reserve



317

1941 MATCHLESS 347CC G3L MILITARY MOTORCYCLE

Registration no. 427 HPY

Frame no. 24222

Engine no. 41 / G3L 70089 (see text)

The outbreak of war in September 1939 found the British Army ill prepared for hostilities, not the least with regard to its transportation arrangements. The result was the wholesale commandeering of civilian motorcycles for despatch, reconnaissance, convoy patrol and other duties. Almost every major British manufacturer supplied machines to the Army, although these were invariably adapted pre-war roadsters rather than purpose-built military designs. Among the most popular was the Matchless G3, a relatively lightweight and sporty 350cc model that had first been assessed for possible military use in 1933. Updated with a single down-tube frame and telescopic front fork, the 'Matchbox' continued as the G3L from 1941. By the time hostilities ceased in 1945, more than 63,000 G3Ls had been delivered, and post-war the model would go on to establish itself as one of the finest trials bikes of the day. This G3L was supplied to the War Department on a contract dated February 1941 and subsequently fitted with an engine supplied under another contract, a not uncommon occurrence with WD machines (see email printout on file). Acquired by the late owner in 1987 and last taxed to 31st July 1991, the Matchless is an older restoration offered for recommissioning (the engine turns over). The machine comes with an expired MoT (1991) and an old-style V5. Detached panniers are included in the sale.

£2,500 - 3,500

No Reserve



318

1922 AJS 799CC MODEL D

Registration no. unregistered (see text)
Frame no. Frame no. 15517
Engine no. Engine no. 15517
Crankcase mating no. 1563

Formerly suppliers of proprietary engines, the Stevens brothers of Wolverhampton diversified into manufacturing complete motorcycles, setting up A J Stevens & Co in 1909. In 1912 a 5hp v-twin - the Model D - joined the range; intended for sidecar work, the newcomer was powered by a 631cc sidevalve engine and came with a 'beefed-up' version of the existing two-speed gearbox. The Model D's engine was enlarged to 696cc (6hp) for 1913, while a three-speed gearbox and internal expanding rear brake were additional improvements. A new, smaller 'Double-Purpose' v-twin - the 550cc Model A - arrived in November 1914, at which time the Model D was redesigned along 'A' lines and further enlarged to 748cc. One of the most effective and popular sidecar tugs of its day, the AJS Model D continued in production well into the 1920s. This Model D has the 799cc (7hp) engine first introduced for the 1921 season. The history of this particular machine is not known, and it should be noted that although it displays the registration 'CE 9202', the latter is not recorded in the HPI/DVLA database. Believed to be a very old restoration, the machine is offered for recommissioning or further restoration and is sold strictly as viewed (the engine turns over). Offered without documents.

£8,000 - 12,000

No Reserve



319

C.1927 AJS 349CC BIG PORT

Registration no. XR 5647
Frame no. H110543 (only partially readable)
Engine no. 40769 (see text)

After victory in the 1920 Junior TT, AJS's new overhead-valve 350 racer scored a memorable double the following year, Tom Sheard winning the Junior race and Howard Davies the Senior - the first time such a feat had been achieved on a '350'. The production version made its debut in November 1922, delighting clubmen everywhere with its 'racer on the road' performance. A right-first-time design destined to achieve countless successes in the hands of privateers, the overhead-valve '350' AJS - latterly known as the 'Big Port' - changed only in detail before being superseded by a much-revised M6 model for 1929. Acquired by the late owner in June 1986, this AJS Big Port is offered for recommissioning, or possibly more extensive renovation, and thus is sold strictly as viewed (the engine turns over). The accompanying old-style continuation logbook (issued 1944) records the date of first registration as March 1924 and a change of frame in August 1951 from '40580' to the present 'H 110543', the latter dating from 1927. Subsequent to the 1951 frame change, the machine received an engine change to another 1924 unit, '40769'. Offered with an old-style V5 Registration Document.

£4,000 - 6,000

No Reserve





320

1937 STEVENS 347CC LL47

Registration no. HV 8111

Frame no. A59337

Engine no. A59337

In 1931, A J Stevens & Co was forced into liquidation and acquired by Matchless Motorcycles Ltd. Production of AJS motorcycles was continued at the latter's works in Plumstead, South London but the Stevens brothers were no longer involved. Temporarily down but not out, they began again at the Retreat Street factory in Wolverhampton, making motorcycles and a three-wheeled van under the 'Stevens' name. They began in 1934 with an overhead-valve 250 single, adding similar 350 and 500 models to the range in 1935. Although the brothers were back in business there would be no return to mass production; bikes were manufactured and sold in small batches, the proceeds being used to finance the next batch. In 1938 the firm began to turn its attention to war production, and the manufacture of Stevens motorcycles ceased. One of the rarer British motorcycles of the 1930s, this Stevens 350 is an older restoration offered for recommissioning or more extensive renovation. Accompanying the machine is a file of historical paperwork, some of which dates back to 1937 when it was owned by a Mr Royston Zouch. The Stevens was acquired by the late vendor in October 2009 and is offered with a V5C Registration Certificate.

£3,500 - 4,500

No Reserve



321

1952 VELOCETTE 348CC MAC

Registration no. ORL 794

Frame no. MS 11541

Engine no. MAC 17989

In 1933 Veloce Limited augmented its established range of overhead-camshaft models with an overhead-valve 250 - the MOV. The newcomer's power unit was a 'high camshaft' design with enclosed valves, and the compact and sprightly machine featured a four-speed gearbox equipped with the company's new foot-change mechanism. The following year an overhead-valve 350 built along MOV lines appeared. This was the long-stroke MAC, which was subsequently bored out to create the 500cc MSS. Post-war, the trio of overhead-valve Velocettes continued much as before, with rigid frames and - initially - Webb girder forks. The MAC gained an alloy cylinder barrel and 'head for 1951, as well as Velocette's own telescopic front fork in place of the previous Dowty, and was further updated with a swinging-arm frame in 1953. The MAC was last produced in 1960. The late vendor acquired this 'rigid' MAC in July 2010. Last taxed to 31st May 2011, the machine is an older restoration offered for recommissioning. Accompanying documentation consists of an old-style buff continuation logbook (issued 1961); SORN paperwork; an expired MoT (2011); and a V5C Registration Certificate. It should be noted that the latter states that the machine 'was registered and/or used'. Comes with an original Owner's Handbook.

£3,000 - 4,000

No Reserve



322

C.1920 ABC 398CC

Registration no. unregistered (see text)

Frame no. 2487 (see text)

Engine no. 3114 (see text)

Designed by Granville Bradshaw and produced by the Sopwith Aircraft Company, the ABC drew heavily on its designer's wartime experience in the development of air-cooled aero engines. A ground-breaking design, the ABC engine was a 398cc overhead-valve flat twin with integral four-speed gearbox. Legend has it that the power unit was designed in under three weeks, but Bradshaw did not stop there, going on to pen the duplex loop frame and sprung front and rear forks that marked out the ABC as one of the most advanced motorcycles of its day. The late vendor purchased this ABC at Bonhams' Harrogate sale in November 2005 (Lot 367). The catalogue description was as follows: "The engine, frame, wheels and fuel tank of this example were restored some years ago. Only assembled relatively recently, the machine will require recommissioning before use. A supplementary mechanical oil pump is the only listed deviation from standard." It should be noted that neither the frame nor engine numbers match those on the V5 or HPI check for the registration 'XG 2781'; accordingly, this motorcycle is offered unregistered and without documents. Frame number '2487' is listed in the VMCC's Register of Machines (third edition) as being registered as 'MD 7141' (now assigned to a Jaguar) and 'then' listed as having engine number '2606' fitted. The machine is offered for recommissioning or further restoration and sold strictly as viewed (the engine turns).

£4,000 - 5,000

No Reserve



323

1932 DOUGLAS 350CC MODEL A32

Registration no. DG 4735

Frame no. none visible

(FC447 to V5 and Douglas Machine Register)

Engine no. EV753 (see text)

Winner of the inaugural Isle of Man Sidecar TT in 1923 when he rode the legendary Douglas 'banking' sidecar outfit, ace rider/engineer Freddie Dixon began a fruitful association with the Bristol-based firm and in 1925 took up a technical post within the company where one of his first commissions was designing the S5 and S6 models. Launched at the 1929 Olympia Show, the 'Dixon Douglases' set new standards of quietness and refinement for the motorcycle industry. Of advanced design, the duo featured sidevalve engines with detachable cylinder heads, fully enclosed valve gear, dry-sump lubrication, cast-in inlet manifold for better cold starting, gear-driven 'pancake' dynamo, and unusually long service intervals. Although he left Douglas early in 1930, Dixon's influence showed in its 1931 range. The new A31 (A32 for 1932) carried on the themes of usability and refinement established by the S5/S6. A lightweight machine weighing below the 224lb taxation limit then in force, it sold for £41 complete with full electric lighting. This Douglas A32 comes with its original buff logbook recording the first owner as a Mr Ivor Wright of Cardiff and the original engine as 'FV328'. Additional documentation includes correspondence; technical literature; and an old-style V5. Acquired by the late owner in 1989, the machine is an older restoration offered for recommissioning, or possibly more extensive renovation, and thus is sold strictly as viewed.

£3,000 - 4,000

No Reserve





324

C.1919 RUDGE 499CC MULTI

Registration no. unregistered

Frame no. none visible

Engine no. 14976

In 1912 Rudge set new world speed records at Brooklands, establishing new one-hour and two-hour marks at more than 65 miles and 122 miles respectively. The firm also figured prominently in the popular reliability trials of the day, thereby demonstrating that its products were durable as well as fast. By this time the desirability of incorporating a clutch into the transmission had become all too apparent, as had the need for variable gearing. Many customers specified one or other of the numerous competing proprietary transmissions - NSU, Sturmey-Archer, Phillipson, etc - while Rudge offered the Mabon variable gear. Although preferable to direct drive, the Mabon had its weaknesses, prompting Works Manager John Pugh to come up with something better: 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, offering ratios between 3.5:1 and 7.0:1 while maintaining drive belt tension. An outstanding success, it would remain in production for the next ten years. Possibly unrestored, this Rudge Multi is offered for restoration and sold strictly as viewed (the engine turns over). Although the machine displays the registration 'SM 1847', the latter is not recorded in the HPI/DVLA database and thus this motorcycle is offered unregistered and without documents.

£6,000 - 9,000

No Reserve



325

1926 RUDGE 499CC FOUR VALVE FOUR SPEED PROJECT

Registration no. PY 4958

Frame no. 14333

Engine no. 34511

Rudge Whitworth's first four-valve production motorcycle appeared in 1924, and the company would persevere with the layout until manufacture ceased at the outbreak of WW2. The motorcycling public's response to this new four-valve, four-speed model was enthusiastic, and by the end of 1924 twice as many machines had been produced as in 1923. The full potential of Rudge's four-valves-per-cylinder design was slow to emerge, but in 1928 Graham Walker's works '500' became the first motorcycle to win a road race - the Ulster Grand Prix - at an average speed in excess of 80mph, a feat which led to the introduction of the legendary 'Ulster' sports model. A variety of valve arrangements was tried across a variety of 250cc, 350cc and 500cc four-valve models as the range developed throughout the 1930s. Sadly, the marque did not re-emerge after WW2. Carrying a tax disc that expired in 1938, this early four-valve, four-speed Rudge was purchased for the late owner's private collection some 37 years ago. An older restoration, the machine is offered for further renovation and is sold strictly as viewed (the engine turns over). Accompanying documentation consists of an old-style V5; HPI check sheet; and an old-style buff logbook issued in 1938 (last stamped in 1942). Although not shown, the detached rear wheel comes with the machine.

£6,000 - 9,000

No Reserve



326

C.1916 TRIUMPH 4HP MODEL H

Registration no. unregistered

Frame no. 1142MS

Engine no. 45504 OTP

The first Triumph motorcycle of 1902 used a Belgian Minerva engine but within a few years the Coventry firm was building its own power units. 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 2nd 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 military use. Triumph's 3½hp model had first appeared in 1907. Originally of 453cc, its side valve 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 the 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. This Model H is an older restoration believed carried out in the early 2000s; there are restoration details and correspondence on file for that period, plus other paperwork dating from the late 1970s. Offered for recommissioning or further renovation, the machine also comes with a BMS reproduction parts list. There is no registration document with this Lot.

£5,000 - 7,000

No Reserve



327

C.1956 EXCELSIOR 243CC TALISMAN SPORTS TWIN

Registration no. 508 UXE

Frame no. XTS/5678

Engine no. 1929

After WW2 the Excelsior range became two-strokes only, the first two models - the Autobyk and Universal - using Villiers power units. Villiers' introduction of the 250cc 2T twin-cylinder engine in 1956 gave many independent manufacturers the opportunity to add a sporting '250' to the range, though before then Excelsior had gone down the same route with their Talisman twin. A new introduction for 1950, the latter was joined by a twin-carburettor Sports (STT1) version in 1952. The early Talisman used a plunger-suspended frame before a more modern swinging-arm version arrived for 1954. An unusual feature of the Talisman was its dual seat (if so equipped), which featured downward extensions that acted as passenger knee grips. A '350' version was added to the range for 1957 and both Talismans remained in production until the end of 1962, by which time Excelsior was on the point of collapse. Acquired by the late owner in April 2005, this Talisman Sports Twin is an older restoration offered for recommissioning (the engine turns over). Accompanying documentation includes SORN paperwork; some expired MoTs; and old/current V5C Registration Certificates. It should be noted that the V5C incorrectly records the engine number as '5827' and the frame number as 'XT55678', the latter being an obvious clerical error. Furthermore the VRN displayed to the machine has been transposed, the correct registration being 508 XUE.

£1,500 - 2,500

No Reserve





328

1931 NORTON 490CC MODEL 18

Registration no. YVL 733

Frame no. 45690

Engine no. 52472

Like the majority of their contemporaries, Norton relied on the sidevalve engine until the 1920s when the existing and well-tried 490cc unit was used as the basis for the firm's first overhead-valve design. Newly introduced for 1923, Norton's Model 18 OHV sports roadster quickly established a reputation for both speed and reliability when a standard engine assembled from parts was used to set a host of records, including a new 12 hours mark. The Model 18 retained its essentially Vintage characteristics until 1931 when the range was extensively redesigned, dry-sump lubrication and rear-mounted magneto being standardised, the most obvious external alteration in its appearance before then being the adoption of a 'saddle' tank for 1929. There were numerous improvements made to the engine throughout the 1930s, including enclosure of the valve gear, while Norton's own four-speed foot-change gearbox replaced the old Sturmey Archer in 1935. Production of an essentially unchanged 1939 model resumed after WW2. This Norton Model 18's current registration dates from August 2014, which is believed to be when the late owner acquired it (the accompanying V5C states that it 'was registered and/or used. Declared manufactured 1931'). An older restoration, the machine is offered for recommissioning or possibly more extensive renovation and thus is sold strictly as viewed (the engine turns over).

£5,000 - 7,000

No Reserve



329

C.1942 NORTON 490CC MODEL 16H

Registration no. WVC 538

Frame no. 47071 (see text)

Engine no. W41517 (see text)

Having hitherto relied on proprietary engines, Norton introduced its own in 1907. The long-stroke sidevalve single displaced 633cc and the new model it powered became known as the 'Big 4'. Smaller capacity versions followed and in 1911 the 500 adopted the classic 79x100mm bore/stroke dimensions 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. This ex-War Department 16H was acquired by the late owner in June 1989 and carries a tax disc that expired on 31st July 1991. Accompanying documentation consists of an old MoT (expired 1999) and an old-style V5 registration document. It should be noted the V5 records the engine number as '3787' and that the frame number has been restamped, possibly by the WD. The machine is offered for restoration and sold strictly as viewed (the engine turns over).

£3,500 - 4,500

No Reserve



330

1950 NORTON 596CC BIG FOUR

Registration no. BDC 942

Frame no. E7 32921

Engine no. E7 32921

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. Acquired by the late owner in 1988, this Big Four is an older restoration offered for recommissioning, or possibly more extensive renovation, and thus is sold strictly as viewed. Offered with the purchase receipt, an expired MoT (1992) and an old-style V5.

£2,000 - 3,000

No Reserve



331

C.1958 NORTON 600CC DOMINATOR 99

Registration no. VWW 801

Frame no. N14 77058

Engine no. 77058 N14

Norton's 500cc twin found a new home in the racing singles' 'Featherbed' duplex frame in November 1951. The newcomer - titled 'Dominator 88' - was the first production Norton roadster to feature the lightweight, race-proven chassis. Updated annually, by the decade's end the Dominator had received an alloy cylinder head, full-width hubs, welded rear sub-frame, alternator electrics, coil ignition and - for 1960 - the narrower 'Slimline' Featherbed frame among countless other improvements. Introduced for 1956, the 596cc Dominator 99 was outwardly identical to the 88. Endowed with greater power and higher gearing enabling it to top the magic 'ton', the 99 nevertheless retained all the excellent handling and steering characteristics associated with the Featherbed chassis. One of the Rockers' favourites, the 99 remained essentially unchanged - apart from gaining alternator/coil-ignition electrics for 1958 - until dropped in 1962. Acquired by the late owner in 2002 and last taxed in June 2004, this Dominator 99 is an older restoration offered for recommissioning (the engine turns over). Accompanying paperwork includes an old-style green continuation logbook (issued 1974) and old/current V5/V5C registration documents.

£3,500 - 4,500

No Reserve





332

1949 NORTON 490CC 500T

Registration no. KLL 151 (see text)

Frame no. D3T 20985 (see text)

Engine no. D3T 20985

Late in 1948 Norton announced an entirely new trials model: the 500T. In its original, 'all-iron' engined form the 500T tipped the scales at 320lbs, while the subsequent adoption of an alloy cylinder head and (later) a Wellworthy alloy barrel brought that down to 300lbs. The 500T was introduced as a 1949 model at the 1948 Motor Cycle Show, by which time a young Geoff Duke had already won that year's Allan Jefferies Trial riding a 350cc-engined prototype. Numerous other competition successes throughout the late 1940s and early 1950s confirmed that Norton had produced a machine as good as, if not better than, any other rigid-framed trials iron. Acquired by the late owner in 1989, this 500T comes with a dating letter from Peter Roydhouse stating that it is one of the first 30 built. The machine was despatched on 13th January 1949 to the dealer 'Daniell', this being the Norton works rider, Harold Daniell, whose shop was in Forest Hill, South London. The 500T's first owner one F Eldridge of nearby Dulwich. The machine is offered for recommissioning or restoration (the engine turns over) and comes with an old-style continuation logbook (1974), an HPI check sheet, and an old V5. It should be noted that the V5 and HPI record the frame number as '21611', which is believed to be an old typographical error (possibly a casting number).

£4,500 - 6,000

No Reserve



333

1951 NORTON 490CC 500T

Registration no. unregistered

Frame no. F3T 40263

Engine no. 40263 F3T

A season of extensive modification and experimentation, begun during the winter of 1947/48 by the legendary McCandless brothers, designers of Norton's peerless 'Featherbed' racing frame, resulted in the first appearance late in 1948 of an entirely new trials model: the 500T. The shorter and lighter WD 16H frame was used for the newcomer, which featured an ingeniously modified lower fork yoke that reduced the wheelbase to a more manageable 53". In its original, 'all-iron' engined form the 500T tipped the scales at 320lbs, while the subsequent adoption of an alloy cylinder head and (later) a Wellworthy alloy barrel brought that down to 300lbs. The 500T was announced as a 1949 model at the 1948 Motor Cycle Show, by which time a young Geoff Duke had already won that year's Allan Jefferies Trial riding a 350cc-engined prototype. Numerous other works and privateer competition successes throughout the late 1940s and early 1950s confirmed that Norton had produced a machine as good as, if not better than, any other rigid-framed trials iron. This Norton 500T previously belonged to a Mr John Fuller of North Yorkshire, as evidenced by invoices on file, and has belonged to the late owner since at least 1990 (see NOC dating letter). An older restoration, the Norton is offered for recommissioning and sold strictly as viewed (the engine turns over). There is no registration document with this Lot.

£4,000 - 6,000

No Reserve





334



335

334

1963 TRIUMPH 199CC TIGER CUB TRIALS MOTORCYCLE

Registration no. unregistered Frame no. T93365 Engine no. T20 72676
 In 1954, Triumph's 149cc Terrier lightweight was joined by an enlarged version, the 199cc Tiger Cub, which offered 60mph-plus performance and 100mpg. Trials and scrambles versions followed, and in 1959 Cub-mounted Roy Peplow's landmark victory in the Scottish Six Days Trial emphatically demonstrated that lightweights were not only competitive but also capable of winning major events. The trials version of the Cub had debuted in 1957 as the T20C and was steadily improved year by year, becoming the TR20 in 1962, until the Cub range was dropped by BSA-Triumph in 1967. The model's competitiveness in Pre-'65 events and the relative scarcity of genuine Trials Cubs has seen a number of road bikes converted for trials use in recent years, the example offered here being one such. There are no documents with this Lot, which is offered for recommissioning or more extensive restoration and sold strictly as viewed (the engine turns over).

£800 - 1,500
No Reserve

335

1959 GREEVES 197CC SCOTTISH TRIALS

Registration no. unregistered Frame no. 59/1083 Engine no. 076D 3861
 Greeves' unorthodox trademarks of a cast beam 'downtube' and rubber-in-torsion leading-link fork proved adaptable to almost all forms of motorcycle from humble commuter to clubman's road-racer, but it was the firm's off-road products that really put it on the map. The off-road range was extensively revised for 1958, gaining new frames with increased ground clearance together with a narrower rear sub-frame and swinging arm. Villiers' 197cc 9E sports engine was used for both the Scottish trials and Hawkstone scrambler, suitably modified to suit the particular application. The name 'Scottish' had been adopted following Jack Simpson's victory in the Scottish Six Days Trial's 200cc category in 1957. This Greeves Scottish is an older restoration offered for recommissioning, or possibly more extensive renovation, and thus is sold strictly as viewed. Although the machine displays the registration '562 RWW', that registration is now assigned to another vehicle, hence it is offered unregistered.

£800 - 1,500
No Reserve



336



337

336

C.1953 JAMES 125CC CADET

Registration no. VFC 907 Frame no. J5/008489 Engine no. 618A 6512
 James's first post-war '125' was the ML, a 122cc Villiers 9D-engined machine derived from a successful military design. It was superseded in 1948 by a new model similar to the 98cc Comet but using heavier cycle parts and the 10D engine. For 1950 the 122cc machine was named 'Cadet', and by the time the J5 model offered here was made featured the 13D engine and revised cycle parts incorporating a telescopic front fork and plunger rear suspension. This matching-numbers James Cadet comes with its original buff logbook showing that it was first registered to Kings Motors (Oxford) Ltd and sold new in May 1954 to one Margaret Reading of Abingdon. Acquired by the late owner in 1988, the James is offered for restoration and sold strictly as viewed. It should be noted that the accompanying V5 states that the machine was 'previously registered and/or used prior to date of registration shown above' (1986).

£300 - 500
No Reserve

337

C.1935 TRIUMPH 249CC MODEL 2/1 PROJECT

Registration no. unregistered Frame no. F1050 Engine no. 1.R5.1770
 Just as he had done at Ariel in the 1920s, Val Page transformed his new employer's ageing range on his arrival at Coventry as Triumph's Chief Designer in 1932. The new line-up consisted of overhead-valve and sidevalve singles in capacities ranging from 250cc to 500cc, plus the top-of-the-range 650cc 6/1 sidecar tug. Endowed with distinctive timing-gear covers - a feature this most prolific designer would employ at BSA later in the decade - these new Triumph engines were simple yet robust in construction and amenable to a fair degree of tuning in the case of the overhead-valve units. Suitably embellished with extra chrome, the Page singles formed the basis for Edward Turner's sporting Tiger models from 1936 onwards. Presented in incomplete 'barn find' condition, this Model 2/1 twin-port is offered for restoration and sold strictly as viewed. There are no documents with this Lot.

£400 - 600
No Reserve



338

1941 INDIAN 500CC 741 SCOUT

Registration no. KEX 851

Frame no. 74126939

Engine no. GDA26939

A smaller Indian v-twin, the 37ci (600cc) Scout, joined the 61ci (1,000cc) Powerplus in 1920. The newcomer soon gained a deserved reputation for durability: 'You can't wear out an Indian Scout' becoming its advertising slogan. Contributing to this longevity was the use of gears for the primary drive rather than the customary chain, and this unusual feature would endure until 1933. A 45ci (750cc) variant was first offered in 1927 and then in April 1928 the 101 Scout appeared featuring a revised 750cc 'flat head' engine in a new, longer-wheelbase frame. This sporting model would prove an immense success for Indian, so much so that its replacement in 1931 by a heavier Chief-framed model was greeted with dismay. Introduced in 1934, the Sport Scout went some way towards retrieving the Scout's reputation, featuring a lighter 'keystone' (open) frame and European-style girder forks. During WW2's early years the Scout was produced for Allied forces in 30.07ci (500cc) and 45ci military versions, designated Models 741 and 640 respectively, before the US Army switched to the ubiquitous Jeep. This 741 Scout was acquired by the late owner in October 1989 and carries a tax disc that expired in 1992. The machine is an older restoration offered for recommissioning (the engine turns over). Accompanying documentation consists of a few invoices, an expired MoT (1991) and an old V5.

£7,000 - 10,000

No Reserve



339

1953 ARIEL 998CC SQUARE FOUR MKII

Registration no. GVH 353

Frame no. ES614

Engine no. XJ602

Designed by Edward Turner, creator of Triumph's legendary Speed Twin, the first Ariel Square Four appeared 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 as the Model 4G, with 995cc overhead-valve engine, in 1937. Anstey-link plunger rear suspension became an option in 1939 but would not be offered again until 1946, when a telescopic front fork replaced the previous girder type. An exercise in weight-shedding saw the cast-iron cylinder head and barrel replaced by alloy components for 1949, the revised model, now capable of 90mph-plus, being known as the Mark I. Introduced in 1953, the 'four pipe' MkII elevated the Square Four into the league of genuine 100mph motorcycles. Square Four production, along with that of all other Ariel four-strokes, ceased in 1959. To date, the innovative Ariel Square Four remains unique in motorcycling history; a true 'gentleman's motorcycle', this refined yet characterful machine retains an enthusiastic following and is highly prized by discerning enthusiasts. Last taxed in 1985, this Square Four is an older restoration offered for recommissioning or more extensive renovation (the engine turns over). The machine comes with some marque related literature; an original Owner's Guide; Draganfly Motorcycles spares catalogue; an old V5; and an old-style logbook (issued 1959) showing that it was attached to sidecar at that time.

£6,000 - 8,000

No Reserve



FURTHER PROPERTIES

340

Property of a deceased's estate

C.1922 TRIUMPH 4HP SD

Registration no. FC 4740

Frame no. 321817

Engine no. 82580 PRR

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. 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 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. An older restoration that presents very well, this wonderful Vintage-era Triumph boasts a profusion of delightfully original fixtures, fittings and other details, and is worthy of the closest inspection. Notable features include Lucas 'King of the Road' acetylene lighting; Brooks leather saddle; sprung footboards; tyre inflater; leather-fronted tool boxes; front spring cover; patent markings, etc. Following a period of inactivity, the machine will require recommissioning before returning to the road and thus is sold strictly as viewed (the engine turns over). Offered with a V5C document (incorrectly recording the engine capacity as 350cc). Key not required

£6,250 - 8,250



341

Property of a deceased's estate

C.1921 ABC 398CC

Registration no. unregistered (see text)

Frame no. 3051

Engine no. 3051

Designed by Granville Bradshaw and produced by the Sopwith Aircraft Company, the ABC drew heavily on its designer's wartime experience in the development of air-cooled aero engines. A ground-breaking design, the ABC engine was a 398cc overhead-valve flat twin with integral four-speed gearbox. Legend has it that the power unit was designed in under three weeks, but Bradshaw did not stop there, going on to pen the duplex loop frame and sprung front and rear forks that marked out the ABC as one of the most advanced motorcycles of its day. It was fast too, J L E Emerson breaking the one-hour record twice at Brooklands, the second time at an average speed of 70.44mph, a feat that necessitated exceeding 80mph on occasions. Despite these successes, this promising design was hamstrung by production difficulties and price increases, only 3,000-or-so being made up to 1921 when the Sopwith factory ceased manufacture, though production of a modified version was continued by Gnome & Rhone in France. Although this ABC displays the registration 'XL 4652', that number is not recorded in the DVLA/HPI database. Offered without documents, the machine is an older restoration starting to show its age and is offered for recommissioning (the engine turns over). Notable features include lights, a BTH magneto, and some nickel-plated fittings. Key not required

£5,000 - 7,000





342
Property of a deceased's estate
1915 RADCO 211CC
Registration no. SV 9154
Frame no. 15360
Engine no. 15284

Makers of proprietary components for bicycles, E A Radnall & Co of Birmingham commenced manufacture of Radco motorcycles before WW1, using their own engines and those of proprietary suppliers Villiers and JAP. This 2¼hp model is powered by Radco's own 211cc two-stroke engine and was first made available in 1911. A former owner donated this example to the Stondon Museum having restored it in 2002 (see 'before' photograph on file). He had completed that year's Banbury Run on the single-speed Radco but found it nearly impossible to ride, having to stop and push-start the machine every time it had to come to a halt. Accordingly, he decided to fit a clutch and gearbox. This was not too great a departure from standard, as a two-speed model was available from 1914. It is believed that only a handful of these early Radcos survive: two in the UK and two in Australia (the HPI report lists this particular machine as previously registered overseas). The late owner purchased the Radco from the Stondon Museum Motorcycle Auction in April 2015. Being an older restoration, the machine will require recommissioning, or possibly more extensive restoration, before further use (the engine turns over). Accompanying paperwork includes three old MoTs (most recent expired 2005); old/current V5/V5C registration documents; and a VMCC marque specialist dating letter. Key not required
£4,500 - 6,500



343
Property of a deceased's estate
C.1919 CLYNO 2½HP 250CC
Registration no. CX 3434
Frame no. 135
Engine no. L1864/19

This Clyno lightweight has integral two-speed transmission and belt final drive. It is a rare surviving example of the 2½hp model, which was powered by a 269cc two-stroke engine and manufactured alongside Clyno's famous v-twin 'sidecar tugs' from 1913, continuing in developed form after WW1. Declared first registered in January 1921, it may well be of earlier manufacture; indeed, the engine number suggests it was made towards the end of 1919, which has been confirmed by the VMCC's Clyno marque specialist. (The Roads Act of 1920 required local councils to register all vehicles at the time of licensing and to allocate a separate number to each, and many vehicles, although in existence for several years in some cases, were only registered for the first time after the Act's passing). The late owner purchased the Clyno from Bonhams' Harrogate Sale in November 2007 (Lot 508). At that time it was stated that the machine had last been taxed to April 1963 and would require careful recommissioning following a lengthy period of showroom display. The Clyno had been offered from the Potter Brothers' Collection, which had acquired it in the 1960s from one E Barnett of Harrogate. An older restoration offered for recommissioning, or possibly more extensive renovation, the machine is offered with an old-style continuation logbook (1961) and a V5C document. The engine turns over.
£3,500 - 4,500



344

Property of a deceased's estate

1922 NEW IMPERIAL 347CC

Registration no. BF 6069

Frame no. D1065S (see text)

Engine no. 1C/E 9396/P

Builder of the last British-made machine to win the Lightweight 250 TT in the pre-war era (in 1936), New Imperial was unsurpassed for innovation during the 1930s, with models featuring pivoted fork rear suspension and unitary construction of engine and gearbox. The marque was established in 1900 when Norman Downs acquired a cycle company in Birmingham, which he reorganised as New Imperial Cycles. The firm's first motorcycles, designed along Werner lines, were shown at the 1901 Stanley Show in London but were not well received. Not until 1910 did Downs try again, launching a conventional JAP-powered model - the Light Tourist - that would prove an outstanding success. In racing, New Imperial concentrated on the 250 class, winning the Isle of Man TT trophy for 250cc machines in 1921 and their first Lightweight TT in 1924, a feat repeated the following year. On the commercial front, the late 1920s saw production facilities expand and proprietary engines abandoned in favour of New Imperial's own power units. An older restoration that still presents nicely, this sidevalve JAP-engined New Imperial '350' is offered for recommissioning (the engine turns over). Notable features include acetylene lighting and a Smiths 60mph speedometer. The machine comes with a V5C registration document that records the frame number as 'D1065' (omitting the 'S' suffix). Key not required

£5,000 - 7,000



345

Property of a deceased's estate

1925 HUMBER 348CC DE LUXE

Registration no. SV 5306

Frame no. 7353 (see text)

Engine no. 8986

A firm with its roots in the Victorian bicycle industry, Humber began experimenting with powered transport in the closing years of the 19th Century, introducing its first successful motorcycle - a built-under-license P&M - in 1902 and the first all-Humber design in 1908. A new addition to the Humber range for 1923 was a 2¾hp lightweight sports model powered by a single-cylinder sidevalve engine of 75x79mm bore/stroke displacing 348cc. Refined and speedy, the newcomer would form the basis of Humber's future motorcycle range, spawning overhead-valve and, later, overhead-camshaft derivatives. Produced in touring and sports versions, the 2¾hp sidevalve Humber remained in the range until motorcycle production ceased at the end of 1930. Last taxed in 1996, this sidevalve-engined Humber is an older restoration that still presents well (the engine turns over). Notable features include a four-speed gearbox; all-chain drive; enclosed primary chain; and a dummy belt-rim rear brake. The machine was purchased by the late owner from the Stondon Museum Motorcycle Auction in 2015. It should be noted that the accompanying V5C document and HPI check sheet list frame number '7368', which could be a typographical error. Offered with a photocopied manual. Key not required

£5,250 - 7,000





346

Property of a deceased's estate

C.1924 SCOTT 596CC SUPER SQUIRREL

Registration no. SV 6797

Frame no. 100 and 2808 (see text)

Engine no. Y7833

Bradford-born inventor Alfred Angas Scott's experiments with two-stroke motorcycle engines began in the closing years of the 19th Century. Scott's original design for a vertical twin two-stroke engine incorporated the central flywheel with 180-degree overhung cranks and slim connecting rods that would characterise his products from then onwards. The first complete Scott motorcycle prototype 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. Like most of their rivals, Scott recognised the value of publicity gained from success on the racetrack – in particular the Isle of Man TT - and first entered the event in 1909, becoming the first two-stroke to start in a Tourist Trophy race. Back-to-back victories in the 1912 and 1913 Senior events would be the highlights of the firm's TT record. Two-speed and three-speed models were offered in 1924, with engine capacities of 498cc and 596cc. Previously registered as 'DS 7629', this three-speed Super Squirrel is an older restoration offered for recommissioning (the engine turns over). It should be noted that the frame is stamped '100' in the usual place and '2808' to the side of the steering head, the latter number being recorded on the accompanying V5C.

£3,750 - 4,750



347

Property of a deceased's estate

1928 ROYAL ENFIELD 488CC 3½HP MODEL 501

Registration no. YC 4329

Frame no. 2664

Engine no. 2623D

By the turn of the 19th Century, George Townsend & Company had been reorganised as the Enfield Cycle Company, makers of the 'Royal Enfield' motorcycle. By 1904 they were concentrating on car production, resuming motorcycle manufacture in 1910. In 1927 Enfield introduced its first 500cc (3½hp) model, which used the 1,000cc v-twin's 85.5x85mm bore/stroke dimensions for an actual capacity of 488cc. An overhead-valve version joined the sidevalve original for 1929 and both used Enfield's own four-speed gearbox. This Royal Enfield Model 501 was supplied new via Messrs Anderson & Wall of Bridgwater, Somerset to a Mr A G Broughton and first registered on 8th October 1928. The machine was bought by the late owner at Bonhams' Harrogate sale in November 2010 (Lot 614). Its immediately preceding owner had purchased the bike at Harrogate in 2007, the owner before him having acquired it 31 years previously and just completed a five-year restoration (although there are no related bills on file). During the 2007-2010 ownership the carburettor and electrics had been overhauled, and although the machine had been started occasionally it had not been run on the roads. Recommissioning will be required before further use. The machine is offered with a history file containing a V5C document; an old-style green logbook (issued 1973); a few invoices; a reproduction spare parts list; and a quantity of photocopied literature.

£3,700 - 5,000



348

1931 SUNBEAM 344CC MODEL 10 OHV TWIN-PORT

Registration no. unregistered

Frame no. R1252

Engine no. SS1238

Sunbeam first adopted overhead-valve engines in the mid-1920s having established its not inconsiderable sporting credentials with sidevalve machines. Changes to the OHV engine were confined mainly to its top-end: early flat-tankers featured a straight-ahead exhaust port, then later in the 1920s the fashionable twin-port cylinder head became an option before Sunbeam standardised a single-port design in 1934. Pushrod enclosure had arrived by 1930 to be followed a couple of years later by partial enclosure of the rocker gear. Introduced in the autumn of 1930, the all-new Model 10 featured an OHV twin-port engine incorporating an in-sump oil reservoir; its conventional cycle parts were lighter than hitherto, and for the first time there was no fully enclosed chain case on a Sunbeam roadster. The Model 10 was a capable performer of exceptional frugality, over 100mpg being achievable. The late owner purchased this Sunbeam Model 10 at Bonhams' Harrogate sale in November 2012 (Lot 423, invoice on file). At the time it was described as follows: "Restored to a high standard and kept in storage, this very rare Sunbeam remains in good order and should require only the minimum of recommissioning before returning to the road." Today the machine is a nicely presented older restoration that requires recommissioning (the engine turns over and gears select). There is no registration document with this Lot. Key not required.

£5,500 - 7,000



349

Property of a deceased's estate

C.1955 NORTON 490CC MODEL 18

Registration no. FSL 371

Frame no. K3 63659

Engine no. K3 63659 (see text)

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 updated with the Roadholder telescopic fork in common with the rest of the Norton range, receiving a swinging-arm frame in 1953. The Model 18 was last catalogued in 1955. Acquired by the late owner in 2007, this Model 18 is an older restoration that is offered for recommissioning and sold strictly as viewed (the engine turns over). It should be noted that the engine number is a non-factory stamping, and that the accompanying V5C document does not list the frame or engine number prefixes. Offered with a quantity of photocopied technical literature.

£3,500 - 4,500





350
Property of a deceased's estate
1953 SUNBEAM 487CC S8
Registration no. HTP 891
Frame no. S8-6802
Engine no. S8-340

A wartime design by Erling Poppe, the Sunbeam inline twin was introduced by BSA, owners of Sunbeam Cycles Limited, in 1947. A luxury tourer inspired by the pre-war BMW, it was of advanced specification with overhead-camshaft engine, shaft drive and plunger rear suspension. The clutch housing and four-speed gearbox bolted directly to the back of the engine, which was rubber mounted in the duplex loop frame, an innovation that required a flexible joint in the exhaust system ahead of the silencer. The first S7 version was equipped with balloon tyres, a feature not carried over to the deliberately more conventional, and also lighter and cheaper, S8 introduced in 1949. The front fork and 7" brake were now standard BSA components and there were numerous other changes made in the interests of rationalisation. Never as popular as BSA's more performance orientated models, the gentlemanly S7 and S8 remained in production until 1957. Finished in an unusual colour for the model (perhaps RAF Blue?), this S8 is an older restoration offered for recommissioning (the engine turns over). It should be noted that the incorrect saddle is loose and that there is an unusual 12v generator to the front. The machine is offered with a V5C document, an original instruction manual. Offered with key.

£3,500 - 4,500



351
Property of a deceased's estate
1960 SCOTT 596CC FLYING SQUIRREL
Registration no. UUX 385
Frame no. 1234
Engine no. DMS 2035

Bradford-born Alfred Angas 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. Alfred Scott's original engine layout would survive until production petered out in the late 1960s, by which time the company had changed hands and relocated from Shipley to Birmingham. Scott's acquisition by Matt Holder's Aerco Jig & Tool Company in 1950 brought with it a number of long-awaited improvements, including a new duplex frame featuring rear suspension and improved brakes, though customers had to wait until 1956 to buy one of these new 'Birmingham' Scotts. In the meantime, old-style Flying Squirrels that had been completed at Shipley before the company's sale were the only models on offer. This Birmingham-built Flying Squirrel was purchased by the late owner in May 2005 and is offered for recommissioning (the engine turns over). It is possible that the Scott is unrestored, maybe with just some repainting. Accompanying paperwork includes its original buff logbook; old/current V5/V5C registration documents; and two MoTs (most recent expired 2005). Key not required.

£5,250 - 6,000



352

Property of a deceased's estate

1961 AJS 348C MODEL 8

Registration no. 383 ATP

Frame no. 11618 (overpainted)

Engine no. 61/8 2630

Associated Motor Cycles returned to the 250cc class in 1958 with a brace of all-new singles of neat design. Shared by the AJS Model 14 and Matchless G2, the four-stroke, overhead-valve power unit incorporated its oil tank within the crankcase (following Royal Enfield practice) and appeared to be of unitary construction, although a separate gearbox was retained. The cycle parts comprised an open, tubular steel frame, closed at the bottom by a pressed-steel channel, which was complemented by a telescopic front fork and swinging-arm rear suspension. A 350cc AJS Model 8/Matchless G5 version arrived for 1960 as an alternative to AMC's traditional 'heavyweight' 350s and remained in production until the end of 1962. Super sports 'CSR' roadsters arrived that year and continued in production after the basic G2/14 was dropped in July 1963, finally disappearing from the range in 1966. Acquired by the late owner in October 1997 and last taxed in 1998, this AJS Model 8 is an older restoration which is offered for recommissioning or further restoration (the engine turns over). Accompanying documentation consists of a V5C Registration Certificate, HPI/DVLA check sheets, and an expired MoT (1998). Key not required.

£1,200 - 1,800

No Reserve



353

Property of a deceased's estate

C.1950 ARIEL 598CC VB PROJECT

Registration no. unregistered

Frame no. AB3828

Engine no. 2531

By 1930 Ariel's new single-cylinder range, designed by the great Val Page, had gained a rear-mounted magneto and its distinctive timing cover, and the basic engine design - though frequently revised - would last well into the post-war era. Both overhead-valve and sidevalve versions were made, though there was only one of the latter in Ariel's post-war line-up: the 598cc VB, a long-stroke workhorse. First introduced for 1936 and intended for sidecar use, the VB was regularly updated along with the rest of the Ariel singles, gaining plunger rear suspension, a telescopic front fork and, finally, a swinging-arm frame as the 1950s progressed. Production ceased in January 1959 when parent company BSA decided to axe all of Ariel's four-stroke models. This incomplete and distressed Ariel VB is presented in 'barn find' condition and offered for restoration. Although displaying the registration 'PLE 239', neither the frame nor engine numbers correspond, hence the machine is offered unregistered and sold strictly as viewed, its mechanical condition being unknown. It should also be noted that both the frame and engine numbers are badly corroded. Key not required.

£1,000 - 2,000

No Reserve





354

Property of a deceased's estate

1981 TRIUMPH 744CC BONNEVILLE T140E

Registration no. YBM 744X

Frame no. T140E JDA 31245

Engine no. T140E JDA 31245

Despite the age of the basic design and strong competition from Japanese and European manufacturers, the Triumph Bonneville remained for many years the UK's top-selling 750, and was voted Motor Cycle News 'Machine of the Year' in 1979. After the Meriden debacle, Triumph had continued with the Bonneville as its main model, ringing the changes to produce a succession of special and celebratory editions, while significant technological developments included the adoption of electronic ignition and the introduction of models with electric starting and another with an 8-valve cylinder head. It was, of course, too little too late, and the company folded in the early 1980s, its remains passing into the hands of entrepreneur, John Bloor. Nevertheless, these last-of-the-line Meriden-built Triumphs had been well received: Rider (1981) described the Bonnie as 'remarkable, fuss-free, and reliable', while Cycle World (November 1981) declared: 'ghosts from the Limey past, such as oil leaks, vibration, and faulty electrics were not a factor'. Last taxed in April 1990, this example displays a total of 24,059 miles on the odometer and is offered for recommissioning or restoration (the engine turns over). The vendor has applied for a V5C registration document and is waiting to hear from the DVLA. Offered with a HPI check sheet. Offered with key.

£2,800 - 3,500



355

Property of a deceased's estate

1977 HONDA CB400F

Registration no. Unregistered

Frame no. CB400F-2100996

Engine no. CB400FE-2101004

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 four-into-one exhaust, six gears and rear-set footrests, it was every boy-racer's dream and a huge commercial success. Comparing it to the opposition, Bike magazine reckoned the 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?" The late owner purchased this CB400F from Bonhams' Harrogate Sale in November 2008 (Lot 410), at which time it was said to be in generally good, running condition, albeit unregistered. It is believed the Honda was imported from the USA. Currently displaying a total of 16,444 miles on the odometer, the machine is offered for recommissioning or more extensive restoration and is sold strictly as viewed (the engine turns over). Offered without key.

£1,200 - 1,600

No Reserve



356

Property of a deceased's estate

1948 BROCKHOUSE 98CC CORGI

Registration no. 668 XUA

Frame no. 3837

Engine no. MK1 W9991 (see text)

A development of the wartime Welbike, a small 'fold-away' lightweight motorcycle designed for dropping by parachute, the Corgi first appeared in 1948. Manufactured by Brockhouse Engineering, of Southport, it was powered by a built-under-license Excelsior Spryt 98cc two-stroke single. A kick-starter and dog clutch were soon introduced on the Mark II version and then for 1949 a two-speed gearbox and telescopic forks became available as options. The late owner purchased this two-speed example from Bonhams' Harrogate Sale in November 2007 (Lot 520). At that time it was stated that the Corgi had enjoyed only two owners from first registration. Last taxed in September 1998, the machine had benefited from a recent repaint and was said to run well, while a non-standard silencer was the only reported deviation from factory specification. An older restoration, the Corgi is offered for recommissioning, or possibly further restoration, and is sold strictly as viewed (the engine turns over). Accompanying paperwork includes an expired MoT (2008), a V5C Registration Certificate and an HPI check sheet, both of which record the engine number as '3837' (same as the frame number). Key not required.

£1,000 - 2,000

No Reserve



357

1921 EXCELSIOR 250CC LADIES MODEL

Registration no. WC 1256

Frame no. 100

Engine no. C3943

Bicycle makers in the late nineteenth century, Excelsior turned their efforts to creating motorcycles in the reign of Queen Victoria. Their motorcycle production was of single-cylinder machines, with J.A.P. engines initially, turning to Villiers engines for a range of smaller machines in the 1920s, plus Blackburne engines, before building the overhead camshaft Manxman machines in 250, 350, and 500 versions during the 1930s. They also created the 250cc Mechanical Marvel, and won the Lightweight TT on two occasions, in 1929 and 1933. During WWII they created the Welbike for British paratroopers, which later transformed into the Corgi. WC 1256 was purchase by the vendor almost ten years ago, and kept as part of a small collection. It was purchased at auction, and was one of a pair of Excelsiors – his and hers, the other being a conventional small capacity Excelsior for the husband, and this one, a much rarer two-speed Ladies Model, for his wife. Unsuccessful in buying the gents model, he was able to purchase this one. It is believed to have been restored at some time in the past, but has been well-stored ever since, acquiring a nicely patinated look, with many original features. It has not been ridden or run in the present ownership, and will, therefore, require re-commissioning and safety checks before use on the road by a new owner. A suitable mount for a lady (or gentleman) to enter the Banbury Run. Documentation comprises a current V5C, a duplicate VE60 green registration book issued in April 1970, two old purchase receipts, and sundry papers.

£3,500 - 4,500



358

1910 TRIUMPH 3½HP

Registration no. SV 4316

Frame no. 152324

Engine no. 8564 4 2

- Formerly owned by various well-known collectors
- Brampton variable speed gear
- Many-time Pioneer Run participant
- An older restoration



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 design was not without its weaknesses: pistons and bores wore out quickly and the curious 'tandem down-tube' frame often broke, but these shortcomings were soon sorted and within a couple of years 'Triumph' was a byword for reliability. The famous 3½hp model first appeared in 1907. Originally of 453cc, its sidevalve engine was enlarged to 476cc in 1908 and finally to 499cc in 1910 before being superseded by the 4hp model in 1914.

The company was involved in racing from its earliest days, and the publicity generated by competition successes - 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 dependability was well-established, leading to substantial orders for 'Trusty Triumphs' for British and Allied forces.

Previously registered 'LW 3193' and acquired by the vendor in 2021, this early 1910 model has clearly been restored at some point and is presented in very nice overall condition.

Notable features include a 1911 Brampton variable speed gear and a Cowey 60mph speedometer. The Triumph was formerly the property of well known collector and rider, the late James Bridge-Butler, and took part in the 60th Pioneer Run. According to James Bridge-Butler's information sheet on file, the machine was requisitioned during the Great War by the Royal Flying Corps and had an RFC roundel on the tank (the tank appears either to have been repainted or the roundel removed. Images on file show the machine being ridden on the Pioneer Run with the roundel attached).

The information sheet also states the Triumph has completed many Pioneer Runs. There are images of the machine on the 2005 Banbury Run and Pioneer Run, and other photographs taken when it was being ridden as a motorcycle combination. Also on file are letters to a Mr Pratt of Chelmsford dated 1979 referring to a letter he had published in the August issue of the VMCC Journal enquiring about the Brampton variable pulley. Additional documentation includes sundry invoices; Sunbeam MCC Pioneer Certificates; photocopied technical literature; expired MoTs; and old/current V5/V5C documents recording previous keepers as Reginald Connett and the well-known Oxfordshire collector, Alex Taylor. Recommissioning will be required before road use.

£8,000 - 12,000

359

1914 TRIUMPH 4HP

Registration no. BF 9671

Frame no. 255963

Engine no. 27885 PTI

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. 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 - 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. The 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 for 1914. Like rival manufacturers, Triumph were keen to exploit their Isle of Man credentials and added the TT Replica - a stripped-down, single-speed, sports roadster - to the range. Acquired by our vendor in 2021, this Veteran-era Triumph has been restored and is presented in overall very tidy condition. Accessories include a lighting set and a Watford 60mph speedometer. Accompanying paperwork consists of a V5C document and a Sunbeam MCC Pioneer Certificate, the latter incorrectly listing the engine number. Recommissioning will be required before road use.

£8,000 - 12,000



360

1914 TRIUMPH 4HP MODEL A

Registration no. SV 9507

Frame no. 250134

Engine no. 30911

The first Triumph motorcycle of 1902 used a Belgian Minerva engine, but within a few years the Coventry firm was building its own power units. The company was soon involved in racing, and the publicity generated by competition success 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. The 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 for 1914. This Veteran-era Triumph was purchased at auction from a deceased's estate in 2019. At that time the machine was described as restored many years ago and used on many occasions by the late owner for rallies and other events. The motorcycle is nicely patinated and presented in tidy condition. Accessories include a lighting set and a Gladstone bag on the rear carrier. Accompanying documentation includes old/current V5C documents; old MoTs and tax discs; SORN paperwork; marque-related literature; and a Sunbeam MCC Pioneer Certificate, the latter incorrectly listing the frame number and engine capacity. Recommissioning will be required before road use.

£8,000 - 12,000





361
1926 DOUGLAS 348CC MODEL EW 348CC MODEL EW
Registration no. SV 4973
Frame no. MF15463
Engine no. YE15662

Designed by Cyril Pullin and launched at the Olympia Show in 1925, the EW was intended to benefit from tax concessions available to lightweights, and so weighed under 200lbs. In typical Douglas fashion the 348cc engine was a fore-and-aft flat twin: a fixed-head sidevalve with outside flywheel, hand and mechanical oil pumps, and BTH magneto ignition. A gearbox mounted behind rather than above the rear cylinder, all-chain drive and decent-sized drum brakes differentiated the EW from its predecessors, as did the handsome sloping fuel tank that replaced the 'flat' style used hitherto. An unusual feature was the gear change gate located in the tank's centre. Benefiting from numerous improvements the EW went on to achieve some notable successes in the popular reliability trials of the period. Previously registered 'EL 1600', this EW was acquired by our vendor in May 2022 and was in irregular use up to last summer, described as 'an interesting ride'. The machine is presented in lovely 'oily rag' condition; clearly the paintwork has been retouched in places over the years but it is very unusual to find an example as unmolested as this one, which is recorded in the Douglas Machine Register. A copy of the Register is on file and the machine also comes with old/current V5C documents and sundry invoices, one of which is for a magneto overhaul in November 2019.

£7,000 - 10,000



362
1924 BSA 249CC MODEL B 'ROUND TANK'
Registration no. PD 302
Frame no. B2638
Engine no. B2614

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 rare survivor appears to be in highly original condition. The tank has been repainted at some point but clearly a very long time ago. Remains of the original nickel plate can still be seen and even the tyres appear to be of the period. The old-style continuation logbook dating from 1950 states the approximate date of first registration was 4th June 1924, and records taxation until 1956. The BSA was registered to a Mr Waverall Blake of Oxted, Surrey. Offered with a 1958 tax disc, BMS parts list, and a V5C.

£3,500 - 4,500



363

1932 JAMES 499CC MODEL D2 GREY GHOST

Registration no. YVL 971
Frame no. R3366 (see text)
Engine no. D2/428

- *Rare v-twin model*
- *One of the last James four-strokes*
- *An older restoration*



Like so many famous and not so famous motorcycle firms, that founded by Harry James in 1880 started out as a bicycle manufacturer. Based initially at Sparkbrook and then Greet in Birmingham, the James Cycle Company built its first motorcycle in 1902. From the mid-1930s onwards James began concentrating on the lightweight two-stroke models for which it is best remembered, but before then the top-of-the-range 499cc v-twin was being built in sidevalve and overhead-valve forms, and there was even a speedway version of the latter. For 1931 these were typed C1 (OHV) and C2 (sidevalve) with the names 'Flying Ace' and 'Grey Ghost' respectively. They were re-designated D1 and D2 the following year. Renamed 'Flying Ghost', the sidevalve v-twin was the last to go, disappearing from the range at the end of 1935.

'YVL 971' was previously sold at Bonhams' Beaulieu sale in September 2015 (Lot 12). At that time we said: "This Model D2 was purchased by the immediately preceding owner's late father some 38 years ago. It would appear that the machine had remained as it was found in the late 1970s and no attempt was made to restore it. The James was offered as an incomplete restoration project at Bonhams' Beaulieu sale in September 2012 (Lot 514) where it was purchased by the current vendor." Our vendor has owned the James since 2022.

In 2015 the James had been offered fresh from refurbishment/restoration, works carried out having included the stripping, repainting and replacement of bearing, chains, brake linings, fastenings, battery, etc.

The girder forks were stripped, cleaned and repaired where necessary, then reassembled with new adjustment nuts and grease nipples, etc., while the wheels were rebuilt with stainless steel rims and spokes. The fuel tank was rust-proofed and sealed with ethanol-resistant sealer, then re-sprayed and lacquered. 'YVL 971' also features new Feked silencers and custom-made stainless steel exhaust pipes.

Both cylinders were re-bored and fitted with new pistons and rings, while the obsolete valves with 1/4" diameter stems were replaced with Triumph valves with larger-diameter stems and collets. The valve seats were re-cut and the oil pump refurbished by Peter Rosenthal. A reconditioned dynamo and new electronic charging regulator were fitted and the ignition system upgraded to electronic. This new system comprises two pick-ups in the magneto housing (retaining the manual advance/retard mechanism); two trigger units mounted under the fuel tank; two coils under the seat; and an on/off switch on the battery box.

Now, some nine years post-rebuild, this older restoration would benefit from detailing and attention – in particular to the rear grab handle. A rare model, the machine is offered with numerous invoices; some restoration photographs; a substantial quantity of photocopied James literature; copy old V5C and current V5C documents, incorrectly recording the frame number as 'P3388'.

£8,000 - 12,000

364

One of only 34 made

1949 VINCENT 998CC BLACK LIGHTNING SERIES-C

Frame no. RC5130C (see text)

Rear frame no. RC5130

Engine no. F10AB/1C/3230

Crankcase mating no. BB98 / BB98

- The 14th production Black Lightning produced
- One of two delivered new to Poland
- Ordered for sidecar racing
- Raced successfully in Poland by Tomasz Kamiński
- Brought back to the UK in 1972
- Present ownership since 1976
- Professionally restored circa 1999/2000 and unused since
- 'Barn find' condition for recommissioning/restoration



Black Lightning 1C/3230. RC.5130. C.H.P.M. Made byt. Poland. No.2
43.5 - 12.2.1. / 57/69. 76/51. 34". + 5/8 Pinner
44.5 - 12.1.1. / 56/68. 76/54. 34".
E7/11 Pistons. No.8 slider. 1400 main jets. 120 H.T.
52 + 56 Rear wheel sprockets fitted. Sidecar mtng. brackets
fitted. 3 Sidecar springs fitted. 21 Tooth gearbox sprocket



Tomasz Kaminski (no. 133) and rival Tadeusz Potajato (no. 131) pictured during the late 1940s.
Image courtesy of Tomasz Szczerbicki and Krzysztof Rotta.



'RC5130' as found in 2023



The Echilczuk brothers, standing next to the Black Lightning.
Image courtesy of Tomasz Szczerbicki and Krzysztof Rotta.

At a time when almost all major motorcycle manufacturers offer 1,000cc superbikes of broadly similar performance, it is hard to imagine the status enjoyed by the big Vincent v-twin in its 1940/50s heyday. This was a time when the average family saloon was barely capable of reaching 70mph, and not until the arrival 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 production road vehicle of its day.

At the pinnacle of Vincent production sat the Black Lightning: a competition model produced in limited numbers and affordable only by enthusiasts with the deepest of pockets. It is also notable as one of very few motorcycles immortalised in song: by folk/rock hero Richard Thompson (Vincent Black Lightning). It was Rollie Free's capture of the 'world's fastest production motorcycle' record in 1948 on a tuned Series-B Black Shadow that led directly to Vincent marketing a racer of similar specification to Free's machine: the Black Lightning.

His motorcycles' design innovation and engineering excellence notwithstanding, Philip Vincent well understood that it was performance that grabbed the headlines and stimulated sales. Season-long racing was prohibitively expensive but a one-off speed record attempt was more affordable, and the latter was the obvious choice for cash-strapped Vincent, all the more so because it was already producing the world's fastest production vehicle (both two and four wheeled): the Black Shadow.

The most famous and spectacular Vincent record attempt is that undertaken by Free, who rode multi-millionaire oilman John Edgar's special factory-prepared Black Shadow to a speed of over 150mph on the Bonneville salt flats in Utah in 1948, the first time that an un-supercharged motorcycle had surpassed that figure. The photograph of Free, lying prone on the Vincent wearing only swimming trunks and running shoes, is one of motorcycling's most reproduced images.

To enable Free to reach 150mph, the power of the Shadow engine ('1B/900') had been boosted from 55 to around 70bhp by means of - amongst other things - a raised compression ratio, Mark II (Lightning) cams, Amal TT carburettors, and 2"-diameter, straight-through exhaust pipes, all of which found their way on to the production Black Lightning. First exhibited at the 1948 Earls Court Show, the Lightning came equipped for racing with rev counter, alloy wheel rims, Elektron (magnesium alloy) brake plates, and a gearbox modified for quicker changes.

For many years it had been assumed that around 20 examples of this, the ultimate Vincent v-twin, had been built between 1948 and the end of production in 1955, though more recent research has established that the total was 34 (one with a Series D engine), while a further half-dozen-or-so engines were supplied for use in racing cars.



This Vincent Black Lightning is one of a pair (the other being '4652/2752') despatched to Poland towards the end of 1949. Factory records show '4652/2752' being delivered on 15th November 1949 and this machine exactly 14 days later. This was a time when the ruling communist authorities in the Eastern Bloc states controlled almost every aspect of daily life; private citizens were not allowed to import goods for their own consumption – much less complete motorcycles – so the brace of Vincents was ordered by the Centrala Handlowa Przemysłu Motoryzacyjnego Motozbyt (Commercial Headquarters of the Automotive Industry Motozbyt or CHPM for short). The 13th and 14th production Black Lightnings produced, the two CHPM machines were intended for sidecar racing; the one offered here is the 14th, CHPM No. 2.

The accompanying photocopy Works Order Form shows that this machine was built with Girdraulic forks; Amal TT10 racing carburettors; 280km/h speedometer; straight-through exhaust; racing mudguards; 52T and 56T sidecar-gearing rear sprockets; and a Lucas KVFTT magneto, and was delivered without lights or a horn. The Black Lightning was tested by 'CJW', believed to be Works Manager Jack Williams, father of Peter. Engine builder Denis Minett's famous notebook records that the Black Lightning also had sidecar mounting brackets and sidecar springs fitted (see extract on file).

Fast forward 20-plus years and we find Vincent Owners' Club member Ian Harper touring the Eastern Bloc in 1971 on his 'Green Meanie' special. While in Warsaw, Ian met two motorcycle enthusiasts, Andrzej and Wojciech Echilczuk, who told him that they knew of a Vincent somewhere in the city. It turned out to be one of the 'Polish Lightnings' (that offered here) and little more than a year later the brothers had tracked down the second ('4652/2752'). Ian ended up making two separate trips to bring the Black Lightnings back to the UK.

The two Vincents were brought back dismantled, this one having been classed as 'scrap' by the engineer charged with issuing the necessary export paperwork (copy on file), while a little subterfuge was employed to bring '4652/2752' safely back home. It should be noted that this report (dated 19th August 1972) records the frame number as 'RC5130', not 'RC5130C' as it is now. The full story of the retrieval of the Polish Lightnings was published in MPH (January and February 2012 editions) and also in The Classic MotorCycle magazine (February 2018). Copies of both articles are on file.



According to the Echilczuk brothers, this Black Lightning had been raced with considerable success by Tomasz Kamiński between 1950 and 1954 when it was taken over by one Branecki. The Vincent was later sold and raced by the privateer Nowacki, passing to someone called Trzcinski before being acquired for Ian Harper by Andrzej Echilczuk from someone called Ankiewicz.

Back in the UK, Ian Harper did little to the two Lightnings before selling both to former Vincent factory tester and racer Ted Davis, later the company's Chief Development Engineer. Writing in MPH (December 1982 edition) Davis recalled: "I actually road tested these two when they were first built and could remember the odd specification: steel rims, touring footrests, wide bars, etc."

Its late owner acquired this Black Lightning from Ted Davis circa 1976. (The other Polish Lightning, '4652/2752', is now in The National Motorcycle Museum.) Correspondence on file shows that marque specialist Bob Culver restored this machine for its late owner circa 1999/2000. We are advised by the VOC Machine Registrar Simon Dinsdale that the headstock fitted presently is of the early type (not the later design that this example would have left the factory with), which has been stamped with the number 'RC5130C' (please note the works record records 'RC5130'). It is not known when this substitution was carried out, although presumably after the Vincent left Poland (see above).

Following the restoration's completion, the Black Lightning was placed in dry storage where it has remained for the last 20-plus years. Presented in 'barn find' condition, the machine will require recommissioning at the very least and possibly more extensive restoration before further use and thus is sold strictly as viewed.

As with all lots in the sale, prospective purchasers must satisfy themselves with regard to this motorcycle's authenticity, completeness and correctness prior to bidding. The accompanying history file contains all the aforementioned documentation and a small quantity of spares is included in the sale.

With only some 34 complete machines produced, the Black Lightning is unquestionably the most collectible Vincent ever. All the survivors are either in museums or the hands of private collectors, and only very rarely is one sold publicly, which makes the sale of this 'Polish Lightning' an event of exceptional importance.

£120,000 - 150,000

1938 VINCENT-HRD 998CC RAPIDE SERIES-A

Registration no. FTN 938

Frame no. DV1476

Engine no. V1017

- One of only 79 built
- All owners post-1955 identified
- Once owned by former VMCC President John Griffith
- Present ownership since 2002
- Meticulously restored with no expense spared between 2004 and 2017
- Comprehensive history file



Of all the many makes and models of motorcycle produced during the 1930s, there are two outstanding v-twin-engined thoroughbreds that feature at the top of every knowledgeable enthusiast's 'fantasy barn find' league table: the Brough Superior SS100 and Vincent-HRD Series-A Rapide. These days the chances of finding an example of either hidden behind a pile of straw bales are slim indeed, all the more so in the case of the ultra-rare Series-A Rapide, a mere 78 of which were produced between late 1936 and the summer of 1939. (Expert opinion differs on this point, but most authorities favour a total in the high 70s). By way of comparison, production of the rival SS100 ran into the hundreds.

The Vincent-HRD marque originated in 1928 when Philip C Vincent acquired the name, jigs, tools and patterns of the recently liquidated HRD Company. ('HRD' stood for Howard Raymond Davies, the Isle of Man TT winner who had founded the firm in 1924). Vincent moved production from Wolverhampton to Stevenage, pioneering his own design of sprung frame on an entirely new range of machines. Like Davies, Vincent relied on proprietary engines but increasing dissatisfaction with suppliers led to the creation of Vincent's own engine in 1934. A 500cc high-camshaft overhead-valve single, this all-new power unit was designed jointly by PCV and his Chief Engineer Phil Irving who, so legend has it, came up with the idea of a 1,000cc v-twin after seeing two drawings of the single superimposed on one another. By producing a v-twin in this fashion, many of the existing single-cylinder components could be utilised, thus reducing costs, an important factor for the fledgling concern.

Despite its plethora of external oil pipes - an arrangement that gave rise to the famous 'Plumber's Nightmare' sobriquet - the Series-A v-twin is undeniably handsome, its high-set camshafts and relatively short cylinders endowing this magnificent motorcycle with a muscular, broad-shouldered look. On test, the prototype engine proved to be as powerful as its looks suggested, delivering a maximum of 45bhp at 5,500rpm on a relatively low 6.8:1 compression ratio. It was installed in a new version of Vincent's sprung frame equipped with Burman four-speed gearbox, girder front fork and powerful twin front brakes, the complete machine tipping the scales at an admirable 430lbs. On the road the Series-A Rapide fulfilled all of its maker's expectations, proving capable of reaching 110mph, comfortably faster than the rival JAP-powered SS100.

The prototype Series-A Rapide was proudly displayed on Vincent's stand at the 1936 Motor Cycle Show at Olympia but only a handful were sold in 1937, the first full year of production, as the motorcycling public remained sceptical of the upstart firm's performance claims. This scepticism was soon dispelled by the exploits of the works Series-A racers piloted by Manliffe Barrington and 'Ginger' Wood, the latter shattering the Donington Park lap record in 1938 and returning a staggering standing quarter-mile time of 11.75 seconds at the Gatwick sprint.

The outbreak of WW2 in 1939 brought production of all Series-A models to a halt, and when Vincent resumed production in 1946, it was with the all-new Series-B.



By July '39 when the last Series-A twin was built, the model had been in production for a little over 30 months, and the fact that so few were made has in no small part contributed to this legendary model's mythic status. It is estimated that around 60-65 Series-A Vincent twins survive worldwide today, and for one to be offered for sale is an event of exceptional importance.

The current vendor purchased this Series-A Rapide in Japan in 2002. The Vincent had been purchased from a UK auction in October 1990 by dealer George Pollard on behalf of a known Japanese collector. Our vendor ran the frame and crankcase numbers past the VOC's then Registrar Gordon Powell and he confirmed that they matched. As purchased, the machine was a 'basket case' consisting of the complete frame assembled with the rear wheel, and numerous boxes of bits, many of which were incorrect. The flywheels had recently been sent to the UK for reconditioning by a specialist, and Carrillo con-rods and a pair of new pistons were included. In 2004 all the parts were crated up and sent to the UK.

This Series-A Rapide, with engine number 'V1017' and frame number 'DV1476' was dispatched from the works in February 1938 and sent to dealers Adams & Gibbon in Newcastle-upon-Tyne by rail. Three Series-A Rapides (out of a total production of 79) were dispatched to Newcastle-upon-Tyne: one to a private purchaser and two to Adams & Gibbon. The registration 'FTN 938' was issued in Newcastle upon Tyne on 1st March 1938.

The Works Order Form (copy on file) lists the specification and records that the machine was built and signed off by Ted Hampshire and test ridden by Mr Vincent among others. Also on file is a photocopy of an old-style green logbook listing six owners from 1955, the fourth being John Panter Griffith of Harrow, the former VMCC President and founder of the Stanford Hall Collection. The fifth was a Mr David Arthur Oliver of Middlesex.

The last owner listed is Herbert Ronald McRae of Ruislip, who acquired the Vincent in 1961. The machine appeared in the 1962 and 1968 VOC yearbooks with the owner recorded as Mr McRae. It would seem that 'V1017' was one of two Series-A Rapides (the other being 'V1046') in Mr McRae's collection of eight pre-war Vincents. An old-style V5 registration document on file records Bernard Vincent Draper of Devon as the owner in 1990. Mr Draper roughly assembled the bike and re-registered it as 'BSK 184' ready for sale at the aforementioned auction; it was then exported to Japan using this document. With the assistance of the VOC, the vendor was able to retrieve the original registration number, 'FTN 938', which was reinstated in December 2017.

It would appear that many of the Vincents in the McRae collection were disassembled and that, prior to dispersal, bikes were built up using available parts, many of which did not belong together, as was the case with 'V1017'. Swapping the post-war Brampton forks for the correct pre-war type, the vendor had the latter retubed by Ray Daniels of Birmingham. Our vendor began scouring eBay for the other parts needed.



The vendor was delighted that his vintage motorcycle mechanic, a highly regarded expert, was prepared to undertake the rebuild. The crankcases were a correctly stamped matching pair, and the front and rear cam-box covers were also stamped and matched the crankcase halves. Luckily there were no cracks evident. The cylinder heads, however, were only fit for scrap and were replaced with new head castings sourced from Conway Motors and supplied with all new components and ready to fit. Fortunately, at around this time a batch of cams and timing gears was being manufactured by Maughan & Sons, and a full set was ordered. The large bronze idler was replaced with one made from steel (it is assumed that this idler had been made from the softer material to reduce mechanical clatter). New followers from Neal Videan were fitted together with new spindles from Conway's. Rockers and pushrods were also supplied by Neal Videan.

The project came with cylinder muffs which had been relined and bored by the previous owner to fit the pistons; the crankshaft and Carrillo con-rods had been reconditioned and dynamically balanced to suit these pistons. The oil pump was not the original unit; it was sent to Conway's for a complete overhaul.

As the primary chain case that came with the bike was from a single, a new polished casting was procured from Neal Videan. The frames were original to the crankcases and the numbers were unadulterated.

Timing-side wheel spindle lug was found to be cracked, but fortunately Neal Videan and Rodney Brown came though with the correct lug in the correct malleable iron. Neal Videan also supplied a new saddle assembly and frame. Correct-type cylindrical footrest rider and pillion rubbers were sourced from Jeff Hunter.

The Burman gearbox that came with the disassembled bike was not the original that it left the factory with. Draganfly Motorcycles still have new-old-stock Burman parts available for these early gearboxes so many of the worn parts could be replaced outright. Luckily, the old shaft was deemed serviceable and was used in the rebuild. The carburettors were sent off to specialist Martyn Bratby for reconditioning. A new-old-stock Lucas MT110 rear lamp and a correct handlebar mounted dip-switch were sourced. These small hard-to-find components are difficult to find but really stand out - fitting replica items would have been easier but the vendor felt the project was worth the extra effort. Typical of the way the rebuild was pursued, this attention to detail even extended to finding a correct HRD hand pump and correct domed glass for the ammeter.

A correct type mag-dyno came with the parts and had been sent to Dave Lindsley for a full rebuild by the previous owner. The dynamo turned out to be the later 60 watt 'long' type, but has been reconditioned and retained (it cannot be seen when fitted under the cowl). In any case, the longer 60 watt dynamo is superior to the original 45 watt 'short' unit.

The project came with a later MCR2 regulator, which is correct for the longer 60 watt dynamo but incorrect for the bike. Bert sourced a correct MCR1 shell, with the smaller lid, and a modern DVR regulator was acquired and fitted into this.

The wheel hubs were sent to Central Wheel Components in Birmingham and rebuilt with new correct size rims with black-finished spokes and nickel-plated nipples. All four brake drums were found to be unserviceable, so four new drums and carriers were supplied by Conway's. The brake shoes were relined and a new speedometer drive fitted.

Finding it impossible to find a firm able to undertake cadmium plating, the decision was made to employ stainless steel fasteners. After some experimenting it was determined that vapour blasting the bolt and screw heads, as well as the visible ends of studs, produced a finish almost indistinguishable to that of cadmium plating. The end result was deemed very satisfactory.

All chroming plating was undertaken by Vernon Moss, of Brighthouse, to a suitably high standard, while the exhaust pipes were supplied by Franc Trento. The silencer came with the project and was deemed of suitable quality to use; it was re-chromed. Triple S of Bingley powder-coating some of the parts.

Finally, all refurbishment of the various parts was finished and the first of several dry builds undertaken. The owner was able to view the assembled machine on a trip back to the UK in May 2016. Bert fired up the Rapide - known as 'Grunter' - for the first time on Boxing Day 2017, reporting that it started easily after a few kicks. Steadily lengthening test rides were undertaken, and by the time the owner got to try Grunter, it had covered some 350 miles: "The experience is way beyond any expectation that I had... Suffice to say that there is merit and substance to the legend these machines generate: the power is phenomenal and the handling fine; 'the power of a twin with the handling of a single' indeed."

The owner has written a series of articles covering every aspect of the Rapide's meticulous restoration, which was serialised over 11 issues of the VOC magazine, MPH (copies on file). Far too lengthy to reproduce here, the vendor's account of the rebuild is essential reading.

As one would expect, there is a most substantial history file of invoices and other documentation including the aforementioned logbooks; V5C; copies of factory records; copy of the 1990 auction catalogue description; copious correspondence; Japanese paperwork; technical drawings, etc, etc. One of the most exciting motorcycles to be offered on the open market in recent years, this wonderful Vincent-HRD Series-A twin represents a possibly once-in-a-lifetime opportunity for discerning collectors.

£240,000 - 280,000



366

1950 VINCENT 499CC 'GREY FLASH'

Registration no. LNB 103
Frame no. RC/1/8145 (see text)
Rear frame no. none
Engine no. F5AB/2B/3857

- Original Grey Flash engine
- Original oil tank and rear frame are included
- Featured in Original Vincent Motorcycle by Dr Jaqueline Bickerstaffe
- Racing motorcycle road-registered when new
- Present ownership since 1967
- Used for racing and sprints 1981 to 2013
- Displayed at many events, winning numerous awards (Stafford, NEC, VOC, etc)



This Grey Flash was first registered to King's Motors (Oxford) Ltd of Manchester on 20th June 1950 and first owned by one Ronald Tindall of Halifax. The original buff logbook confirms that the machine was road registered as a Grey Flash and lists the next owner as Maurice Chefneux of Droylsden; then from December 1951 two members of the same family in Milnrow, from whom the vendor purchased it on 14th April 1967. The Vincent also comes with the owner's personal logbook detailing works carried out and events attended for the period 1967 to March 2016, the last entry reporting that the machine had been transferred to the Lakeland Motor Museum (initially for a period of two years) where it has remained on display ever since.

The Grey Flash was in a dismantled and damaged state when acquired, having crashed and suffered front-end damage, and had not been run since 1953 (see owner's logbook page 1). The machine had been raced and came with various related components, although the headstock was missing. In the course of the rebuild the owner sourced a Comet upper frame (number 'RC/1/8145') which is in the machine today.

The original rear frame ('5757') had been modified (the number prefix obscured by braze) and that too had to be replaced (the original oil tank and rear frame are included in the sale). The front brake plates are aluminium alloy, replacing the fragile magnesium originals, while the engine incorporates a BSA B50 piston and Carrillo con-rod.

It took several years to complete the rebuild, the first road test being undertaken on 6th May 1981. Following a second outing, the 'Flash' was deemed ready to return to the racetrack, its first such venture being at Cadwell Park on 9th May 1981: "The weather was dreadful – rode very gingerly." Nevertheless, it was considered a successful debut.

This fascinating logbook records numerous other race meetings throughout the UK over the years, with sprints gradually supplanting circuit races. It also records attendance at countless classic motorcycle gatherings including at Monthéry, The International Classic Bike Show, Festival of 1000 Bikes, and the VOC's Ramsey Sprint in the Isle of Man. The last outing recorded is a track day at Cadwell Park in September 2013. Offered with old V5/V5C documents.

£20,000 - 40,000

367

Property of a deceased's estate

1951 VINCENT 998CC SERIES-C BLACK SHADOW

Registration no. MGW 585

Frame no. RC9363B/E

Rear frame no. RC9363BE (see text)

Engine no. F10AB/1B/7463

Crankcase mating no. TT50 / TT50

- *Delivered new to Jack Surtees' dealership*
- *Present ownership since 2011*
- *Dry stored since acquisition*
- *Requires recommissioning*



Ever since the Series A's arrival in 1937, the Vincent v-twin has been synonymous with design innovation, engineering excellence and superlative high performance. Philip Vincent's stress on appearance and performance is legendary. His machines bristled with innovative features, offering adjustment of brake pedal, footrests, seat height and gear-change lever. The finish was to a very high standard commensurate with the cost of the machine, which was virtually double that of any of its contemporaries.

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

This Series-C Black Shadow was despatched new to Jack Surtees' dealership in London in September 1951 and registered as 'MGW 585'. The Vincent was acquired by the late owner in 2011 (copy/print of purchase receipt on file), since when it has been kept dry stored. The Shadow carries a tax disc that expired on 30th April 2015 and currently displays a total of 17,160 miles on the 5" Smiths speedometer's at the time of photography/cataloguing. Following a period of inactivity, the machine will require recommissioning to a greater or lesser extent before further use and thus is sold strictly as viewed.

It should be noted that the accompanying V5C records the engine number as 'F10AB/1B/7463B', whereas the actual number is 'F10AB/1B/7463', while the rear frame number appears to be a correction. According to the VOC Machine Registrar, it seems possible that a character '6' has been missed out and the frame stamped 'RC933', which has been corrected to '9363'. Accordingly, prospective purchasers should satisfy themselves with regard to this motorcycle's originality and correctness prior to bidding. Additional documents include current V5C; a copy of the previous-owner V5C; some expired MoTs; DVLA SORN correspondence; a 2015 VOC dating certificate; and copies of original factory paperwork. The machine has been fitted with a centre stand for convenience.

£45,000 - 55,000

368

1955 VINCENT 998CC BLACK KNIGHT

Registration no. SGX 135
Frame no. RD12916F
Rear frame no. RD12916F
Engine no. F10AB/2/11016
Crankcase mating no. J19V

- *One of the rarest of post-war Vincents*
- *Two owners since 1966*
- *Present ownership since 1987*
- *All matching numbers*
- *Used occasionally, but most years until 2016*
- *On museum display since 2016*



Philip Vincent believed that provision of ample weather protection combined with enclosure of engine and gearbox would make the Series-D the ultimate 'gentleman's motorcycle'. The enclosed Rapide and Black Shadow were known as the 'Black Knight' and 'Black Prince' respectively. 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.

This Black Knight was purchased by the current owner on 20th April 1987 having previously belonged to one Gareth Thomas Davies of Wrexham. Mr Davies had purchased the Vincent from Comerford's of Thames Ditton on 13th July 1966 (order form on file). Some restoration had been carried out by him, but not completed. The present owner kept a detailed personal logbook of work done, trips taken and mileage totals, together with some receipts/invoices. The recorded mileage when purchased was 33,429.

The present owner completed the restoration, fitting a new wiring harness, and returned the Vincent to the road. The machine was used on a VOC rally to Germany and a number of other trips before being laid up for a few years.

The vendor then carried out a full strip and rebuild in 1995, including painting the cycle parts and rebuilding the engine/gearbox unit. During the renovation it was noted that the gearbox internals were very good. Use thereafter included a trip to the Isle of Man and a Continental tour in 2001 through Belgium, France, Germany, Switzerland and Italy. Another Continental tour was completed in 2002. Further trips were taken, including one to Scotland in 2003 and another to the Isle of Man Rally 2007. On 22/7/2007 the speedometer was removed for maintenance (removed one reading 47,997 miles, temporary one fitted reading 35,662). The original speedometer was refitted on 23/8/07 and now reads 48,789 miles. The last recorded reading on the temporary speedometer was 36,454 miles. Last used on the road in 2012, the Vincent was placed on museum display in 2016 at 49,428 miles.

The Black Knight has a pair of detachable Craven panniers, plus a pair of new panniers made by Phil Primmer to a design by Neville Higgins. Having been on museum display since 2016, it will require recommissioning and basic safety checks before returning to the road. Accompanying documentation includes old/current V5/V5C documents; a quantity of invoices/receipts; some old MoTs and tax discs; and the aforementioned personal logbook.

£30,000 - 40,000

369

1951 VINCENT 998CC SERIES-C BLACK SHADOW

Registration no. MGK 445
Frame no. RC/9137 (see text)
Rear frame no. RC/1/7381 (see text)
Engine no. F10AB/1B/7237
Crankcase mating no. SS4 / SS4

- Present family ownership since 2001
- Dry stored since last ridden in 2017
- Requires recommissioning



This Series-C Black Shadow previously belonged to the lady vendor's late father, Gordon Hemms, who acquired it in 2001. The Vincent was passed to our vendor in 2015. Displaying a total of 13,229 miles on the 5" Smiths speedometer's odometer at time of photography/cataloguing, the Shadow was last ridden in November 2017, since when it has been dry stored. Following a period of inactivity, the machine will require recommissioning to a greater or lesser extent before further use and thus is sold strictly as viewed.

A sidecar-gearing rear sprocket is currently fitted because, according to the vendor, her father preferred to ride the machine in this lower-g geared form. However, two new sprockets for solo use are included in the sale together with some other spares and a few tools.

Vincent Owners' Club records show that engine number 'F10AB/1B/7237' originally formed part of a Series-C Black Shadow built in July 1951 and originally registered as 'MGK 445'.

The rear frame member, number 'RC/1/7381', is originally from a Series-C Comet that left the factory in November 1950. Bonhams has been unable to establish the origin of the upper frame member currently fitted to this Vincent; the upper frame is stamped 'RC/9137', which suggests that it began life in a Comet; it is also of a later type than one would expect to find in a machine built in 1951 (as advised by the Vincent Owners' Club). The accompanying RF.60 logbook (issued in 1962) records the frame number as 'RC/9137', indicating that the upper frame may have been changed/restamped prior to 1962. Therefore, as with all lots in this sale, prospective purchasers must satisfy themselves with regard to this motorcycle's authenticity, completeness and correctness as well as the status and validity of the registration number prior to bidding.

Additional paperwork includes old/current V5/V5C documents; VOC dating certificates from 2001 (x2); expired MoTs and tax discs; various VOC Spares and other receipts; and the 2001 handwritten purchase receipt, the seller being a Mr B Herbert.

£40,000 - 45,000

370

Property of a deceased's estate

C.1951 VINCENT 998CC SERIES-C RAPIDE

Registration no. XVV 234

Frame no. RC9637/C

Rear frame no. RC/1/7257

Engine no. F10AB/1/7638

Crankcase mating no. UU63 / UU63

- *Assembled from parts*
- *Present ownership since 2020*
- *Dry stored since acquisition*
- *Requires recommissioning*



When Vincent resumed production at the war's end it was with the all-new Series-B. Its rear suspension aside, the Series-A Vincent-HRD had been conventional enough: tubular steel frame, girder forks, separate gearbox, etc but with the Series-B Messrs Vincent and Irving effectively established the marque's reputation for the defiance of convention in the pursuit of engineering excellence. For a start there was no 'frame' as such, merely a fabricated box attached to the cylinder heads that served as the oil tank and incorporated the headstock and attachment point for the rear springs. The gearbox was integral with the engine, and the swinging arm pivoted directly in the engine/gearbox casings, features commonplace today but unusual 60 years ago. Only in his retention of the pre-war Brompton girder fork did Phillip Vincent appear to be lagging behind other manufacturers, almost all of which had switched to telescopics. Introduced in 1946, the Vincent-HRD Series-B Rapide was immediately the fastest production motorcycle on sale.

In 1948 the Vincent range began to be up-dated 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 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.

The Rapide offered here has been assembled from parts: the upper frame 'RC9637/C' is from a Series-C Rapide despatched to the Copes dealership in Dudley in October 1951; the rear frame is from a Series-C Comet despatched to a dealer called Bannister in Chatham in November 1950; and the engine 'F10AB/1/7638' is from a Series-C Rapide despatched to a dealer called Blacknell's in Nottingham in September 1951. 'XVV 234' is an age-related registration number.

The late owner acquired the Vincent in 2020, since when it has been kept dry stored. Following a period of inactivity, the machine will require recommissioning to a greater or lesser extent before further use and thus is sold strictly as viewed. Accompanying documents include a current V5C; DVLA SORN correspondence; 2017 VOC letter relating to age-related registration; 2017 VOC dating certificates (x2); and 2016 email correspondence from previous owner John Renwick to the VOC Machine Registrar.

£18,000 - 22,000

371

1954 VINCENT 998CC RAPIDE SERIES-C PROJECT

Registration no. JRV 555 (see text)
Frame no. RC10831 Rear Frame no. RC10831
Engine no. F10AB/1/8931 Crankcase no. B93B

- *Matching numbers project*
- *Entry-level access to Vincent twin ownership*
- *Two owners since 1968*
- *Present ownership since 1997*
- *Dismantled when acquired*



The magnificent Vincent v-twin has been synonymous with design innovation, engineering excellence and superlative high performance ever since the Series-A Rapide's arrival in 1937. Philip Vincent's stress on appearance and performance is legendary, and his machines bristled with innovative features: adjustable 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. With a top speed approaching 120mph, and bettering it in the Black Shadow's case, the Vincent v-twin was the fastest road vehicle of its day.

The Series-C Rapide we offer comes with a VE60 continuation logbook (issued 1968) and comes with the vendor's own personal logbook detailing works carried out since he acquired the machine in 1997, together with a few receipts/invoices.

The first entry records the Rapide's purchase from one John Abbott (the only keeper listed in the aforementioned logbook); it was a 'basket case' when acquired, though including a number of new parts. The last entry is dated 2021 when the project stalled and refers to the flywheel assembly being rebuilt by Alpha Bearings at a cost of £1,250, although there is no related paperwork in the file. Nothing has been done since then. While the project cannot be guaranteed to be complete in every item, all the significant components are present, and the only parts known to be missing are the kickstart arm and a rear stand.

Although the aforementioned VE60 gives the date of first registration as 29th June 1954, it appears that the bike was despatched from the factory on 9th April 1952 according to the VOC. It should be noted that the registration 'JRV 555' is not recorded in the DVLA database. However, the RF60 may assist the new owner when applying to DVLA to register the machine under its original registration. No doubt the VOC may be able to assist with this.

£15,000 - 18,000

372

1951 VINCENT 499CC SERIES-C COMET

Registration no. VXS 805
Frame no. RC/1/8845/C
Rear frame no. RC/1/8845/C
Engine no. F5AB/2A/6945
Crankcase mating no. 76Z / 76Z

- *Matching frame/engine/rear frame numbers*
- *Delivered new to the Isle of Man*
- *Present ownership since 2020*
- *Little used since acquisition*
- *Dry stored when not in use*



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 tourer and Series-C Comet sports roadster. The Meteor was soon dropped but the Comet continued in production until 1954, offering the same degree of refinement as its bigger brother, albeit with reduced performance. Even so, the Comet combined a 90mph potential with excellent fuel economy, and was the ideal touring mount for the discerning rider who placed civility of manners and quality of construction above outright performance.

This matching-numbers (frame/engine/rear frame) Series-C Comet was despatched new to a dealership called Harding in Douglas, Isle of Man in May 1951. As far as is known the original IoM registration was 'NMN 623'.

The Comet was believed first registered in the UK in March 2017 and was purchased by our vendor on 9th January 2020 (receipt on file). ('VXS 805' is a DVLA age-related registration issued because original IoM registrations are not transferable to mainland UK.) The Comet has seen very little use since purchase and has been kept dry stored in the garage when not in use. It is only sold because of a lack of space which necessitates downsizing the owner's collection. Modifications include a Mikuni VM28 carburettor, a sidelight switch and an ignition switch. The machine was last started/run on 31st January 2024.

Accompanying documents include Current V5C Registration Certificate; copy of previous-owner V5C (inside page only); DVLA tax reminders; 2016 VOC dating certificate and correspondence; aforementioned purchase receipts; DVLA and NOVA correspondence a receipts for carburettor and bar-end mirror.

£12,000 - 15,000

373

Property of a deceased's estate

1950 VINCENT 499CC SERIES-C COMET

Registration no. EFV 356
Frame no. RC/1/7223
Rear frame no. RC/1/7223
Engine no. F5AB/2A/3006
Crankcase mating no. 26A / 26A

- *Present ownership since 2008*
- *Dry stored since acquisition*
- *Requires recommissioning*



Upper and rear frames stamped 'RC/1/7223' are from a series Series-C Comet despatched to the Whittaker's dealership in Blackpool in November 1950. The upper frame's '22' has a 'stamping bounce' but the font appears correct, as does the rear frame type. 'EFV 356' is the original UK registration. Engine number 'F5AB/2A/3006' is originally from a Series-C Comet despatched to Jordan's of Hull in November 1949 and thus is not original to the frame.

The late owner purchased the Vincent in 2008, since when it has been kept dry stored. Following a period of inactivity, the machine will require re-commissioning to a greater or lesser extent before further use and thus is sold strictly as viewed (the engine turns over with compression). It should be noted that the headlamp glass and chrome surround is detached.

It should also be noted that the HPI report records that this motorcycle had an identity check carried out in 2004 following a repair and/or accident damage. Accordingly, prospective purchasers should satisfy themselves as to this motorcycle's completeness, originality and mechanical condition prior to bidding. Additionally, there is no V5C Registration Certificate offered with this Lot.

Prospective bidders should satisfy themselves with regard to the motorcycle's registration status. (The successful purchaser will have to apply to the DVLA for a new registration document.) Accompanying documents include a copy/print of the 2008 purchase receipt, DVLA correspondence and a SORN notification.
£8,000 - 10,000

374

JMC NORVIN 1,200CC

Registration no. EHJ 667H
Frame no. NM11207
Engine no. F10AB/4/11207

- *Built to the vendor's specification*
- *Final purchase price £43,500*
- *Little used since completion circa 2020*
- *1,411 miles recorded*



Developed from a design by Rex McCandless and first used by Norton on the works single-cylinder racers in 1950, when Geoff Duke rode it to a debut race victory at Blandford, the legendary 'Featherbed' frame has long been the special-builders' favourite. McCandless's design was way ahead of its time (and of the opposition), enabling Norton to maintain the competitiveness of their singles in the face of the growing challenge from foreign multis. New standards of steering, roadholding and comfort were set by McCandless's frame, which was immediately dubbed 'Featherbed' by Norton works star Harold Daniell. Although designed with a single-cylinder engine in mind, the generously proportioned Featherbed would in time prove capable of accommodating a wide variety of different power units - twins, triples, fours and v-twins, all could be made to fit with a little ingenuity.

The stunning Vincent-engined example offered here is a new build to the vendor's high specification by Norvin specialists JMC Classics incorporating a wide-line Featherbed frame believed to have been sourced from France (see handwritten French receipt for a dismantled Norvin motorcycle on file). The total cost of the build was £43,500 and JMC's related bills are on file. The Norvin was first registered in the UK on 1st September 2020 with an age-related registration.

Specification highlights of this gorgeous motorcycle include the following: 1,200cc engine, Twin-plug cylinder heads, Alton alternator, Five-speed gearbox, Centre stand fitted, Ceriani front forks, Hagon shock absorbers, Fontana double-sided four-leading-shoe front brake, JMC alloy fuel tank, oil tank, seat, mudguards, 5" Smiths digital speedometer (displaying 1,411 miles at time of photography/cataloguing), Tomaselli adjustable handlebars, Magura control levers, Borrani flanged alloy wheel rims, Stainless steel fasteners and spindles

Last started/run on 31st January 2024, the Norvin has seen very little use since completion and has been kept dry stored in the garage when not in use. It is only sold because of a lack of space which necessitates downsizing the owner's collection. Additional documentation includes a current V5C; JMC correspondence with full build specification; DVLA and NOVA correspondence; and 'The Vincent HRD Company' David Holder correspondence.

It should be noted the V5C incorrectly records the engine number as 'F10AD/4/11207' whereas it is actually 'F10AB/4/11207'. A rear paddock stand is included in the sale. Offered with key
£18,000 - 24,000

375

1921 MATCHLESS 8HP MODEL H2 MOTORCYCLE COMBINATION

Registration no. XA 7570
Frame no. H1447 (see text)
Engine no. 2C9 A 62937

- *Rare early Matchless v-twin*
- *Professionally restored between 2019 and 2023 (bills available)*
- *Not used since completion*



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

These early Matchlesses were JAP powered but in 1912 the firm introduced a 500cc single of its own design. Nevertheless, within a short time it had gone, along with all the other singles, and for the next several years Matchless built only v-twins. For 1913, when the example offered here was made, there were no fewer than six different models on offer ranging from 3½hp to 8hp in nominal rating. This had been reduced to three for the following year: one of 3½hp and two of 8hp, one of which was fitted with a Matchless engine and the other a proprietary MAG. The latter was typed '8B' and later would form the basis for the legendary Model H.

The current vendor purchased this MAG-engined Matchless Combination several years ago from the previous custodian, who had owned it since the 1960s. Our vendor understands that the previous owner bought it from a contact who had also owned it for a long time. The current owner enlisted the help of SMH Services/Steve Hodgson, who completely renovated it for him between 2019 and 2023. (Steve is the UK's leading restorer of Austin Sevens and also rebuilds motorcycles of this era.) SMH's bills for the restoration are on file together with a CD-ROM of photographs and a video clip of the Matchless running post restoration. The machine has not been driven by our vendor as he does not have a motorcycle licence (the joy was in restoring it).

Accompanying paperwork includes a current V5C; the aforementioned SMH bills; GJ Upholstery invoice; old receipts/invoices from the 1960s; various instruction manuals and parts lists; and a copy of The Classic Motorcycle (February 1988 issue). It should be noted that the V5C records the frame number as '1920211447' (actually 'H1447'). A quantity of spares accumulated during the restoration is included in the sale, perusal recommended.

£23,500 - 25,000

376

1924 BROUGH SUPERIOR 980CC SS80

Registration no. AU 9945
Frame no. 239
Engine no. KTCY/M 27288/S

- First owned by Brough Superior 'early adopter' Sam Ratcliffe
- Supplied new as a motorcycle combination
- Restored by Tony Cripps in the 1990s
- Present family ownership since 2001
- Offered for sale by the Ratcliffe family



This Brough Superior SS80 formerly belonged to the lady vendor's late husband, Steve Ratcliffe. Steve and his father John Ratcliffe purchased the machine from noted collector, the late Robert White, in 2001 (see correspondence and hand-written purchase receipt on file). The Brough had been purchased new in 1924 by Sam Ratcliffe, John Ratcliffe's father and Steve Ratcliffe's grandfather. A mining engineer, Sam Ratcliffe had been a customer of Brough Motors and was an early devotee of George Brough's new Brough Superiors. A close friend of George's and an experienced trials rider, he was one of three entrants competing on Brough Superiors in the MCC's 1921 London-Land's End Trial, held in March that year, the others being George Brough himself and his right-hand man, Harold 'Oily' Karlake. Harold picked up a gold medal while George and Sam had to settle for silvers. Sam Ratcliffe is pictured in Peter Miller's book, *Brough Superior - The Complete Story* (pages 14, 19, 21 and 216).

Copy Works Record Cards on file show that the SS80 was supplied as a motorcycle combination to 'S Ratcliffe' and collected from the works on 26th August 1924. Sam Ratcliffe had hitherto competed exclusively on solo machines, and the combination had evidently been purchased as family transport (his first son John was four years old at the time).

For many years 'AU 9945' was owned by a Mr Archibald Onions of Staffordshire, and in 1971 was sold by him as a restoration project. The machine then passed through the hands of three further owners (see file) before being acquired - still unrestored - by Robert White, for whom it was superbly rebuilt by renowned marque specialist Tony Cripps in the 1990s. Steve Ratcliffe used 'AU 9945' extensively on the road at Brough Superior Club runs and other events in Dorset connected with T E Lawrence; 'Lawrence of Arabia' being perhaps the marque's most prominent devotee.

On display until recently at the Atwell-Wilson Motor Museum in Calne, Wiltshire, 'AU 9945' carries a tax disc that expired on 31st August 2015, and it's believed the last known outing was in August 2018. The machine is presented in wonderful condition however, following a period of inactivity, it may require recommissioning to a greater or lesser extent by the successful purchaser before further use and is therefore sold strictly as viewed.



The frame number '229' shown on the Works Record Card is almost certainly a clerical error and should be '239' (see correspondence on file). The original Brough stamp/font is still visible; however, it has been over-stamped with a larger font to make it clearer (the Brough Club has confirmed that the original frame number is a Brough type/font; the SS80 '229' exists elsewhere). The gearbox is believed to date from late 1926/early 1927 and is not original to this machine, although it is of the correct type. A copy of the works record compiled by Mike Stains (former Brough machine registrar, 1960s-1970s) is on file.

The extensive history file (perusal highly recommended) also contains copious correspondence; an old-style continuation logbook (issued 1967); copies of marque-related literature; various bills/invoices; expired MoTs and tax discs; Steve Ratcliffe's logbook/diary for 'AU 9945'; various images of Sam Ratcliffe and much more besides.

£80,000 - 120,000



377 *

1925 INDIAN 37CI SCOUT

Registration no. not UK registered

Engine no. 50Y459

- 'You can't wear out an Indian Scout,' the company's advertising declared.
- Fitted with full electrical equipment
- On display in private collection for the past five years
- Should require only light recommissioning



A smaller Indian v-twin model, the 37ci (600cc) Scout, joined the existing 61ci (1,000cc) Powerplus twin for 1920. In a somewhat unusual departure, this new smaller Indian twin featured primary drive by helical gears, rather than the more usual chain, and soon gained a reputation for indestructibility: 'You can't wear out an Indian Scout,' the company's advertising declared. In other respects the 'flat head' v-twin motor followed the successful Powerplus formula.

Detachable cylinder heads were the Scout's big news for 1925 and two years later a 45ci (750cc) variant arrived, to be followed in April 1928 by the 101 Scout. The latter featured a revised 750cc engine in a new, longer-wheelbase frame, and this medium-weight sports model would prove an immense success for the Springfield firm, so much so that its replacement in 1931 by a heavier Chief-framed model was greeted with dismay.

This 1925 Indian Scout is fitted with full electrical equipment. It has been on display in private collection for the past five years. Prior to this the Scout was restored, retaining all the original sheet metal, mudguards and fuel tank, while the wheels were rebuilt also. The Indian should require only light recommissioning prior to further use. There are no documents with this Lot.

£15,000 - 20,000

No Reserve

Please note that this vehicle is from outside the UK, our customs agents, Moving Motorcycles, will manage all post sale customs administration whether importing or exporting. A fee of £350+VAT will be charged on the buyer's invoice. If this vehicle is to remain in the UK, it will be subject to Import VAT at the rate of 5% on the hammer price.

This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Motorcycle Sale Coordinator Annika.morrill@bonhams.com +44 (0) 20 8963 2817

378

1928 HARLEY DAVIDSON 1207CC MODEL JD

Registration no. to be advised (see text)

Frame no. 28JD7791

Engine no. 28JD7791

- *Believed to have been supplied new in New Zealand*
- *Imported c.2010*
- *Offered with a NOVA confirmation*



1909 marked the appearance of Harley-Davidson's first v-twin, though it was not until the adoption of mechanically operated inlet valves in 1911 (replacing the 'atmospheric' type inherited from the single) that production really took off. Known by the sobriquet 'pocket valve', this 'F-head' (inlet-over-exhaust) engine - built in 61ci and 74ci capacities (1,000cc and 1,200cc respectively) - would remain in production for the next 20 years. The Harley single's transmission arrangements - direct drive by means of a leather belt - were continued at first on the twin, but the need to make better use of the engine's power characteristics, particularly for sidecar pulling, prompted the introduction of a two-speed rear hub for 1914, by which time chain drive and a proper clutch had been adopted. Later that same year a conventional, three-speed, sliding-gear transmission with 'step starter' was introduced on the top-of-the-range version of the twin which, with full electrical equipment, was listed from now on as the Model JD. Periodically revised and up-dated, the Model J had gained a front brake, stronger fork and pumped lubrication by the time production ceased in 1929.

We are told that this lovely model JD was supplied new in New Zealand to Roy Tomlin. In 1984 he sold it to the vendor's uncle. In 2010 it was sold to the vendor who imported it to the UK.

Recommissioning was put on hold due to the demands of building of a light aeroplane, but was recommenced in 2023. Work has included fitting a new battery, condenser, and a new exhaust system supplied by Geloman, the renowned H-D specialist in Germany. The old rusted out (believed not original) exhaust is supplied. A video of the machine running in February of this year is available on request. It has not been ridden for many years, and further adjustments may possibly be required.

Until now the bike has not been registered in the UK, but a new V5C should be in place by the time of the sale. An old New Zealand registration document, other NZ paperwork, a dating certificate from the Antique Motorcycle Club of America (Europe), reproduction handbooks, and sundry spares including new reproduction footboard rubbers are supplied. The vendor advises us that the machine is fitted with sidecar gearing but he believes that a sidecar has never been fitted. He has also pointed out that the linkage for the parking brake is missing but that it isn't necessary for solo use. Separate keys are supplied for the ignition, lights, and toolbox. Prospective bidders should satisfy themselves as to the motorcycle's completeness and mechanical condition prior to bidding. Sold strictly as viewed.

£14,000 - 18,000

379

First owned by Brough Superior's General Manager, Ike Webb

C.1922 BROUGH SUPERIOR 996CC MKI/SS80 'SPECIAL'

Registration no. AU 7364
Frame no. None
Engine no. KTC/U 12379/VSC

- Unique specification (known as 'Ike's Bike')
- Fitted with 11-50 cylinders and heads by JAP
- Owned from 1969 by the late Nick Brown
- Offered for sale by Mrs Brown and daughter
- Dry stored since circa 2006



Original 1923 Motorcycle Insurance Policy and substantial history file

This unique Brough Superior SS80 Special was first registered to Isaac 'Ike' Webb, a key figure in the history of the Nottingham marque. Ike Webb had been employed at George Brough's father William's Brough Motors; while there he became firm friends with George, moving across to Brough Superior, together with another Brough Motors employee, Harold 'Oily' Karslake, when the new company was founded in 1919. Messrs Webb and Karslake would remain George's stalwart assistants to the very end; indeed, as General Manager, Webb was as well known to many Brough customers as George himself.

This SS80 Special is believed to have been completed in the early spring of 1923 (no Works Record Card for this machine was ever issued). It was assembled for Ike's own use mostly from spares, the circa 1921-1922 Mark I frame having returned from East Africa (there is no frame number). Incorporating SS80 crankcases dating from 1923 (originally in '658'), the engine currently installed was fitted with 11-50 cylinders when it was sent to JAP for a complete rebuild in February 1939; Stan Greening carried out the work there was no charge for the service (see bill on file). The engine number has been restamped/repositioned as the original 'KTC/U 12379/VSC' number was obscured by the cylinders; it is believed to have been restamped by JAP. There is also a label from JAP in the file (dated 19.2.1925 to customer George Brough) relating to this engine, presumably for an earlier rebuild. In its first incarnation, Ike's Bike was attached to a sidecar (photograph of Ike on the Brough outfit is on file).

The later four-speed gearbox ('B447.7730') is from a 1933 SS100 ('1047') that survives in Australia, while the cover plate is from a non-surviving 1933 Black Alpine 680. Lucas electric lighting was fitted later.

According to the Brough Club's Registrar, Mike Leatherdale, this is a unique motorcycle that was always evolving and was never intended to be sold. Furthermore, it is extremely important as it would have often been seen at the works and as such represents a significant part of Haydn Road factory and Brough history. Ike sold 'AU 7364' circa 1946, but separately from the sidecar.

First registered on 26th March 1923, Ike's Bike comes with an old-style continuation logbook (issued in January 1959) listing one Jack Smith of Nottinghamshire as owner at that time, followed by Brough Superior Club founder member Barry Robinson (April 1965) who used to work for George Brough and then Jack Frank Brown (February 1969). Sadly, Frank Brown only got to enjoy it briefly before he died suddenly of a heart attack in November of the same year. Ownership then passed to his son Nick, in whose custodianship the Brough stayed until he passed away in December 2021.

Having joined the Brough Club, Nick dusted off Ike's Bike and began using it in the 1980s. He was a very active member of the Club, organising rallies and serving for several years as Publisher of the Newsletter and as Miscellaneous Secretary.



In 1983 there was damage to the Brough due to a fire caused by blowback through the carburettor while starting the engine (see repairer's correspondence and list of components damaged as a result of the fire). The repairs included the manufacture of a new fuel tank (the old tank is offered with the machine). Nick eventually put a Tansad pillion on the bike for his wife, just as Ike had done for his family. Nick's wife, Jenny Brown remembers other Club members being shocked at the speed and acceleration that Nick could extract from Ike's Bike, perhaps forgetting that it had a four-speed gearbox whereas most had only three.

In 1999, Nick's health began to fail and his ability to ride was curtailed. The Browns only managed a couple of rallies after that, as he was no longer strong enough to ride. Nick had a heart transplant in 2004 and after many health issues in the following years passed away in 2021 from heart failure.

Mrs Brown: "I know Nick would want someone else to have the same enjoyment from it that he did. Ike's Bike has been a special part of my family, I knew this bike was unique, but it is only as I come to part with it that I discover just how historical it is. I wish things could have been different and we had been able to have a lot more fun with it, but it has been sitting in the garage for long enough, it needs to be brought back to life and moved on to the next custodian."

Ike's Bike has been kept dry stored in the garage for almost 20 years (the last tax disc expired on 31st March 2006). Following a lengthy period of inactivity, the Brough will require recommissioning to a greater or lesser extent, or possibly more extensive restoration, before returning to the road and thus is sold strictly as viewed.

As well as the aforementioned fuel tank, Ike's Bike comes with a framed and glazed 1923 Motorcycle Insurance Policy in the name of Isaac John Webb, together with a substantial history file of original documentation and Ike Webb's personal handwritten notes (perusal highly recommended). The file contains insurance documents; numerous invoices; previous owner correspondence; period photographs; and old/current V5C Registration Certificates. (It should be noted that the V5C quotes the frame number '12379', taken from the engine number.) But perhaps the highlight is the 'Notice of Intended Prosecution' issued by Nottinghamshire Constabulary on 6th January 1937, citing Ike for exceeding the 30mph speed limit in Kirkby-in-Ashfield!

There is no doubt Ike's Bike is one of the most important Brough's ever which makes this a unique opportunity to acquire a piece of Haydn Road history.
£70,000 - 100,000

380

1935 BROUGH SUPERIOR 1,096CC 11-50 WITH BROUGH PETROL-TUBE SIDECAR CHASSIS AND WATSONIAN AVON SPORTS 'CHAIR'

Registration no. BAU 8
Frame no. 8/1518
Engine no. LTZ/R 46539/SRF

- Originally supplied as a motorcycle combination to Nottingham Constabulary
- Formerly the property of VMCC founder C E A 'Titch' Allen
- Extensively restored
- Enthusiastically campaigned



This 11-50 is one of a batch of six identical sidecar outfits supplied new to Nottingham City Police which were registered 'BAU 4' to 'BAU 9' (inclusive) and saw several years of active police service. The machine is currently being ridden as a solo but comes with a Brough petrol-tube sidecar chassis (number '123') and a 1961 Watsonian Avon sports sidecar (number 'N1636') together with the fuel tank that was fitted to the machine. The current fuel tank ('2821') is a replica made in 2009.

Frame and engine serial numbers both match the Brough works records. NB: the engine number is incorrectly stated in the V5C; this appears to be a historical error and is documented by the Brough Superior Club ('1/5Y41', which appears an interpretation of engine 45741 in the sister bike 'BAU 7'. The copy of the old-style V5 also records the frame number for 'BAU 7', but this has been corrected in subsequent documentation). The frame number is also missing the '8/' in the V5C.

In the 1950s the Brough was resident in neighbouring Derbyshire in the ownership of a Mr Matchett of Alfreton (see insurance schedules on file, one of which is stamped by Dawson Motors of Nottingham) and later in Yorkshire (1960s). In 1971, 'BAU 8' was purchased by the vendor's father from C E A 'Titch' Allen, founder of the VMCC.

'BAU 8' occasionally appeared at club events and then was handed down from father to enthusiastic son in 2005, at which point various remedial works were carried out.

It was at the Brough Superior Club's 50th anniversary in 2008, when 'BAU 8' was put alongside three of the other BAUs that the current owner saw the true beauty of the 11-50, at which point a careful and sympathetic strip down and rebuild was started. Many original parts were sourced from the BSC, while the engine's bottom end had a thorough restoration by both Alpha Bearings and Merlin Engineering. Works carried out up to the present date are too numerous to list. The frame has an old repair and was straightened by marque Dave Clarke as part of the rebuild.

'BAU 8' has been on many club events, the last one in May 2023. According to our vendor the machine runs exceptionally well and is a joy to ride, usually starting second kick and sometimes first (please remember to retard the ignition). The current V5C and copy of the 1979 V5 on file together with a substantial body of correspondence.

£50,000 - 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.



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.

381

Ex-works; H J 'Bert' Bacon 1930 Senior TT;
Les Newman 1934 Senior Manx Grand Prix

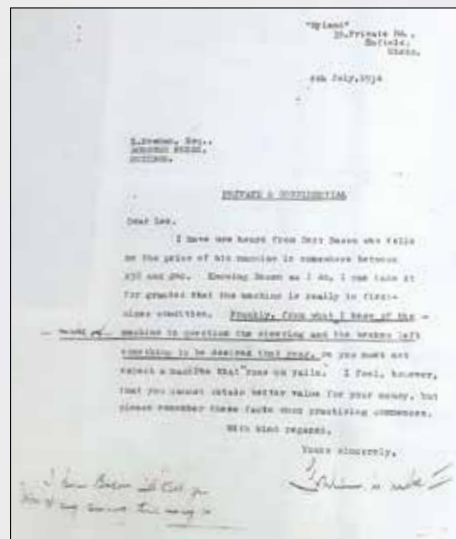
1930 SUNBEAM 500CC MODEL 90 RACING MOTORCYCLE

Registration no. GH 4181

Frame no. 8217

Engine no. NN4067

- Known ownership history
- Present ownership since 2009
- Recently been fitted with close-ratio gears and an Arias forged piston
- Comprehensive history file
- Well documented
- 'Goes as well as it looks'





From George Dance's personal album, the 1930 Sunbeam TT team. H J 'Bert' Bacon pictured second from left on number 11. Images courtesy of Bob Cordon Champ



From the 26th June 1930 issue of The MotorCycle. Bacon on the Sunbeam coming down from The Quarterbridge. © Mortons Archive

According to the continuation old-style logbook on file (issued January 1938) 'GH 4184' was first registered on 23rd July 1930 (just less than a month after the TT). The Sunbeam was taxed from March 1938 and the final entry is dated December 1941. The aforementioned logbook lists owners in the Bristol area: Jack Cooper was the recorded keeper 1938-1941, while in June '41 the Sunbeam passes to James Powell before being acquired by John Norris of Southampton the following month. In September 1945 Thomas 'Nigel' Seymour Smith became the new owner. (It should be noted that the logbook and consequently the V5C documents omit the frame number's last digit.)

This Model 90 is pictured in The Motor Cycle's TT Report edition of 26th June 1930 (copy on file). 'GH 4184' was one of the five works entries for the 1930 Senior TT and was ridden by gentleman racer H J 'Bertie' Bacon to 11th place. The Sunbeam was later sold to L C Newman, who rode it at the 1934 Manx GP. The machine was ridden at the TT with Druid-type forks and at the Manx with the Webb type (both sets are still with it).

There are no factory records identifying the numbers of the frame and engine allocated to Bacon for the TT. However, the bike does have the unique frame and TT tanks that mark it out as a works machine.

Unique identifying features of the factory bikes include a foot-change gearbox; scalloped frame lugs; TT left-fill oil tank; and TT extra-wide fuel tank with quick filler. The Sunbeam is currently fitted with a slightly later Amal 89, but a correct M90 stamped '29/001' is included in the sale. It has recently been fitted with close-ratio gears from Chris Odling, plus an Arias forged piston.

In terms of paperwork, there is a folder that came with the Sunbeam when purchased, which contains photographs and copies of interesting correspondence. The Model 90 came to our vendor from Thomas Davis of Wotton-Under-Edge via Richard Jones. The buff logbook ties this machine to Nigel Seymour Smith (TT rider, motorcycle collector and lifelong VOC member) and there is a copy of a letter from Les Newman to him where Newman states the Sunbeam is Bacon's. There is also a period tankard awarded to Newman for his performance at the MGP. The Marston club know 'GH 4184' well, and it is usually referred to at the Bacon or Newman bike. The file also contains photographs of Smith on the bike alongside 'Titch' Allen, and one of Newman when he was reunited with it some years later.



There is also a copy of another letter from Graham Walker, dated 4th July 1934, telling Newman the price and condition of the Bacon bike: "I have now heard from Bacon who tells me the price of his machine is somewhere between £38 and £40." A letter dated 14th August 1988 from Newman to Tom Davis (referencing Nigel) requests a story he had published. This letter recounts the finish of the MGP, stating that the piston rings were broken, and also references Graham Walker (which establishes the connection between the two). Newman's original album of images comes with the machine, including some of the Model 95 he replaced the 90 with in 1935.

Another letter, dated September 1934, from Burt Bacon to Les Newman passes on his congratulations. Another letter from Les to Nigel Seymour Smith, dated 1986, states he sold the bike to Harry Prior, and when he (Harry) was called up, his parents sold it assuming he would not come back alive! Newman's story on file recounts how he bought the bike, etc.

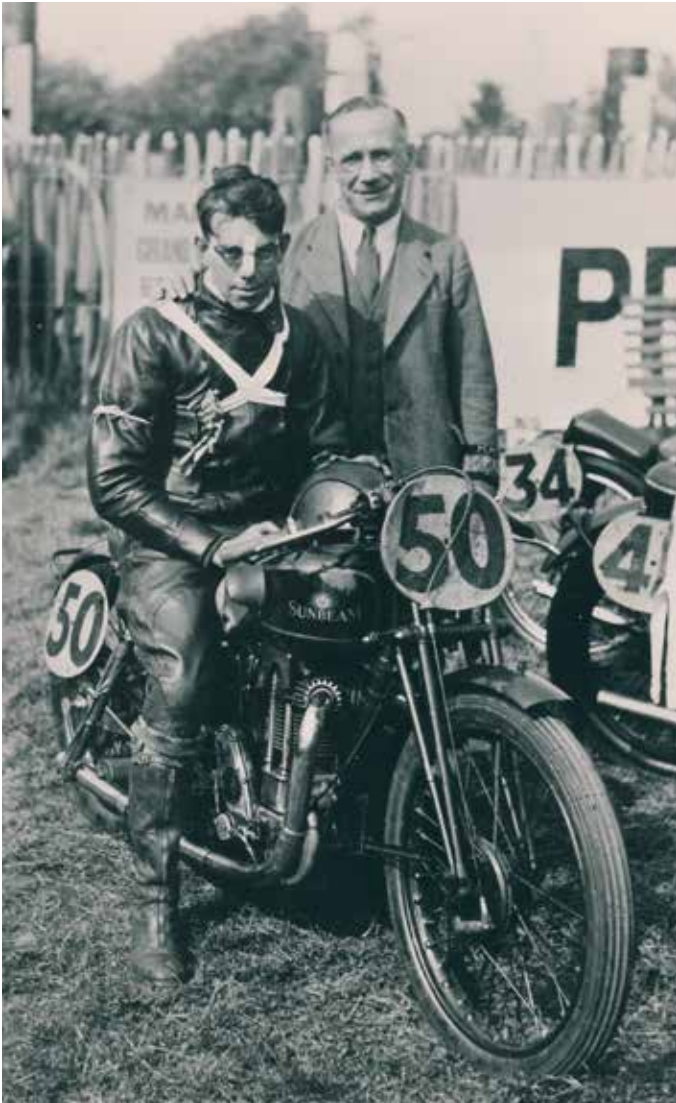
Spares offered with the machine include the later forks used by Newman; a correct M90 stamped '29/001' Amal carburettor; an early type drum/sprocket believed as used by the TT bikes; and a rare short gearbox main-shaft plus dished engine sprocket from Bill Page; they were only used on the race gearboxes without kickstart.

There is also a couple of award tankards and a 1930 TT Programme. Other documents are listed below:

- Photocopy of a letter dated 15/9/34 from someone who recorded the lap times for Les Newman (we know that the person lived at 91 Pslater Lane, Sheffield, but it's not been possible to positively identify them)
- Page 380 of The Motor Cycle 20th September 1934 listing the results
- Large file of invoices
- Correspondence from Bert Bacon's son Graham Bacon
- Old MoTs
- Old/current V5C documents

An older restoration, the Sunbeam is reported to go as well as it looks (easy starting, easy gear change) and has been ridden at numerous events while in the vendor's ownership. In 2008 the Model 90 was ridden up the test hill at the '100 Years of Brooklands' celebration. It has also been ridden in other Brooklands events; on the Banbury Run; and at the Marston Sunbeam Club's Centenary Rally in 2012. The machine was last started in March 2024 and last ridden on the road in 2022.

£28,000 - 34,000



Images taken from the pages of Les Newman's personal album of the 1934 Manx Grand Prix



Les being re-united with GH 4181, date unknown

382

C.1990 M.R.D RICKMAN MÉTISSE AERMACCHI 350CC RACING MOTORCYCLE

Frame no. unnumbered

Engine no. C327/C327

- Built by MRD in 1990
- Classic Manx Grand Prix finisher in 1991 and 1992
- Present ownership for 20 years
- Raced and paraded with the CRMC
- Last used in 2019



Rickman's first purpose-built road-racer came about following an approach from sponsor Tom Kirby, for whom the Rickmans built a frame to house the Matchless G50 engine. Kirby's star rider Bill Ivy won first time out on the new machine at Mallory Park in March 1966, defeating the cream of Britain's road-racing stars in the process. That Rickman should build a version to accommodate the horizontal Aermacchi single-cylinder engine was first suggested by rider/frame-maker Marly Drixl (of Drixton fame), who wanted to improve the handling of his stock Aermacchi racer. Accordingly, the Rickmans redesigned the frame's front down-tubes and engine cradle while leaving the rear part essentially unchanged. The result was a frame weighing in at 24lb, 4lb less than the original. The Rickman frame soon became a 'must have' for any competitor riding an Aermacchi. When the Rickmans gave up frame making, the rights to their designs passed in 1983/84 to Pat French's firm, MRD Métisse, which continued to cater for the increasing 'classic' market.

Built by MRD in 1990, the Aermacchi Métisse offered here boasts Rickman 41.5mm forks; a Rickman front disc brake and Lockheed caliper; and a Yamaha TD2 rear drum brake. The engine incorporates original Aermacchi 350cc crankcases, cylinder barrel and head, while specification highlights include a Carrillo con-rod; 11.2:1 compression-ratio Omega piston (74.5mm bore); N6 cam with Stellite followers;

straight-cut timing gears; Dyna twin-plug ignition; Amal 36mm smooth-bore carburettor; and racing valves, guides, springs, caps and collets. Power is transmitted via a bespoke straight-cut primary drive to a dry clutch. Other notable features include a Krober rev counter; alloy wheel rims (Borrani front, Dunlop rear); Avon tyres; Norton Lockheed brake lever/reservoir; and a custom Gibson exhaust.

This machine raced in the 1991 Classic Manx Grand Prix, retiring from 7th place with a puncture (fastest lap 93.4mph). It also raced in the 1992 Classic Manx, finishing in 11th place. Outings in the 1993 and 1994 Classic Manx races both resulted in retirements. Thereafter the Aermacchi was raced and paraded with the Classic Racing Motorcycle Club until the 2020 season. It last ran in September 2019. Our vendor describes the machine as in generally excellent condition, benefiting from a new aluminium fuel tank, resprayed fairing and re-covered seat.

A small selection of spares including clutch plates, sprockets, spark plugs, cables/pipes, valves, etc is included in the sale. The machine is offered with a CRMC Registration Certificate for Group 1 Period 2; a photograph of it competing in the Manx Grand Prix; and some details noted down by the previous owner.

£5,000 - 7,000

383

1952 MV AGUSTA 123.5CC MONOALBERO RACING MOTORCYCLE PROJECT

Frame no. 150168
Engine no. 150165

- Long-term family ownership
- Partially restored
- Offered for completion



Although best known for their four-cylinder four-strokes, multiple World Championship-winning MV-Agusta built lightweights throughout its manufacturing career, and in its early days listed small two-strokes and even a scooter. The racing 125cc two-strokes were a major success, winning the arduous Milan-Taranto road race in 1950, '51 and '52, but at World Championship level the MVs were outclassed by the four-stroke FB-Mondial with its twin-overhead-cam engine. Count Agusta's response was to hire Gilera's chief designer Piero Remor together with its chief mechanic, Arturo Magni. However, the new Remor-designed 125cc four-stroke was not an immediate success, and it was only following Mondial's withdrawal from racing that MV bagged its first 125cc World Championship, Cecil Sandford taking the riders' title in 1952.

The following year MV offered an over-the-counter racer for privateers, which was developed directly from the works bikes. Italian regulations for the domestic 'Formula Sport' stipulated that machines should have only a single camshaft and four gears, and so the monoalbero (single-camshaft) 125 racer was born. Like its bialbero (twin-cam) progenitor, the SOHC 125 employed a train of gears to drive its upstairs cam.

Bore and stroke were 53x56mm and the motor breathed via a 27mm Dell'Orto racing carburettor, eventually producing a maximum of 16bhp at 10,300rpm. The cycle parts were virtually an exact copy of the '52 works bikes', featuring a tubular duplex loop frame, telescopic front fork with central hydraulic damper, and swinging-arm rear suspension. Brakes were full-width aluminium-alloy: 7" diameter at the front, 6" at the rear. Dry weight was 165lbs and the top speed over 90mph. Because Italy's long-distance road races, such as the Moto Giro d'Italia and Milan-Taranto required that machines be street legal and possess lights, a flywheel generator formed part of the specification. The MV Agusta monoalbero 125 racer proved an enormous success, remaining in production until 1956 and continuing to offer privateers a competitive ride in the 125cc class for many years thereafter.

Previously owned by privateer racer Dennis Batchelor, this machine was acquired by the current vendor's late grandfather in late 1960s/early 1970s. The little MV was purchased in order to study its engineering; restoration commenced but was put on hold following an accident, and the machine has been dry stored indoors since circa 1972. A small quantity of spares is offered also to include a cylinder barrel, cylinder head, timing cover, oil tank, rev counter, etc. There are no documents with this Lot.

£15,000 - 18,000



384

1954 MV AGUSTA 175CC 'CSS DISCO VOLANTE'

Frame no. 406078/35 (see text)

Engine no. 402556SS (see text)

Not only did the CS's cutting-edge technical specification set pulses racing but also its styling, the model featuring a sculpted fuel tank, almost circular when viewed from above. It soon gained it the popular sobriquet 'Disco Volante' (Flying Saucer) and, not surprisingly, the 175 CS Sport 'Disco Volante' was soon MV's best seller. This 175 CSS was acquired by the vendor from a well-known collector of Italian motorcycles in 2015. He in turn had acquired it at our 2014 Spring Stafford Sale (Lot 256). The machine was sold on behalf of a Belgian MV enthusiast and collector who had owned it since the 1980s and restored it during the 1990s. At that time it was fitted with an incorrect CS engine, numbered 470070 S. Our vendor had a genuine CSS engine that had been raced in Italy in the 1980s and the decision was taken to swap the engines. Thus the bike is now in correct 1954 configuration and fitted with an early and desirable '402' numbered engine. Although restored in the 1990s, the machine remains in overall excellent condition. It had a recent service and thorough check over by classic MV Agusta specialists Chiltern Moto Classics – and the 'unchecked' CS engine that was fitted to the machine will be included in the sale. Displayed at the 2023 International Classic MotorCycle Show, the MV is offered with a 2002 Belgium registration document, 2014 HMRC NOVA declaration, reproduction of a 1954 instruction manual that has been signed by Agostini, and a Certificato Di Iscrizione, dated 2008, which states: The motorcycle is presented in the configuration related to the CSS model produced only in 1954. Please note the frame number has a /35 at the end which is not stated in the documentation that accompanies the machine.

£8,000 - 12,000



385

1959 DUCATI FORMULA 3 REPLICA

Registration no. 184 XUA

Frame no. 11178

Engine no. 22941

The charming little Ducati offered here is a meticulously rebuilt and restored machine that has been prepared for endurance competition, in particular the Motogiro d'Italia in which it has competed many times. The work was undertaken around 2007 by a classic Ducati enthusiast who wanted to recreate an authentic replica of a road-legal 125 Formula 3 race bike, but with utter reliability. Indeed, its successful completion of numerous events is testimony to the precise and detailed engineering applied to this bike. It has been converted to 12-volt electrics and fitted with an Electrex 120W alternator and Lucas RITA ignition. Other notable features include a close-ratio gearbox, Surfex clutch, alloy fuel tank, and Akront alloy wheel rims. In preparation for endurance events it has been equipped with a Veglia tachometer, cable-release stopwatch, and duplicate control cables. According to our vendor, compliant suspension, a comfortable seat and a free-revving engine make this machine a delight to ride, while the twin-leading-shoe front brake provides excellent stopping power: "This is a bike that starts first kick every time. A fantastic little pocket rocket with a big bark, which invariably outshines its competitors." The Ducati is road registered and has recently undergone a thorough health check. Ready to embark on its next endurance road-racing event, it is guaranteed to turn heads wherever it goes. Offered with a V5C document, a spare engine is also available by separate negotiation with the vendor. Offered with key.

£7,000 - 10,000



386

NORTON-JAP 1,150CC RACING MOTORCYCLE

Registration no. not registered

Frame no. EJ NJ 824

Engine no. JOX2/5 50829 (appears restamped)

- *New Dick Adams Manx frame and swinging arm*
- *Rebuilt JAP engine running on methanol*
- *Four-speed AMC gearbox*



Developed from a design by Rex McCandless and first used by Norton on the works single-cylinder racers in 1950, when Geoff Duke rode it to a debut race victory at Blandford, the legendary 'Featherbed' frame has long been the special-builders' favourite. The McCandless design was way ahead of its time, and of the opposition, enabling Norton to maintain the competitiveness of their singles in the face of the growing challenge from foreign multis. New standards of steering, roadholding and comfort were set by the new frame, which was immediately dubbed 'Featherbed' by Norton works star Harold Daniell. Although designed with a single-cylinder engine in mind, the generously proportioned Featherbed would in time prove capable of accommodating a wide variety of different power units: twins, triples, fours and v-twins: all could be made to fit with a little ingenuity.

This unique example incorporates a new Dick Adams Manx frame and swinging arm and is powered by a c.1949 JAP 8/80 dirt-track sprint engine, rebuilt with a new crankshaft, con-rods and other parts.

The magnesium crankcases were modified in period to dry-sump lubrication and recirculating oil by fitting a detachable alloy sump and the twin-gear JAP oil pump. The bore size has been increased to 86mm (stroke 99mm) for a capacity of 1,150cc. Fully rebuilt by Ewan Cameron, the engine features a new press-fit crankshaft and con-rod assembly; new 86mm pistons (12:1 compression ratio); new valves, cams and followers; reduced-fin alloy cylinder barrels; and new pull-down studs. Two Amal Type 27 twin-float carburettors supply the mixture, which is sparked by a pair of BTH magnetos. Power is transmitted via a Bewley clutch to an AMC four-speed gearbox. The engine runs on methanol and racing castor oil.

The running gear features a new Manx Norton double-sided 4LS front brake; Manx forks; 18" alloy wheel rims; Hagon adjustable shock absorbers; and an AMC alloy conical rear hub. This unique 'special' has been hand built by Ewan Cameron, including the tanks and exhaust, all in 1970s 'Evel Knievel' style. There are no documents with this Lot.
£22,000 - 28,000

NORTON 350CC MANX REPLICA

Frame no. RER-1

Engine no. 305

- Built by the late Robert 'Bobby' Rowe
- Ultra-short-stroke engine
- Some 60lb (27kg) lighter than standard
- Podium finisher in IHRO meetings
- Engine rebuilt in 2017



When production resumed post-war, Norton's over-the-counter Manx racer emerged much as it had been in 1939, with the single-overhead-camshaft engine, 'square' cylinder head finning, upright gearbox, and plunger-suspended 'garden gate' frame. Only the presence of the Roadholder telescopic front fork readily distinguished the new Manx from its immediate predecessor. 1949 brought the first significant change in engine specification, the Manx gaining a double-overhead-camshaft cylinder head like that enjoyed by the works bikes for many years, but the major development was the arrival of the Featherbed frame for 1951.

Works rider Geoff Duke had debuted the Featherbed at Blandford in April 1950, crushing the opposition and setting a new lap record, and the McCandless-designed chassis would enable Norton to remain competitive with the more powerful multi-cylinder opposition for the next few seasons. As far as its cycle parts were concerned, the last Featherbed-framed Manx of 1962 was the same machine as that which debuted in production form in 1951. There were, of course, differences but these were minor when compared with the changes made to the engine. The latter's major revision occurred in 1954 when 350 and 500 models adopted near 'square' bore/stroke dimensions.

The result was significantly increased power but the gains would be smaller from then on, and much subsequent development was aimed at improving reliability. Today the popularity of the Manx in classic racing remains undiminished, with original examples racing alongside replicas of differing specification produced by specialist manufacturers worldwide.

The superb Manx replica offered here is mainly to factory specification while incorporating some significant upgrades, not the least of which is an ultra-short-stroke engine. Combining a 55mm stroke (down from the stock 76.7mm) with a 90mm bore, this unit has revved as high as 11,200rpm (at Chimay in Belgium) with up to 10,500 revs observed as a reasonable limit. Bobby Rowe's ultra-lightweight Manx enjoyed considerable success at IHRO meetings in Continental Europe against the series' typically strong opposition, finishing 2nd or 3rd on numerous occasions. Noteworthy features include a single-piece crankshaft with Cosworth shell bearings; P E slipper piston; Arrow titanium con-rod; Exceldyne titanium inlet and exhaust valves; Lucas 2MTT twinspark magneto; Fontana front brake; Manx rear brake and a Quaife six-speed cartridge-type gearbox. We are advised that the engine was rebuilt in 2017. Some 60lb (27kg) lighter than standard, this exceptionally well-specified 350 Manx is a potential race winner in the right hands.



The late Bob Rowe pictured with the 350, the late Alan Windsor aboard it.



Robert 'Bobby' Rowe sadly passed away on the 29th July 2023. A keen racer since his early 20s, he competed successfully at Crystal Palace, Brands Hatch and other UK circuits. He particularly enjoyed competing in the Isle of Man TT Senior Race, receiving the Newcomer's Award in 1956 and going on to win many more trophies. His love of Nortons, in particular, was always apparent. After racing a Honda 125 twin, he tried to get sponsorship from the Japanese manufacturer, and his photo was used in their literature. Later however, he did get sponsorship in the 1961 IoM TT from Bernie Ecclestone. He rekindled his passion for racing in his early 50s, and avidly collected Manx Norton 500cc and 350cc models over the years. An engineer, Bobby could not resist tuning his engines to out do his rivals on the so-called parades in Europe, often with success.

His daughter recalls being taken with her husband to the Isle of Man to be shown the circuit in a hired rental van, with Bobby pointing out key milestones on the hair-raising 37.73-mile track: the Sulby Straight, Mountain, Kate's Cottage, etc. He was passionate about racing there and the exhilaration never left him. Bobby was still racing or parading into his 80s.

The Manx 350 replica was his last project: to create an ultra-short-stroke and ultra-lightweight machine to compete with others of the era and class, honouring a bike he had achieved success on throughout life.

In September 2023, Bobby's daughters asked Godden Engineering to recommission the Manx Norton 350 Replica in the capable hands of Steve Higgins (who had often worked for their father). Steve went on to parade the bike for some six laps at Brands Hatch in a fitting tribute to both Bobby Rowe and his love of Nortons. As part of the recommissioning a new Interspan ignition was fitted; short of some Castrol R, this bike should be ready and able to compete with the best of its class.

£16,000 - 22,000

1959 BENELLI 248CC GRAND PRIX RACING MOTORCYCLE

Frame no. 1003GPX

Engine no. 1003GPX

- One of only four built
- Believed to be the most complete and original survivor
- In-period Grand Prix racing history
- Restored circa 2004
- Present ownership since 2012
- Run within the last two years



Its factory destroyed by the Allies and then looted by the Germans, Benelli took time to re-establish itself after WW2. Fortunately, the racing machines had been hidden away and survived intact, providing the Italian concern with a valuable springboard from which to renew its Grand Prix campaign. Rivals Moto Guzzi secured the first post-war 250cc World Championship in 1949, but Benelli struck back the following year when Dario Ambrosini became champion at the end of a season that included wins in Switzerland, Italy and the Isle of Man. Sadly, Ambrosini's death in 1951 at the Isle of Man TT effectively put an end to Benelli's international efforts and it would be 1959 before the firm returned to the Grand Prix scene.

The machine offered here – '1003 GPX' – is one of only four Benelli 250cc singles built initially for the 1959 season and substantially reworked for 1960. For 1959 Benelli had developed a new, short-stroke (70x64.8mm) 250 engine that produced 33-35bhp at 10,200rpm. The camshafts were driven by a train of gears, a Benelli hallmark, while other notable features included twin-plug ignition and a six-speed gearbox. Despite an increase in power over its predecessor, the new Benelli 250 faced much stiffer opposition than before; by 1960 MV and Ducati were fielding twin-cylinder machines in the 250cc class and Honda had just stepped in with a four, leading Benelli to conclude that a multi-cylinder design was the only realistic option for the future.

Nevertheless, the 250 single did achieve a victory by Geoff Duke during the 1959 Swiss Grand Prix, Dickie Dale finished 2nd at the 1959 Imola Gold Cup and Silvio Grassetti finished 3rd in the 1960 Austrian GP at Salzburg. The works singles were ridden initially by Bruno Spaggiari and Silvio Grassetti, and also by Dickie Dale, Duke, Tarquinio Provini, Paolo Campanelli and Giuseppe Vicenzi.

The new Benelli four's arrival having rendered the 250 single obsolete, the last three were sold: one to Fron Purslow (notably ridden by Mike Hailwood) and one to Hector Dugdale. Fron Purslow's rider John Hartle contested several events with his Benelli until sidelined by injury. Mike Hailwood then took over the ride, scoring a debut win on Purslow's Benelli at Mallory Park in May 1962, and was lying fourth in that year's Lightweight TT in the Isle of Man when the engine blew on the final lap.

The fourth Benelli 250 single, '1003 GPX', was sold to Belgian privateer Marcel Toussaint, who rode it quite successfully for a number of years. Immediately prior to the sale, in 1961, '1003 GPX' had been loaned by Mimo Benelli to Dutch racer, Casper Swart, who finished 7th on it at the Dutch TT at Assen and raced it again two weeks later at Spa Francorchamps. Toussaint rode the Benelli in his first Grand Prix in 1962, the Spanish round of the World Championship held at Montjuic Park, Barcelona. He continued to race the Benelli in GPs and lesser local races for several years before selling it to another Belgian, Willy Widar, who only raced it in a few classic events.



Escaping the fate of becoming an increasingly uncompetitive club racer, the Benelli was retired intact and it is believed Widar sold the machine to Switzerland, after which it passed to a German enthusiast who sold it to Jürgen Wiehage. Mr Wiehage restored the machine to its present condition and raced it at a few European classic events before a piston failure in 2004 at the Bikers' Classic necessitated an engine rebuild, it was planned to change to electronic ignition but in the end Wiehage didn't do it. The evidence can be seen by the alloy plug in the engine cover.

Three other examples of Benelli's final Grand Prix 250 single are known to exist: '1000 GPX' is in a private collection in Bergamo, Italy, '1001 GPX' resides within a private collection in Germany, while '1002 GPX' was sold by John Surtees to Giancarlo Morbidelli and spent many years undergoing restoration before being sold by Bonhams at Bicester in August 2020 (Lot 679). The current vendor purchased '1003 GPX' at Bonhams' Stafford sale in October 2012 (Lot 364A). Of the four, '1003 GPX' is believed to be the most complete and original, and the only one in full running order.

Recounting the story of his Benelli in The Classic Motorcycle magazine (June 2021 edition) our vendor recalled: "In January 2013, it was time to start the bike... The Benelli had not been run for at least six years, so good care had to be taken.

Fan heaters were deployed to warm the crankcases and R40 oil heated before being put into the oil tank. With a plug out, the engine was rotated on starting rollers until oil returned to the tank. Fuel was added... the battery connected and the engine started readily, sounding mechanically very sweet but with a very loud exhaust note... It was an exciting and anxious time, but we were all quite jubilant."

Despite the Benelli's excessively loud exhaust, the vendor was permitted to complete three parade laps of Cadwell Park during the Morini Riders' Club's track day in July 2013, finding it quite tractable and beautifully easy to ride. The Benelli also had an outing at the circuit of Varano de' Melagari in Italy in 2014. Run within the last two years, the machine is offered with a quantity of spare parts including an original, unrestored fairing; a cylinder barrel; and some special tools.

We're advised by Frank Cavens that this particular example was raced by Toussaint in period from 1962 until 1964 at 1962 Clermont Ferrand; 1962 Francorchamps; 1962 Olivers Mount; 1963 Imola coppa d oro Shell; 1963 Francorchamps; 1963 Monza; 1964 Montjuic and 1964 Mettet. As such it represents a rare opportunity to acquire a Grand Prix racing motorcycle from one of Italy's premier marques. Key not required.
£60,000 - 80,000

The ex-works, Barry Sheene

1974 SUZUKI TR750 FORMULA 750 RACING MOTORCYCLE

Frame no. GT750-45072

- Ridden by Barry Sheene in 1974 and 1975
- Frame and cylinders confirmed as ex-Sheene
- Fully restored
- Substantial history file
- Offered from a prominent private collection



Barry Sheene aboard the Suzuki at Mallory Park in 1974 © Mortons Archive

Offered here is Barry Sheene's 1974 Formula 750 Suzuki, which was thought to be lost: it disappeared in 1975 and nobody ever claimed to have had it. Sheene used '45072' at Daytona in 1974 and also for numerous other races that year, including the 'Race of the Year' at Mallory Park, which he won. Having seriously injured his legs in that infamous Daytona crash, Barry also used this bike in 1975 because it had lowered footrest hangers and was easier for him to ride. Known results for Barry Sheene on the 1974 TR750 (frame number '45072') are as follows:

Easter 1974 - Transatlantic Trophy (Anglo America Match Race Series)

Round 1 Brands Hatch 3rd
Round 2 Brands Hatch 4th
Round 3 Mallory Park 2nd
Round 4 Mallory Park 2nd
Round 5 Oulton Park 1st
Round 6 Oulton Park 2nd

Overall highest GB points scorer with 88 points.

15th September 1974 - winner of the 'Race Of The Year', Mallory Park

1974 - MCN Superbike Champion

FIM Formula 750 races:

Imola 200 - 5th

GB - Silverstone - 1s

USA Grand National Championship:

Ontario (6th October) 4th

At the end of 1975 '45072' disappears from the Suzuki listings; all subsequent listings are the 1975 bikes, which were the last built. It was assumed that Barry had kept the bike, which was not unusual.

In 2008 a known collector of historic racing motorcycles was contacted by Keith Roberts in Australia about buying his TR500 and TR750, which he subsequently did. Keith Roberts had a paper trail for the TR750 which stated it was an ex-Sheene frame, but without access to Suzuki records for the 1974 bikes this could not be proved. Keith Roberts' TR750 was the one that had been sold to Steve Harris by Franco Sheene, which Barry confirmed to him in a phone call. The rolling chassis was bought to Australia by Derick McDougal, who used to work for Harris in 1984; he was going to turn it into a road bike but got no further than making a swinging-arm. Derick sold the Suzuki to famed Australia racer John Woodley, who sold it in 1990 to Peter Shires. Peter subsequently sold the bike to Keith Roberts, who set about finding its history by contacting Barry Sheene, Franco Sheene and various others.

The engine was sold by Steve Harris to sidecar racer Frank Wrathall, who then sold it to New Zealand where it was reunited with the bike while Peter Shires owned it. However, its history is not entirely clear but it is a correct-for-the-period TR750 factory motor.



The aforementioned collector purchased the ex-Sheene Suzuki TR750 in 2008 and did nothing with it for some years. He already had the original 1974 'Race of the Year'-winning cylinders as engraved by Barry and confirmed by him in a signed fax (on file); it was only when a letter containing the TR750 racers' frame numbers was obtained from Rex White that the bike's identity was firmly established. Renowned TR750 expert Karl Huebben also confirmed the story, whilst on file is the letter from former Suzuki Team Manager Rex White confirming that frame number '45072' is ex-Sheene. It was only then that the project to refurbish and recommission the bike began, with many of the parts being supplied by Paul Smart.

The breakdown of the machine's component parts is as follows:

- Frame - original factory, ex-Sheene
- Swinging-arm – original factory from Paul Smart
- Engine - original factory, believed Sheene
- Cylinders – factory, ex-Sheene
- Exhausts - original factory, ex-Sheene
- Carburettors - later Mikuni
- Ignition and coils - original factory, ex-Sheene
- Triple clamps - upper replica, lower original factory

- Wheels - original factory with period tyres
- Forks - replica factory
- Brake calipers - front replica factory, rear original factory
- Master cylinders - front new-old-stock GT750 (as was fitted), rear original factory
- Control levers - new
- Rev counter - original factory
- Fuel tank - original factory from Paul Smart (believed original Sheene item)

So what we have here is as complete a Sheene bike as is possible, with the frame confirmed by Suzuki and the engine cylinders confirmed by Barry himself. This historic machine is offered with a substantial history file of race results, press cuttings, photographs, correspondence, etc. A unique opportunity to own a factory race bike ridden by one of motorcycle racing's greatest World Champions.

£120,000 - 140,000

390

The ex-Team Hansen, Gary Nixon, Hurley Wilvert, Greg Hansford

**1972 KAWASAKI 750CC H2-R FORMULA 750
RACING MOTORCYCLE**

Engine no. Refer to Department

- *Unique prototype chassis designed by Randy Hall for Team Hansen*
- *Authenticated by Randy Hall*
- *Extensive in-period race history*
- *Known ownership history*
- *Present ownership since 2004*
- *Professionally restored*
- *Last ridden (by Scott Smart) at the Goodwood Festival of Speed in 2012*
- *Comprehensive history file*



Wilvert at the finish of the 1974 Daytona 200 with Giacomo Agostini and Kenny Roberts



When the American Motorcyclist Association (AMA) established an upper capacity limit of 750cc for all types of racing motorcycle in 1971, it paved the way for the development of Formula 750, which in its day was the world's most exciting motorcycle race series. Formula 750 was quickly embraced by the UK's Auto-Cycle Union, and in 1975 the series was upgraded to European Championship status by the FIM; World Championship status followed in 1977. Honda and BSA-Triumph soon quit the series, 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 H2-R was based on that of their three-cylinder H2 roadster, which was housed in a frame essentially the same as the H1-R 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 in 1972 with wins at the Talladega 200 (Yvon Duhamel) and Ontario 200 (Paul Smart). Sadly for Kawasaki, neither the H2-R nor its water-cooled successor - the KR750 - would achieve that much sought-after Daytona win, and overall victory in the Formula 750 championships 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, adding the Classic TT to his, and Kawasaki's, tally in 1977.

The H2-R we offer was ridden by former AMA Grand National Champion Gary Nixon in 1972; by Hurley Wilvert in 1973 and 1974; and was Gregg Hansford's first H2-R in '74. It has one of the last wide-port engines of 1972 and is believed to be one of approximately six made that year. The early H2-R's major weakness was its poor handling, a shortcoming addressed by the adoption of various experimental alternatives to the stock Kawasaki chassis, which included a Seeley frame commissioned by Paul Smart.

Meanwhile, in the USA, Hansen's then development engineer, Randy Hall, designed his own frame over the winter of 1971, completing the task in January 1972. Building the frame was undertaken by Randy's close neighbours in Santa Anna, C&J Fabrications. The machine offered here is Hall's prototype, which was first tested in the season-opening event at Talladega. Unhappy with his H2-R's high-speed handling, Nixon tried the Hall-framed machine in practice and liked its improved stability and the way it coped with directional changes on the infield. Hansen decided to put Nixon's race motor in the Hall bike for the race. Nixon went on to finish 2nd behind team-mate Yvon Duhamel, and would use the Hall bike for other meetings in 1972.

Wilvert refuelling the Kawasaki during the 1974 Daytona 200



Wilvert on the Kawasaki during the 1974 Daytona 200



Team Hansen mechanic Hurley Wilvert had been racing his privately entered Kawasaki H1-R, and in 1973 turned full-time racer with support from his former employer. Wilvert had at his disposal three Team Hansen H2-R chassis left over from 1972, one of which was the Hall prototype.

Wilvert told Hall, who by now had reverted to his former role as road racing manager, that his machine was the most stable at high-speed and the best to use at the super-speedways, other frames being preferred for slower tracks. He chose to use the Hall bike at Charlotte Motor Speedway, finishing 3rd in the 75-mile race behind winner Duhamel and Yamaha's Kenny Roberts.

Wilvert retained the Hall bike for the 1974 season and used it at the Daytona 200 where he finished in 3rd place behind winner Giacomo Agostini and Kenny Roberts, both of whom were riding Yamaha's new TZ750. This would remain Kawasaki's best result in this blue-riband event until 1992! A signed photograph of podium-finishers Agostini, Roberts and Wilvert is offered with the motorcycle. Later in '74 the Hall bike was used at Laguna Seca by the up-and-coming Australian rider Gregg Hansford with the gracious support of Wilvert and his mechanic. Despite having to learn the circuit - it was his first visit to the challenging Californian racetrack - Hansford finished in a highly creditable 7th place.

Hurley Wilvert continued to use the Hall bike all through 1974, competing in numerous races and decent finishes, including 6th place (and first Kawasaki) at Talladega and a gutsy 9th place at Ontario Motor Speedway despite riding with the handicap of a broken wrist. Switching to Suzuki for 1975, Wilvert endured a tough season and lost his factory seat at the end of the year. He started the 1976 Formula 750 season as a privateer riding a TZ750 but ran out of money and was forced to quit before the season's end. He died in 2018.

Our vendor purchased the Hall H2-R in November 2004 and had it shipped to England early in February 2005. He had bought the Kawasaki in California from one Dan Mazzoncini, proprietor of Dan's Glass of Concord, California. Dan had purchased the bike directly from Randy Hall, who acquired the stock of Kawasaki's USA factory race team as his severance payment when the team closed down. Dan had kept the H2-R for many years before Nigel Everett purchased it on behalf of the current vendor.

When the vendor made contact with Randy Hall, he sent him pictures and then spoke to him on the telephone. Hall verified the bike was the only one ever made with that frame, and said 'it's the real deal'. He also sent the vendor all the original engineering drawings he made in 1971/72 to have it manufactured by C&J Fabrications (see file).



Nigel Everett restored the machine for the vendor, including a full engine rebuild with original new-old-stock pistons, new bearings, rebuilt crankshaft, new gearbox bearings, etc. The carburetors are the original 'high top' units, fitted with special shower-type jets adopted specifically for high-speed banked circuits like Daytona. It also has the factory-modified crankcases, featuring welded ribs to prevent fracturing under extreme race use. The brakes have been cleaned and rebuilt with new pistons and seals (no fluid); the wheels are original and the machine also retains its original magnesium hubs and magnesium engine cover.

The Kawasaki has been returned to 'Nixon' specification (tank, wheels, etc) while the rest is the same as when Hurley Wilvert rode it. The tail piece and tank retain their original factory paint, while the transfers on the tank have been replaced. The transfers on the rear seat panel and the 'Stars and Stripes' are originals (lacquered over), while the frame still has its original paint (scrutineers' tag still attached). The paintwork restoration was carried out by a specialist the vendor has used for the other machines in his collection.

When purchased, the bike had three signatures on the fuel tank: Bob Hansen, Gary Nixon and Randy Hall. The vendor then got those of Kenny Roberts, Giacomo Agostini (which has faded) and Hurley Wilvert added.

Displayed at the National Motor Museum, Beaulieu between 2006 and 2011, the Kawasaki has attended events such as Motorcycle World and has taken part in the Goodwood Festival of Speed three times, running twice, on the last occasion in 2012 when it was ridden by Scott Smart wearing his father's original Team Hansen leathers. Kept in temperature controlled conditions as part of the vendor's private collection, the machine was last in run 2012 and will require careful recommissioning before further use. It is only being sold to free up space/downsize.

This historic Kawasaki Formula 750 racer is offered complete with an extensive history file containing correspondence with Randy Hall; the original frame drawings; a copy of Randy Hall's autobiography; and two copies of Classic Racer featuring articles about Hall, Wilvert and Kawasaki. In Randy Hall's book it is featured on pages 73, 75, 115, 123, 127, 143, 185, 187, 189, 207, 211, 213, 215, 227, and 231.

An important piece of Kawasaki history, this ex-Team Hansen Formula 750 racer is rare in having fully traceable ownership and exceptionally comprehensive documentation regarding its provenance.

£120,000 - 160,000

391

Ex-Team Servisco; Fabbio Biliotti

1987 HONDA RS500 GRAND PRIX RACING MOTORCYCLE

Frame no. RS500RF-7102

Engine no. RS500RE-7102

- Raced by Italian privateer Fabbio Biliotti
- In-period Grand Prix history
- Offered with a set of original bodywork



Following the embarrassing debacle of the NR500, an oval-piston four-cylinder four-stroke that was supposed to bring Honda parity with the two-strokes then dominating Grand Prix racing's 500cc class, the Japanese firm swallowed its corporate pride and went down the stroker path for 1982. Rivals Yamaha and Suzuki had been running four-cylinder 500s for years, so it surprised the pundits when Honda's new contender turned out to be a three-cylinder, and one with reed-valve induction rather than the disc valves favoured by everyone else.

Although less powerful than the fours, the NS triple was lighter, more manoeuvrable, and possessed higher corner speed, so on some circuits could expect to have the advantage. As it happened, it wasn't that much slower at the top end either, a works rider Freddie Spencer's win (his first) at the fast Spa Francorchamps circuit demonstrated. Boasting an aluminium frame for 1983 (introduced mid-1982) the NS500 proved good enough to bring Spencer his first World Championship in the 500cc class. The factory ran an all-new V4 for Spencer in 1984, though many believe they should have stuck with the tried-and-tested triple, which by this time had been made available to customers as the RS500.

Born in Arezzo in Tuscany, Fabbio Biliotti first competed in the FIM World Championship in 1981 riding a Suzuki RG500. He continued to campaign the Suzuki in 1982 and 1983, before switching halfway through the '83 season to the alloy-framed Honda RS500. He continued competing as a privateer in 1984, his best result (and only points-scoring finish) being 9th place in Spain. In 1985 he rode for Team Italia on the second-generation RS500, switching in 1987 to the latest beam-frame version of the RS500 under the Team Servisco banner. He competed throughout 1987 and 1988 but scored only four points (in 1988). His last season of Grand Prix racing was 1989.

The machine is offered finished in 'Freddie Spencer' colours (with tank signed by him) and comes with a set of Biliotti's Team Servisco bodywork.

£65,000 - 85,000

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.



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.

392

The ex-Dennis Ireland; Derry's Racing; 1979 Belgian Grand Prix-winning,

1978 SUZUKI RG500 RACING MOTORCYCLE

Frame no. RG500-11337

Engine no. RG500-11338

- *Rare World Championship Grand Prix-winning 500cc motorcycle*
- *Entered in period by sponsor Derry's Racing*
- *Purchased directly from Derry's Racing by the vendor*
- *Kept on static display for some 40 years*



Introduced in 1974, Suzuki's famous RG500 Grand Prix racer would go on to secure four riders' championships (two going to Britain's Barry Sheene) and no fewer than seven manufacturers' titles over the course of a top-flight career that stretched into the 1980s. It was also the last over-the-counter 500-class racing motorcycle that afforded talented privateers the opportunity to compete at the highest level; indeed, in 1981

Dutchman Jack Middelburg became the last privateer to win a premier class Grand Prix when his RG500 beat Kenny Roberts' works Yamaha in the British Grand Prix at Silverstone.

The Suzuki RG500 offered here is another historic Grand Prix-winning machine: entered by Derry's Racing and ridden by New Zealand privateer Dennis Ireland, it won the 500cc race at the Belgian Grand Prix at Spa-Francorchamps in 1979. The same Suzuki RG500 also took a third place rostrum finish by Dennis at the 1979 Senior TT.

Not long after Dennis had won the Belgian GP, a publicity photo-shoot at Brands Hatch went wrong: the throttle jammed open and the Suzuki reared straight up; Dennis was catapulted into a concrete post and photographer Don Morley was hit by the Suzuki, but still managed to capture the famous 'wheelie' shot (see image).

Dennis sustained serious leg injuries and spent the next five months in hospital, undergoing numerous operations. Thankfully, the crash did not end his career and in 1982 he won the Isle of Man Classic TT at an average speed of 109.21mph.



Dennis Ireland wheelie © Don Morley

Dennis Ireland had left Dunedin in his native New Zealand in 1976 to further his motorcycle racing career in Europe. He first hit the headlines in 1978 when he beat reigning World Champion Barry Sheene at the Snetterton 'Race of Aces'. A year later Dennis was voted 'New Zealand Motorcycle Sportsman of the Year'. His last World Championship Grand Prix race was at the British round in 1983, although he did continue to race at the Isle of Man and elsewhere. He eventually retired and set up a successful haulage business in the UK. Dennis and his wife returned to New Zealand in the early 2000s.

Its competitive career at an end, the Suzuki was retired to the home of Derham Locke, whose Derry's Racing had been Dennis Ireland's principal sponsor. The Suzuki was parked in the hallway of Mr Locke's house for many years. Our vendor purchased the machine directly from Mr Locke in October 2013 (bill of sale on file). Since then the Suzuki has been kept stored in the vendor's house, only emerging for display at the Isle of Man, Scarborough and in 2019 to travel to Spa to celebrate the 40th anniversary of its win at that circuit, receiving the full 'Red Carpet' treatment.

A selection of Dennis Ireland's trophies, including a podium finish trophy, as seen in the photographs may be purchased by separate negotiation with the Vendor.

£30,000 - 40,000

393

SUZUKI TR750/XR11 REPLICA RACING MOTORCYCLE

Frame no. TR750-62870

Engine no. 47268

- Built by the vendor, a retired Formula 1 fabricator
- Original late-type frame used as a jig
- Engine rebuilt by BDK Race Engineering
- Completed circa two years ago
- Dry stored since its sole outing (at Cadwell Park)



Initially dubbed the 'Flexy Flier' on account of its wayward handling, it was a TR750 (XR11) that Barry Sheene was riding when he had that famous Daytona crash in 1975; though to be fair to the Suzuki, that was caused by a tyre failure rather than any inherent deficiency in the machine.

The TR750 had been developed from the GT750 roadster for the increasingly popular 750-class racing culminating in the Formula 750 World Championship in 1977 as the class's stature grew. For its 750 racer, Suzuki up-rated the GT750 engine with different cylinders, a dry clutch and magnesium castings; they also developed an entirely new lightweight frame, and it was this that would prove the TR750's Achilles Heel. Made from tubing that was too small in diameter, it flexed under power, hence that famous sobriquet.

Maximum power was raised from an initial 100bhp in 1972 to 116bhp for 1975 in the TR750's final incarnation. By this time the frame had undergone several revisions to strengthen it, and for 1975 the chassis was further updated with an XR14 (RG500) swinging arm and lay-down shock absorbers. At last the XR's handling was no longer a handicap, as evidenced by John Williams' Isle of Man TT victory in '76.

This replica of Suzuki's mighty TR750 was built by our vendor, a retired Formula 1 fabricator who worked for the Benneton and Renault F1 teams. Since his retirement he has been self-employed making parts for rare classic motorcycles, including for Team Classic Suzuki. The latter's Steve Wheatman lent a later-type frame to make a jig and also supplied some parts. The vendor, who has made other frames in the past, made the Suzuki's using TIG-welded 4130 chrome-moly tubing. Former Suzuki GP team mechanic Nigel Everett supplied new forks, yokes, and Mikuni carburetors, while the vendor made the fuel tank and exhaust. Other notable features include AP Racing front brake callipers and a Scitsu rev counter.

The engine was found in good condition and was passed to BDK Race Engineering, who shared the rebuild with former Suzuki factory mechanic Paul Bolton (Motocatman). Richard Adams then ran it in on his rolling road. Completed circa two years ago, the bike was ridden by the vendor at Cadwell Park (see copy images on file), since when it has been in dry storage. Unfortunately, the owner finds the machine somewhat uncomfortable to ride on account of his height, hence the reason for sale. Accompanying documentation includes invoices and bills relating to its construction and the aforementioned photographs from Cadwell.

£18,000 - 22,000

394

'SEELEY-SUZUKI' 500CC REPLICA RACING MOTORCYCLE

Registration no. not registered

Frame no. none

Engine no. T500 - 102733

- Little use since built
- Used at the Tonfanau circuit for a gently set-up session



A selection of spares and equipment



The machine offered here consists of a replica of the frame built by Colin Seeley to house the Yamaha TD/TR twin-cylinder engine, which in this case has been fitted with a Suzuki T500 motor. Seeley's Anglo-Japanese hybrid was known as the 'Yamsel', and the first of them enjoyed considerable success in the hands of John Cooper.

The machine formerly belonged to the current vendor's disabled late brother. A race mechanic, the brother started buying Suzuki T500s in the late 1970s and then bought the Yamsel replica chassis. He wanted the Seeley-Suzuki to be raced at the Isle of Man, but after 25 years trying to build a race bike out of the Yamsel chassis and a Suzuki T500 engine, he had to take early retirement due to a serious heart attack. Sadly, he passed away four years ago with out finishing the bike.

The vendor then took it upon himself to finish the project on his behalf and completed it early this year. Since then the freshly built machine has not been used apart from a gentle set-up session at the Tonfanau circuit in July of this year, where it went well. Included with the machine is a selection of spares and equipment ready for the new owner to take the machine racing should they wish.

Highlights of its specification include:

- Maxton forks
- Yamaha alloy wheel rims
- Twin front brake discs with Girling callipers
- Single rear brake disc with Girling calliper
- Adjustable rear shock absorbers
- New Scitsu rev counter
- Keihin carburettors
- Premix lubrication (no oil pump)
- Freshly built engine, everything new or refurbished
- Crankshaft lightened, balanced and Tuftrided
- Alloy crankcase stuffers fitted
- 750 con-rods
- Balanced pistons
- Crooks squish-band cylinder heads
- Electrex electronic ignition
- Close-ratio straight-cut gearbox

£8,000 - 10,000

395

From the estate of the late David Fletcher

C.1967 OSSA 230CC SPORT RACING MOTORCYCLE

Registration no. not registered

Frame no. over-painted

Engine no. M280533

- *Rare Spanish two-stroke racing motorcycle*
- *Present family ownership since 1974*
- *Considerable in-period race history*
- *Engine last ran in 2014*
- *Offered for restoration*



D Fletcher - 1967 OSSA - Snetterton August 1981



David Fletcher (1950 - 2012)

From Scopwick in Lincolnshire, Dave Fletcher began racing when he was 14 years old. A farmer and mechanic, Dave rode Triumphs before switching to the 250cc class with a brace of OSSAs (Lots TBC and TBC in this sale). He enjoyed considerable success at club level with the speedy Spanish strokers, as evidenced by the Fletcher family's collection of 100-or-so of his trophies, including winner's awards for the Grantham Pegasus 250cc Singles Championship in 1981, 1982 and 1983 (he was 2nd in 1980). He also successfully contested championships run by the Retford club, Louth DMCC, Skegness MCC and the CRMC. Dave was a dedicated OSSA enthusiast and even visited the OSSA Museum in Spain where he was photographed sitting on one of the late Santiago Herrero's Grand Prix 250s.

This ultra-rare OSSA racer is believed to be one of the relative handful brought into the UK by the official importer, and Clubman's TT winner, Eric Houseley, whose rider Trevor Burgess won the Isle of Man Production TT 250cc class in 1968 riding one of the swift Spanish two-strokes. Burgess's mount was a stock 230 Sport roadster equipped with the factory's optional race kit. In his book *Spanish Post-War Road and Racing Motorcycles*, Mick Walker states: "Burgess also campaigned another OSSA in the open 250cc class - even at international level - where on circuits like Cadwell Park and Scarborough, the machine proved itself competitive against Yamaha production racers of the day, typically the TD1C."

David Fletcher bought this four-speed OSSA racer in Sunderland in 1974. (Dave believed this machine was one of those campaigned by Houseley, but there is no documentary evidence to that effect.) Dave raced it at club level with considerable success for the next 10-or-so years, latterly in CRMC events. He also owned a second, five-speed, OSSA and took both bikes to the Manx Grand Prix in 1983 (see following Lot).

Notable features of this four-speeder include magnesium crankcases and hubs, its original wheels/brakes, and an Amal Concentric carburettor (replacing the original Spanish Monobloc). The OSSA was last raced in 1988, since when it has been kept in dry storage. The engine was last started in 2014.

Offered for restoration, these two OSSA racers (Lots TBC and TBC) are the last remaining motorcycles from Dave Fletcher's sizeable private collection, which was sold by Bonhams at Stafford in October 2014. The machine is offered with an album of period photographs showing Dave competing at Cadwell Park, Mallory Park, Croft, Brands Hatch, Snetterton, Silverstone, Knockhill, Oliver's Mount, IoM TT, etc.

£5,000 - 7,500

No Reserve

396

From the estate of the late David Fletcher

C.1968 OSSA 230CC SPORT RACING MOTORCYCLE

Registration no. not registered

Frame no. over-painted

Engine no. M-324013

- *Rare Spanish two-stroke racing motorcycle*
- *Present family ownership since the late 1970s*
- *Considerable in-period race history*
- *Offered for restoration*
- *Substantial quantity of OSSA spares included*



D Fletcher - 1968 OSSA - Manx GP 1983

Dave Fletcher's second OSSA (engine number 'M-324013') was purchased from a fellow competitor at Cadwell Park sometime in the late 1970s. Its origins and specification are not known. Together with his four-speeder (the preceding Lot), Dave raced this five-speed model at club level with considerable success for the next 10-or-so years, latterly in CRMC events. He took both bikes to the Manx Grand Prix in 1983. Dave rode the five-speeder in the Classic Manx Newcomers' race but crashed at Sulby Bridge on the first lap, fortunately without serious injury.

The OSSA has been kept in dry storage since last raced in the late 1980s. Dave was in the process of rebuilding it but had not completed the task when he passed away. The engine's top end has been removed (the crankcase mouth being plugged with cloth) but is quite likely to be found among the accompanying spares (see below).

Offered for restoration, these two OSSA racers (Lots ??? and ???) are the last remaining machines from Dave Fletcher's sizeable private collection, which was sold by Bonhams at Stafford in October 2014. This five-speed model comes with a vast quantity of rare OSSA spares, enough to maintain a small *équipe* for several years, which includes a spare engine (twin-plug); cylinder barrels and heads; pairs of crankcases; crankcase outer covers; flywheel assembly; pistons; carburettor parts; clutches; and fairings and screens (see images online).

£5,000 - 7,500

No Reserve

397

Formerly the property of the late Jeff Clew

1929 VELOCETTE 415CC SPEEDWAY MODEL RE-CREATION

Engine no. KDT149

- *Only 21 KDT's were built*
- *Formerly owned by the late Jeff Clew*
- *Displayed at the renowned Haynes International Motor Museum*



Among the rarest of all speedway (or dirt track) racing motorcycles is the Velocette KDT, only 21 of which were made by Veloce Ltd in 1929. Developed with the clandestine assistance of Jack Parker, then contracted to BSA, Veloce's speedway model handled well but suffered a disadvantage because at 415cc its engine capacity was 85cc less than that of its rivals. (Veloce did not make a 500cc model at that time).

The project to recreate this speedway Velocette began over 40 years ago when Jeff Clew swapped a bundle of magazines for a completely dismantled 415cc KDT engine belonging to former VMCC President, the late Eric Thompson. It had been fitted to a speedway model that left the factory on 29th September 1929 destined for Hubert 'Bert' Clayton of Huddersfield to race at Halifax's Thrum Hall track.

Bearing the number prefix 'KDT', the engine is basically an over-bored 348cc KTT unit, the cylinder bore having been opened up to 80mm from its original 74mm. It runs on methanol and has a compression ratio of 10.25:1, and does not need the KTT's cam box oil return pump because speedway races were (and still are) of short duration.

The combined petrol/oil tank necessitates long oil lines to the pump in the crankcase as the engine has a dry sump lubrication system. The gearbox is a Velocette three-speed type of the same year, acting as a countershaft to permit the use of a clutch. It has no kick-starter or gear change mechanism. Currently, the 'box is locked in second gear for demonstrations other than on a track. Changing the gear ratio to suit track sizes and conditions is facilitated by Velocette's trademark outboard final drive sprocket.



Jeff installed the reassembled engine in a 1929 Velocette KSS chassis at first and ran the bike in Vintage sprints before undertaking the re-creation. Finding an original dirt track frame proved impossible so a copy was made by grass track champion, Lew Coffin. Lew modified the frame of a 1927 KSS using a drawing, originally published in the 7th August 1929 edition of Motor Cycling, which was supplied by the late Bob Currie. Note the additional but unusual 'dog leg' lower chain stays and the way in which the saddle tube slants backwards to the rear of the gearbox mount. Additional plates under the gearbox give the rear engine plates greater rigidity.

Owned and built by Jeff Clew, the Velo was last ridden by him with other Vintage speedway bikes to celebrate Exeter Speedway's 60th Anniversary in 1989. Fitted temporarily with braked wheels, it was also ridden in a Vintage motorcycle parade at Mallory Park by Jack Parker of Belle Vue Speedway fame, who had assisted Harold Willis, Veloce's Development Engineer, with the design of the speedway model's cycle parts.

Offered at the Bonhams Autumn Stafford Sale in 2012 (Lot 318), the current vendor purchased it and returned it to the Haynes International Motor Museum where it was part of the display which featured the world renowned Forshaw Speedway Collection, it had been previously on display before the auction in 2012 whilst in the ownership of the Clew family, this wonderful re-creation of a rare Velocette competition model is offered with a substantial quantity of correspondence, various period photographs (including some of Bert Clayton on 'KDT 149'), assorted press cuttings, frame geometry drawings and a copy of Jeff Clew's own article about the machine published in Off Road Review (issue 92). Key not required.
£9,000 - 12,000



398

JAP SPEEDWAY RACING MOTORCYCLE

Frame no. none

Engine no. indecipherable (see text)

This interesting JAP speedway machine has been owned by the late owner for the last 40 or so years where it was used at events and taken to various shows for static display, sadly its mechanical condition isn't known but the 4 stud JAP engine has compression and turns freely and smoothly with the plug removed. It's fitted with an Amal Type 27/602 carburettor, AEI (BTH) magneto, AMC Norton clutch and 22" rear/23" front wheels. Sadly not much is known of this Speedway machines history but offered with it is a display board which features the legendary Cyril Roger sat on the bike at an event in 1982 and has his plate which adorns the rear mudguard, the late owner believed it was an ex Cyril Roger's bike however no documented evidence has currently come to light regarding its previous history. It should be noted only a partial amount of the engine number is visible which reads JO 62 however the rest is indecipherable. Key not required.

£2,000 - 3,000



399

1939 VELOCETTE 248CC GTP

Registration no. 840 FUF

Frame no. GB7317T

Engine no. GT7328

The first machine to bear the name 'Velocette' was a two-stroke, differentiating it from the larger, four-stroke Veloce, and the type was an almost permanent fixture of the Hall Green range until WW2. The ultimate expression of Velocette's two-stroke line - the GTP - appeared in 1930. Unlike many of its contemporaries, it was not a 'built-to-a-price' utility model but a sporting lightweight of advanced design incorporating coil ignition and pumped lubrication controlled by the throttle. Early models had the three-speed hand-change gearbox, later ones the four-speed foot-change type, and all employed the characteristic slim-line Velocette clutch. This charming GTP was purchased by the current vendor recently where it was started and used sparingly before being readied to be offered at auction. Not much history is known of its former life but we're advised by the vendor that the dynamo was rebuilt with an electronic regulator. Documentation consists of a current V5C. Key not required.

£3,000 - 5,000



400

1972 HUSQVARNA CR400

Registration no. unregistered

Frame no. MJ C1336

Engine no. 2025/2441

Like BSA in Britain, Husqvarna started out manufacturing armaments before turning to bicycles and, in the Swedish company's case, the production of chainsaws, sewing machines and 'white goods'. Post-WW2, Husqvarna continued with an expanded range of two-stroke models, which were soon making their mark in off-road competitions, starting with the ISDT and then international moto-cross. Husqvarna secured its first European 250cc Moto-Cross Championship in 1959 courtesy of Rolf Tibblin, effectively establishing its reputation as a top-ranking manufacturer of dirt racers. By the end of the 1970s, the Swedish firm's strokers had secured nine World Moto-Cross Championships and won the Baja 1,000 enduro on nine occasions. It's easily understandable why Steve McQueen, supreme icon of coolness, chose to ride a Husky. This stunning CR400 was purchased by the vendor in 2017 and whilst stuck during the lockdown in 2020, decided to give it a full strip down and top end engine rebuild. Used solely each year for the chaotic and fantastic Malle Mile Festival, after the event the Husky is then serviced and cleaned ready to be stored for the rest of the year. Documentation consists of a dating letter from KTM, invoices and expired MoT. Key not required.

£6,000 - 10,000



401

1984 YAMAHA XT600

Registration no. A553 GAL

Frame no. *43F-002252*

Engine no. *43F-002252*

First launched in June 1983, the XT600 was introduced as an all-purpose enduro that could do the work commute during the week and off roading in the weekends. It featured upgrades such as disc brakes, four-valve engine and 12 volt electrics which presented a significant improvement over the XT 500 which was launched in 1975. Throughout its production life there were various models of the XT launched including the XT600E and XTZ600 but 1990 was the big change where it was fitted with chrome plated steel wheels instead of aluminium, exhaust pipe as the supporting frame member and an electric start (before only having a kickstart). This XT600 was purchased by the current vendor in 2020 and was used sparingly in his ownership, it has now has been deemed time to move it on for someone else to enjoy it. Offered with a current MoT until October 2024 and current V5C. Offered with key.

£2,500 - 3,500



402 Ω N

Property of a deceased's estate

2012 DUCATI 1199 PANIGALE S TRICOLORE

Registration no. NG12 GKJ (see text)

Frame no. *ZDMH800ABCB006122*

Engine no. ZDM1198WE*006064*

- Present ownership since 2016
- Akrapovic exhaust silencers fitted
- Believed used in Ducati's promotional launch in Bologna



Introduced in 2012, and named after Ducati's hometown of Borgo Panigale, the 1199 Panigale represented a complete break from the preceding family of v-twin superbikes that had begun back in 1994 with the iconic 916. Most obvious change was the disappearance of Ducati's trademark steel trellis frame, replaced with an aluminium monocoque, while the 1,198c Superquadro engine was likewise all new. At the time of its introduction the Panigale's claimed maximum output of 195bhp made it the world's most powerful twin-cylinder motorcycle. Weighing only 188kg fuelled and ready to go, it had a phenomenal power-to-weight ratio yet was relatively easy to ride.

Offered here is an example of the enhanced Tricolore version, which, as well as the red/white/green colour scheme, came with ABS, a race exhaust can, and a GPS datalogger. It is believed to be the actual Panigale used in Ducati's promotional launch in Bologna, Italy with Valentino Rossi in April 2012 (see photograph on file).

This Panigale was purchased by the current vendor's late brother in 2016 from Ultimate Moto of Boldon, Tyne and Wear. First registered in the UK and then exported to Guernsey in 2016, it comes with a Guernsey Registration Certificate for '11995'. Well serviced and pampered, the machine has been dry stored and ridden regularly by the late owner. Currently displaying a total of only 5,786 miles on the odometer at the time of cataloguing/photography.

The machine was last running in September 2023, and there is a walk-around video of the machine running which can be found on the Bonhams website. This Panigale comes complete with its original book pack (including the stamped service book), paddock stand, bike cover, tool kit, Termignoni exhaust system (used) and other sundry items (close inspection advised). (Akrapovic exhaust silencers are currently fitted.)

The machine also comes with the previous-owner V5C registration document for 'S1 HFG' (now applied on another vehicle). The Ducati's first registration number, 'NG12 GKJ', appears on the HPI/DVLA database. It should be noted that Vehicle Registration Number 'NG12 GKJ' features a 2016 'Export' marker to the HPI/DVLA database. Accordingly, prospective purchasers should satisfy themselves with regard to the validity of the motorcycle's registration status prior to bidding and will need to apply to the DVLA to retrieve the Vehicle Registration Number. Other documentation includes the 2016 purchase invoice; expired MoTs (most recent 2017); and various Moto Rapido invoices/bills. Two keys present.

£9,500 - 12,000

Please note that this vehicle is from outside the UK. Our customs agents, Shippio Ltd, will manage all post sale customs administration. A fee of £350+VAT will be charged on the buyer's invoice to administer both import or export customs movements. If this vehicle is to stay in the UK, it will be subject to Import VAT at the standard rate of 20% on the hammer price. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Motorcycles department harry.taylor@bonhams.com +44 (0) 20 8963 2817.

403 Ω N

Property of a deceased's estate

2006 DUCATI 999 BIPOSTO

Registration no. MX55 HLF (see text)

Frame no. *ZDMH400AE5B013888*

Engine no. ZDM998W4B*007945*

- *Present ownership since 2011*
- *Only 10,749 miles from new*



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. Gone was the familiar pair of horizontal rectangular headlights that had characterised the iconic 916 and its successors, replaced by a pair of vertically stacked circular lights; the result could not have looked more different. Even the trademark single-sided swinging arm had gone, swapped for a conventional double-sided 'arm thanks to designer Pierre Terblanche's new vision of what Ducati's top-of-the-range superbike should look like. The model was introduced in 2002 as the 999 and 999 S, both of which used the 998cc Testastretta engine of the superseded 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.

Supplied new by Ducati Manchester, this 999 Biposto was purchased by the current vendor's late brother in 2011. First registered in UK and then exported to Guernsey in 2011, it comes with a Guernsey Registration Certificate for '15298'. Well serviced and pampered, the machine has been dry stored and ridden regularly by the late owner. Currently displaying a total of only 10,749 miles on the odometer at the time of cataloguing/photography. The machine was last running in September 2023, and there is a walk-around video of the machine running which can be found on the Bonhams website.

As one would expect of a pampered example, the machine comes with its original Ducati black leather wallet containing the owner's manual and stamped warranty/service booklet.

The machine comes with a copy of the previous V5C registration document for 'MX55 HLF'. It should be noted that Vehicle Registration Number 'MX55 HLF' features a 2011 'Export' marker to the HPI/DVLA database. Accordingly, prospective purchasers should satisfy themselves with regard to the validity of the motorcycle's registration status prior to bidding and will need to apply to the DVLA to retrieve the Vehicle Registration Number. Additional documents include the handwritten purchase receipt of 2011; a copy of DVLA export paperwork; a 2011 MoT certificate; and various invoices/bills. The machine also comes with a paddock stand; bike cover; pillion seats (x2); a main seat, original exhaust system (used); and other sundry spares (close inspection advised). Three keys present.

£6,500 - 8,000

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404 Ω N

Property of a deceased's estate

2016 DUCATI 1198CC MONSTER 1200 R

Registration no. MA16 ZGC (see text)

Frame no. ZDMMA00AAGB000857

Engine no. ZDM1198WP*001210

- Present ownership since 2019
- Service history and bills
- 'SC Project' exhaust silencers fitted



"Powerful and track focused, the Ducati Monster 1200 S is a true supernaked. The R model has 15bhp more than the S model and is 2kg lighter. It has improved handling due to updated Öhlins suspension and improved ground clearance with a revised foot-peg position. For a large naked bike it's hugely impressive on track." - Motor Cycle News.

While its large-capacity sports models were grabbing the headlines by dominating the World Superbike Championship, it was the relatively humble Monster that was Ducati's real success story, selling worldwide by the container-load and thus ensuring the Italian company's survival. Designed by Miguel Angel Galluzzi and introduced in 1993, the Monster single-handedly kick-started the continuing revival of 'naked' motorcycles. The Monster in its many forms remains a cornerstone of the Ducati range to this day.

One of the later, water-cooled, eight-valve versions, this Monster 1200 R was acquired by the current vendor's late brother in 2019. First registered in the UK, the Ducati was exported to Guernsey in 2019 and comes with a Guernsey Registration Certificate for '4969'. Well serviced and pampered, the machine has been dry stored and ridden regularly by the late owner. Currently displaying a total of only 4,344 miles on the odometer at the time of cataloguing/photography. The machine was last running in September 2023, and there is a walk-around video of the machine running which can be found on the Bonhams website.

As one would expect of a pampered example, this Ducati Monster comes complete with its original Ducati black leather wallet containing the owner's manual, roadside assistance book and stamped service booklet. Other paperwork includes the 2019 'used car' sales agreement; sundry invoices/bills; and some Ducati Monster brochures. SC Project exhaust silencers are currently fitted and the machine comes with the original silencer (used), frame plugs and a bike cover.

It should be noted that Vehicle Registration Number 'MA16 ZGC' features a 2019 'Export' marker to the HPI/DVLA database. Accordingly, prospective purchasers should satisfy themselves with regard to the validity of the motorcycle's registration status prior to bidding and will need to apply to the DVLA to retrieve the Vehicle Registration Number. Two keys present.

£6,500 - 8,000

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405 Ω N

Property of a deceased's estate

2011 DUCATI MONSTER 1100

Registration no. GN11 JZV (see text)

Frame no. *ZDMM502AA9B023789*

Engine no. ZDM1078AC*005179*

- *Present ownership since 2016*
- *'Valentino Rossi' body panels included*



While its large-capacity sports models were grabbing the headlines by dominating the World Superbike Championship, it was the relatively humble Monster that was Ducati's real success story, selling worldwide by the container-load and thus ensuring the Italian company's survival. Designed by Miguel Angel Galluzzi and introduced in 1993, the Monster single-handedly kick-started the continuing revival of 'naked' motorcycles. The fact that it was achieved by raiding the parts bin and combining the major components of existing models, only serves to underline the brilliance of Galluzzi's original concept. Thus the first M900 version used the air-cooled, two-valves-per-cylinder engine of the 900 Supersport and the chassis of the 851/888 Superbike. A 600 Monster arrived in 1994 and Ducati has continued to ring the changes on the engine front as the line up expanded to encompass a plethora of variants. The Monster in its many forms remains a cornerstone of the Ducati range to this day.

This Monster 1100 was purchased by the current vendor's late brother from Bikestroke of Barnet, Hertfordshire in December 2016 (purchase invoice on file). First registered in the UK and then exported to Guernsey, it comes with a Guernsey Registration Certificate for '3144'. Well serviced and pampered, the machine has been dry stored and ridden regularly by the late owner. Currently displaying a total of only 5,881 miles on the odometer at the time of cataloguing/photography. The machine was last running in August 2023.

This Monster comes complete with its original book pack (including the stamped service book). The machine also comes with a copy of the V5C registration document for 'GN11 JZV'. It should be noted that Vehicle Registration Number 'GN11 JZV' has an 'Export' marker to the HPI/DVLA database. Accordingly, prospective purchasers should satisfy themselves with regard to the validity of the motorcycle's registration status prior to bidding and will need to apply to the DVLA to retrieve the Vehicle Registration Number.

Also included in the sale is a paddock stand; bike cover; the original exhaust silencers (used); 'Rossi' body panels; and other sundry spares (close inspection advised). Other documentation includes some expired MoT certificates (most recent 2017); various Moto Rapido invoices/bills; and a receipt for the Rossi body panel kit. Two keys present.
£3,200 - 4,800

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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.

406 * N

Property of a deceased's estate

1989 KAWASAKI 998CC ZX10

Registration no. 11495 (Guernsey)

Frame no. ZXT00B - 009787

Engine no. ZXT00AE036934

- Purchased new from Kawasaki Centre, St Peter Port, Guernsey
- Well serviced
- 19,827 miles recorded



This example of Kawasaki's cutting-edge 1980s superbike formerly belonged to the current vendor's late brother. The ZX10 was purchased new in January 1990 from the Kawasaki Centre, St Peter Port, Guernsey, and comes with the original purchase invoice. It was first registered on the island and comes with a Guernsey Registration Certificate for '11495'. Well serviced and pampered, the machine has been dry stored and ridden regularly by the late owner.

Currently displaying a total of only 19,827 miles on the odometer at the time of cataloguing/photography. The machine was last running in September 2023, and there is a walk-around video of the machine running which can be found on the Bonhams website.

As one would expect of a pampered, effectively one-owner example, this ZX10 comes complete with tool kit, owner's manual (also on CD), and its warranty/service book (unstamped).

Documentation includes the original Guernsey old style log-book (issued 1990), various receipts/bills; an itemised spares/service chart for the period 1990-2020); and a 1995 dynamometer printout. In addition, the machine also comes with ZX-10 brochures; a 'Kawasaki 88' brochure; and an assortment of marque-related literature.

Accompanying spares include the original exhaust system (used); tank cover and bag (used); two spare saddles; screen; radiator cover; luggage rack; bike cover; and various other items (close inspection advised). Three keys present.

£2,800 - 4,000

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407

1991 DUCATI 851

Registration no. D2 SMO

Frame no. ZDM851S3*003105*

Engine no. obscured (003362 to V5C)

- Present ownership since August 2000
- Three former keepers
- Used sparingly
- 16,746 miles recorded



One of the most influential motorcycles of recent times, the Ducati 851 Superbike restored the fortunes of the Italian company and paved the way for a highly successful family of superbikes, the final (pre-Panigale) example being the 1098 of 2007.

In developing the original 851 Desmoquattro, engineer Massimo Bordi created one of the finest motorcycle power plants ever. By the mid-1980s, Ducati's existing air-cooled Desmodue twins were approaching the end of their development, so Bordi started with a clean sheet in creating their water-cooled, 8-valve, fuel-injected successor. Ducati's trademark desmodromic valve actuation system, which closes the valves mechanically rather than relying on springs, was retained, as was the 90-degree angle between the cylinders. Wrapped around this outstanding Desmoquattro engine was a frame, consisting of an intricate trellis of straight tubes, whose design would become a Ducati trademark. Only one paint scheme was available at first: silver-grey frame with bodywork in the Italian national colours of red/white/green, hence these models' Tricolore sobriquet.

Riding the factory prototype, Marco Lucchinelli had won the Battle of The Twins (BoTT) race at Daytona in March 1987, and Ducati then spent the rest of the season on development prior to the production version's launch at the Milan Show in November.

Two models were available initially: the 851 Strada and 851 Superbike Kit, the latter being the first of many limited edition 'homologation specials' produced to satisfy World Superbike Championship requirements.

From the vendor: "D2 SMO' was bought 15 years ago to replace my 175cc D7 Bantam so a vast difference in performance was noticeable! It was purchased in Northamptonshire and, being supplied by Baines Racing in Silverstone, had not travelled far. It was serviced by Ducati John and used for a few more years, taken on holiday around Europe several times and a few trips up to the Manx GP. It lived in my front room for several years until 'her indoors' moved in....."

Apparently retaining its original factory paint, the Ducati has been used sparingly during the present ownership and currently displays a total of 16,746 miles on the odometer. A Micron exhaust is fitted (original included). The Ducati is only being sold to purchase a Morgan, and following a thorough service should be good for another 30 years. The machine is offered with a copy spare parts catalogue; owner's manual; some old MoTs (most recent expired 2011); an old-style V5C; Ducati John Service Report and invoice (2008); old purchase invoices; Baines Racing invoice; and various other bills. Two keys present.
£6,000 - 10,000



408

1989 DUCATI 900SS

Registration no. G709 ESC

Frame no. DM906SC *000217*

Engine no. 000611

In Cagiva ownership from 1985, Ducati continued to offer developments of the Fabio Taglioni-designed Pantah while developing an entirely new family of water-cooled models that would debut towards the decade's end in the form of the legendary 851 Superbike. At the same time, the Paso tourer's Weber carburetted 904cc air-cooled engine was put in the 750 Sport chassis to create the 900 Super Sport, its name recalling a famous model from the Bologna firm's not too distant past. Other noteworthy features included 17" wheels, larger Brembo brakes and Marzocchi suspension. An interim model produced for little more than a year pending the arrival of an extensively revised model of same name, the 1990 900SS is one of the rarest of the Ducati v-twin family. Owned by the current vendor since 2013, this unrestored 900SS is offered with a current MoT until March 2025 albeit it may be beneficial to do a full service or a complete restoration to get it back to its former glory. Offered with a V5C, HPI report and MoT certificate. A unique opportunity to own a piece of Ducati history which is slowly coming to the forefront of collectors. Offered with key.

£2,000 - 3,000



409

2007 DUCATI 996CC MONSTER S4R

Registration no. OU07 CGO

Frame no. ZDMM405AA58075289

Engine no. ZDM996W4E016138

While its large-capacity sports models were grabbing the headlines by dominating the World Superbike Championship, it was the relatively humble Monster that was Ducati's real success story, selling worldwide by the container-load and thus ensuring the Italian company's survival. Designed by Miguel Angel Galluzzi and introduced in 1993, the Monster single-handedly kick-started the continuing revival of 'naked' motorcycles. The fact that it was achieved by raiding the parts bin and combining the major components of existing models, only serves to underline the brilliance of Galluzzi's original concept. Finished in eye-catching all-black livery, and featuring a Ducati-approved Termignoni full titanium exhaust system, this stunning UK-supplied Monster S4R currently displays a total of only 3,629 miles on the odometer (please note: instruments replaced at 958 miles). The Ducati is believed to have been on private display for several years as a 'work of art', hence the relatively low mileage. Purchased by the vendor in 2021 and used sparingly, it comes with all its original booklets, manuals, bills, and the original customer handover document. A Ducati indoor cover and rear paddock stand are included in the sale together with two keys and the all-important red key, which appears unused. Offered with a V5C Registration Certificate.

£4,000 - 6,000

No Reserve



410

1990 SUZUKI GSX-R750L SLINGSHOT

Registration no. G40 DRU
Frame no. GR7AA-100777
Engine no. R716-101066

Suzuki rewrote the 750-class rulebook when it launched the GSX-R750 back in 1985. The 'Gixxer's' development had been strongly influenced by lessons learned from the works TT F1 and Endurance racers; lighter than a 600 and as powerful as a 1000, it made all other super-sports 750s seem flabby and slow. Offered here is one of the most desirable early variants: the 'L' model, which reverted to an extensively revised 'long-stroke' engine (the 1988 and '89 models had a short-stroke motor) while adding 'upside-down' forks, Nissin 4-pot floating front brake callipers, and a 1" wider rear wheel rim to the package. It is also the last version to have the classic twin headlights. Clearly well looked after, the Suzuki was fully serviced by Craigs Honda in Shipley prior to the vendor's purchase in 2023. Between 2010 and 2013 the following works were carried out: steering head bearings adjusted and brake fluid replaced; stainless steel exhaust fitted; new brake calliper piston seals fitted; and the petcock replaced. Last run in March 2024, the machine benefits from a new battery. Accompanying documentation consists of some bills; a V5C Registration Certificate; copies of marque-related literature; and MoT to 17th July 2024. The HPI report records the previous colour as white/blue. Offered with key.

£3,500 - 4,500



411

1978 SUZUKI GS1000

Registration no. WED 859S
Frame no. GS1000500101
Engine no. GS1000-103359

The success of Honda's four-cylinder CB750 made it inevitable that the other major Japanese manufacturers would follow suit, Suzuki's offering - the GS750 - arriving in 1976. Within a short time, there was also a 1,000cc version - the GS1000. The latter arrived in the UK for the 1978 season, vying with Kawasaki's Z1000 for the 'top sportsbike' crown. 'The GS1000 provides the silky smoothness synonymous with most across-the-frame fours, an incredible amount of torque which reduces gear changing to a minimum plus devastating performance,' reported Bike. The 'devastating performance' amounted to a sub-12s standing quarter-mile time and a top speed in excess of 135mph - good enough to beat the Kwacker in a straight line - while air forks at the front, and rear suspension units adjustable for damping as well as spring pre-load, made for superior handling when pressing on. Historically significant as Suzuki's first one-litre multi, the GS1000 is today one of the most collectible of early Suzuki four-strokes. This nicely presented GS was purchased by the current vendor in 2018 and has been used sparingly since, currently displaying a mileage of 48,490. Sadly, no history is known of its previous ownership but is believed to have been originally dispatched to the UK. Documentation consists of a current V5C, expired MoT's and invoices. Offered with key

£4,000 - 6,000



412 *

Property of a deceased's estate

1974 KAWASAKI 746CC Z2

Registration no. KBJ 172N

Frame no. Z2F05495

Engine no. Z2E 005672

- Rare Japanese Market 746cc Z2
- Rarely seen in the UK
- For recommissioning



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. Characterful in the extreme, these early 'Big Zeds' are served by an enthusiastic owners club and are increasingly sought after today. Few bikes from Japan have had as big an impact on the motorcycling world.

In January 1973 Kawasaki launched a 746cc version - the Z2 - specifically for the Japanese market, which was restricted at that time to motorcycles displacing less than 750cc. Reducing the Z1's bore/stroke dimensions from 66x66mm to 64x58mm resulted in an engine with a greater appetite for revs and a still respectable maximum output of 69bhp, some 13 horsepower down on its big brother. Overall gearing was lowered appropriately.

An example of a classic Kawasaki rarely seen in the UK, this Z2 was first registered in this country on 22nd September 1983 and appears to be an earlier restoration (date unknown). The V5C states 'Customs Concession: Visiting Forces' - for advice contact HM Customs', indicating the manner in which the vehicle entered the United Kingdom, the V5C records 4 former keepers. The HPI report records the previous colour as blue, and there is dirt to the engine cases, which appear to have been repainted.

The machine comes with one ignition key but it should be noted that this key does not seem to engage the saddle lock, which is presently unlocked. Accompanying documentation consists of a V5C Registration Certificate; some expired MoTs (most recent expired June 2018); and some insurance paperwork. It should be noted that the V5C records the engine number as 'Z2E' only. Recommissioning to a greater or lesser extent will be required following a period of activity and thus the machine is sold strictly as viewed.

£6,000 - 8,000

This motorcycle was imported into the UK in 1983 through overseas armed forces channels and was subsequently given a 'Customs Concession.' If purchased by a UK buyer, it will be subject to Import VAT at the reduced rate of 5% on the hammer price and buyers premium per HMRC's instruction. Once the Import VAT is settled, Bonhams will proceed to request HMRC and the DVLA remove the Customs Concession Note from the V5C Registration Certificate.

413

1973 KAWASAKI 903CC Z1

Registration no. EWW 105L

Frame no. Z1F-17551

Engine no. Z1E 17729

- *One of the most iconic Japanese motorcycles of all time*
- *Restored by acknowledged expert Mike Hunnisett*
- *Only 1,011 miles since restoration*
- *Present ownership since 2019*
- *Offered from an extensive private collection*



Having established its performance credentials with the Mach III two-stroke triple, Kawasaki went on to ace the opposition yet 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 owners club and are increasingly sought after today. Few bikes from Japan have had as big an impact on the motorcycling world.

The accompanying V5C Registration Certificate records that this Z1 was first registered in the UK on 2nd July 2013, while the customs documents on file show that it was imported from the USA. A Kawasaki Motors UK dating letter records the machine as manufactured on 26th June 1973.

The Z1 was purchased by our private vendor in August 2019 from the noted Kawasaki collector and restorer Mike Hunnisett, who had restored it to a very high standard, including refinishing it in Candy Tone Brown/Red. (Please note that although the purchase receipt is on file there is no restoration-related documentation available.) Since acquisition the machine has been dry stored in the owner's climate controlled facility as part of his significant private collection; it was last MoT'd until 25th June 2018 and has covered only 1,011 miles since restoration. Additional documentation includes a number of expired MoTs, SORN paperwork and sundry invoices, and the machine comes complete with a Kawasaki tool kit beneath the saddle.

£16,000 - 22,000

414

1974 MV AGUSTA 750S

Registration no. RTT 72M
Frame no. MV4C75 214041
Engine no. 2140510

- *Delivered new to Germany*
- *Professionally rebuilt to 'as new' condition in 1991*
- *Present enthusiast ownership since 2012*
- *Completely overhauled in 2019*
- *Exceptional condition*



Delivered new to Germany, this MV Agusta 750S was acquired by marque specialists Richard Boshier of PDQ Motorcycles in 1989 from a discerning motorcycle collector in Hamburg. Richard is probably the only MV specialist who actually worked on the 750s when they were new (in the 1970s he worked at SGT in Taplow, who were the importers).

Between the summer and autumn of 1991, the MV was completely rebuilt and refurbished to 'as new' condition. This work was fully documented, listing items that were either replaced with new or totally restored. The new owner took delivery on 14th November 1991, at which time the odometer reading was 15,500 kilometres, and subsequently recorded every detail of its use and maintenance over the next 14 years. This included hand rotation of the engine every seven days while in winter storage!

The second UK owner, a well-known collector of classic cars and motorcycles, acquired 'RTT 72M' in April 2005 at 28,330 kilometres. The current owner, a long-term member and former secretary of the MV Agusta Owners Club UK, bought the machine in August 2012. This 750S subsequently became the 'Jewel in the Crown' of his motorcycle collection.

This 750S is one of approximately 186 examples of the model produced between late 1973 and early 1975, featuring disc brakes, Dell'Orto VHB 27A carburettors, larger combustion chamber, and larger inlet ports.

In 2019 the MV was completely overhauled to ensure it was in excellent condition mechanically, the work being undertaken by MV specialists Chiltern Moto Classics. This was ahead of two filming exercises: one by Berlinetta Films and the other a photo-shoot at Brunel University.

According to our vendor, the MV is in exceptional mechanical and cosmetic order, performing beautifully in all respects and a delight to ride. Although not concours, it is not far off. The MV has previously been entered into the Salon Privé Concours, exhibited at the International Classic MotorCycle Show, and displayed at local shows and events. Accompanying paperwork consists of restoration invoice, an MV Owners Club dating certificate, and a V5C document.

This rare and desirable 750S is said to be a very useable machine that is as much at home on the racetrack as it is on the open road. It is recognised by Richard Boshier as one of the best currently available; indeed, according to him: "This is undoubtedly the best regularly used MV 750S in terms of mechanical and cosmetic condition currently in the UK. Offered with key.

£70,000 - 100,000

415

1978 BENELLI 750CC SEI

Registration no. EMV 83T

Frame no. BC*8046*

Engine no. BC*008489*

- *The world's first production six-cylinder motorcycle*
- *Delivered new to Spain*
- *Present ownership since 2015*
- *Professionally restored*
- *Stored since completion in 2016*



Despite a racing heritage second to none, Benelli was in trouble by the late 1960s and fell into the clutches of Argentinian industrialist Alejandro De Tomaso in 1971. Under De Tomaso's stewardship the revitalised company was soon grabbing the headlines with a host of new models, none more startling than the 750cc Sei (Six) of 1972, the world's first production six-cylinder motorcycle. The fact that Benelli was able to produce the design so quickly despite lacking previous experience of this type of engine was easily explained: it looked like a Honda CB500 'four' with two extra cylinders, which in effect was just what it was. Even the bore and stroke dimensions were identical to those of the Japanese unit. Production proper began in 1974, but the Benelli was soon overshadowed by Honda's own CBX1000 'six', forcing the Italian company to respond with the 900 Sei in 1980.

This Benelli Sei was purchased in Spain from Juan Luis Ramos Corcin, owner of the Benelli since at least 1987, on 1st June 1994 by Frank Richard Kletschkus of Berlin, who subsequently moved to the UK in 1998, bringing the bike with him. The machine was registered as 'EMV 83T' in August 1998. The vendor bought the Benelli from Mr Kletschkus in 23 October 2015 at approximately 44,000 kilometres (circa 27,300 miles).

The Benelli was then passed to a well known Italian bike specialist for restoration, during which every part was stripped for renovation or replacement. The frame was refinished in original black cellulose and the bodywork changed to red (from blue) to suit the owner's preference. In addition, the engine and gearbox were completely rebuilt and the instruments changed to UK specification. The engine rebuild included fitting electronic ignition and having the cam followers Tuffride hardened (originally they were chromed). Since the rebuild was completed in late 2016 the machine has covered a mere eight miles. It is very nicely presented, the restorer having paid close attention to detail during the rebuild.

The Sei has remained in the vendor's private collection since purchase (stored in a 'bike bubble') and only run on rare occasions at local shows. It was last run in March 2024 and is described by our vendor as in excellent condition. Accompanying documentation includes an instruction manual (in Italian); an original USA sales brochure; Spanish paperwork relating to registration and purchase; and a bill of sale between Mr Kletschkus and our vendor dated 2015. The machine also comes with restoration bills; a V5C document (which incorrectly records the engine number as BC8489); and a USB stick containing images of the restoration. Keys present.

£16,000 - 20,000



416
1981 DUCATI 900 SS
Registration no. NPJ 753W
Frame no. DM860SS*090624*
Engine no. 092147 DM 860

This Ducati 900 SS was purchased by the vendor in December 2005, since when it has covered fewer than 2,000 miles. In cosmetically poor condition when acquired, the bike was stripped, the frame stove enamelled, and the fork stanchions re-chromed. The vendor resprayed the fuel tank and wheels and treated the tank. A new Keihan full exhaust system was fitted and the bike generally tidied up (the wiring loom remains original). Other notable features include Hagon shock absorbers; replacement Lucas indicators (non-standard); stainless fasteners (on engine); and alloy clip-ons. The valve clearances have been set up but the engine has never been apart (factory seal still in place); it is said to run well but would probably benefit from a tune-up by a Ducati engineer. Our vendor finds the machine a pleasure to ride but not so comfortable at his age (64). It is with much regret that he is parting with the Ducati but feels that it is now time for a new owner to enjoy it. The machine was last run in December 2023, after which the fuel was drained from the tank and carburettors. Offered with a current V5C, some expired MoT certificates, and various invoices and bills.

£14,000 - 20,000



417
1980 HONDA 748CC CB750F
Registration no. JMT 467W
Frame no. RC04-2118026 Engine no. RC04E-2117657

After the iconic Honda SOHC 750 had taken the motorcycling world by storm, its replacement was a radical restyle, with a double overhead camshaft motor. Introduced in 1979, the new machine, also known as the KZ, featured twin front discs, Comstar wheels, and an extra 10 bhp over the SOHC K model. Acquired by the previous vendor in 2007, in need of cosmetic attention and some re-commissioning, 'JMT 467W' was treated to new paintwork, courtesy of Dream Machine (invoice on file), and a mechanical overhaul in January 2015 by RTR Motorcycles costing £1253.34 (invoice on file). It was used occasionally during 2015 but, due to work pressures, it has not been used since. Purchased by the current vendor in 2021 at the Bonhams Summer Sale (Lot 802), recommissioning commenced and was running during 2022 where the carburettors were balanced, however a fault occurred shortly after where it was discovered the clutch plates had stuck together. The clutch was stripped and cleaned and put back on the motorcycle but it hasn't been tested since but the engine does turn over still. A list of what the vendor carried out during the recommissioning is detailed here; Petrol tank & seat rubbers replaced. Seat attachment points cleaned and repainted, Body Side covers rubbers, Starter clutch new roller kit fitted, Air / oil filters & oil drain sump bolt & washer replaced, 4x spark plugs replaced, Battery replaced (trickle charger removed 28/01/2024 and negative connection disconnected), Carburettor split into two but not fully disassembled before cleaning in the ultrasonic bath, covers top and bottom removed, Clutch cable, lever & retaining pin replaced, Clutch assembly disassembled, cleaned & inspected (plates & springs above specified dimensions in the manual). Reassembled with new lock washer, castle nut, spring retaining bolts, adjuster bolt, case oil seal & gasket., Clutch cover bolts, Left hand crankcase cover gasket, Accelerator cables replace, Pipe throttle grip and both hand grips replaced. Documentation comprises a current V5C, an old V5C, invoices, an expired MoT, and sundry papers. Offered with key

£2,000 - 3,000



418

1984 HONDA CB1100R

Registration no. A133 VUC

Frame no. SC08 2100292

Engine no. SC05E-2200415

Ridden by stars such as Ron Haslam, Wayne Gardner and Roger Marshall, the works Honda CB1100R production racers thrilled British racegoers throughout the early 1980s. In effect a limited edition 'homologation special' based on the road-going CB900F, the racer-on-the-road CB1100R was the RC30 of its day and priced accordingly. Honda UK initially ordered only 100, with deliveries commencing in November 1980, and sold the CB1100R for £3,700. That might seem cheap today but you could buy a new CB900FZ for £1,999 at the time! It's not surprising that the CB1100R sold in correspondingly small numbers, mainly to race teams and wealthy enthusiasts, and today this exclusive model is increasingly sought after by collectors. Over a three year period (1981-1983) approximately 4,050 were completed, making the CB1100R an extremely rare model by Honda standards. Offered here is an example of the final CB1100RD version. Built during 1983 and first registered on 11th June 1984, 'A133 VUC' has had only three owners from new: the first from 1984-1985, covering approximately 5,100 miles; the second from 1985-2016, purchased from Wheels International of Hockliffe on 4th May 1985 and covering an average of 1,600 miles a year during his time riding it; and our vendor from 2016 onwards, spending the last 7 years of its life in climate controlled storage. It last ran in 1999. The recorded mileage of 27,606 appears to be genuine, and the motorcycle seems to be largely unmolested. Accompanying paperwork includes the original service booklet; 1985 purchase invoice; five old MoT certificates; a quantity of service and repair invoices; a photocopy of an old-style V5 registration document; and a V5C document. Re-commissioning is advised before further use.

£8,000 - 12,000



419

1983 HONDA VF750FD

Registration no. ELH 66Y

Frame no. RC152007147

Engine no. RC07E-1014169

Offered from a private vendor who purchased it in 1994, becoming the 8th owner, it has been enjoyed riding throughout warm summer months as the vendor admits, he's a warm weather rider! Upon purchasing the Honda, it was noticed that a leak was starting to form on the petrol tank so a new fuel tank was sourced and fitted and repainted into the red/white/blue colour scheme which eventually followed for the rest of the bike. Another issue arose in the camshafts, which failed the following year after purchase, through perseverance and luck a new engine with low mileage (6,300 miles!) was sourced and fitted together with carburettors, exhaust collector box/downpipes and main stand which also fitted to the bike. A very comprehensive ownership history is offered with the history file (perusal highly recommended), it is also offered with a current V5C, expired MoT's, invoice for petrol tank and spares. It should be noted that the replacement Front and Rear Wheels (complete with tyres) in Gold to match the existing Rear wheel are offered with the bike. Offered with key.

£1,800 - 2,400

No Reserve



420

Formerly the property of James May, 'Captain Slow' of 'Top Gear' and 'The Grand Tour' fame; featured in 'Classic Bike' magazine

1970 HONDA CB750

Registration no. TUX 97H
Frame no. CB750-1027653
Engine no. CB750E-1027879

- Very early example
- Delivered new in France
- Purchased by James May in 2013
- Present ownership since 2018



© George Williams/Rory Game/Classic Bike



© George Williams/Rory Game/Classic Bike

This early Honda CB750 was purchased by James May in August 2013 from marque specialist David Silver, who had sourced it from France, and was the subject of an article written by James for Classic Bike magazine (Why a Honda CB750 Will Make You Happy, October 2013 edition, copy on file).

In his article James explains the difficulties of precisely determining the model's identity:

"The true K0 was a very short-lived transition model (just 121 examples were made) between the first so-called 'sand-cast' engine bikes... and the subsequent improved K1.

"So my bike has the chunky, fluted side panels, an unpainted front caliper, and the baffling slider on the left bar that changes the function of the switchgear button from horn to flasher..."

However, this machine has several features characteristic of the improved K1 introduced late in 1970, including the pressure-die-cast engine finish, while the frame number places it in the first batch produced: too early for a K0 and too early for the French market. Further research may prove to be enlightening.

Our vendor purchased the Honda on 19th May 2018 (bill of sale on file). Also in the file is an advertisement from Motorcycles Unlimited detailing the machine's French-market features including: extra lighting cut off switch to left handlebar; rear reflector numberplate holder; right-hand light switch with parking light facility; and longer baffles in the exhaust. There are various French documents on file, including the original guarantee card with supplying dealer's stamp; a Honda France specification sheet dated June 1970; and an old French Carte Grise (1999).

Additional paperwork includes James May's 2013 application form to register an imported motor vehicle; scan of an old V5C in James May's name; David Silver's 2013 sales invoice; sundry bills for service parts; some old MoTs (last expired September 2018); and a current V5C. The machine was last taxed to the end of June 2022. Offered with key.
£10,000 - 14,000

421

Formerly the property of James May, 'Captain Slow' of 'Top Gear' and 'The Grand Tour'

1995 HONDA C90 SUPER CUB

Registration no. M875 VJL

Frame no. HA02-2054784 Engine no. HA02E-2010077

Introduced in 1958, Honda's classic Cub (or Super Cub) 'step-thru' gave millions of people the world over their first taste of two-wheeled mobility. Honda's business associate Takeo Fujisawa had identified the need for a small cheap motorcycle that would have to be uncomplicated in design, fundamentally robust and easily maintained, enabling it to sell in developing countries as well as the affluent West. His foresight would make Honda a household name throughout world. Larger-engined versions of the original 50cc Cub soon followed, the (nominally) 90cc C90 arriving in 1965. Better built, more powerful and more reliable than the majority of contemporary mopeds, while at the same time 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. Indeed, more Super Cubs have been produced than any other motor vehicle in history, with the 100 million mark passed in 2017. This Super Cub, imported into the UK in 2017, was purchased by motoring journalist and broadcaster James May; however, it is not the one used in the Top Gear challenge. Offered from a deceased estate, it had the engine oil, drive chain and spark plug replaced in January 2019 and was last run in April 2024. Described by the vendor as in excellent condition throughout, the current odometer reading is 9,967 kilometres (6,193 miles). Offered with an old DVLA new keeper supplement with hand annotated note stating the 1st UK owner was James May, a letter dated 31st Oct 2017 to James from the importer, an image of James on the Honda, a dating certificate, sundry bills, old MoT, dating certificate and a V5C. Offered with key.

£800 - 1,200



422

1968 HONDA CB450

Registration no. FND 413F

Frame no. CB450 3004651 Engine no. CB450E 3004714

The arrival of Honda's CB450 in 1965 should have dispelled any lingering doubts about Japan's intention to compete in all sectors of the motorcycle marketplace. Known affectionately as the 'Black Bomber' after its black finish, the CB450 was Honda's largest model when launched and capitalised on experience gained with a succession of smaller twins. Nevertheless, the CB450 departed from Honda's usual practice in numerous ways, in particular its twin overhead camshafts, torsion-bar valve springs, and constant-velocity carburetors. The tubular frame - replacing Honda's traditional fabricated spine type - was another departure from the norm. With a top speed exceeding 100mph and a standing quarter-mile time in the 14-second bracket, the refined CB450 sounded the death knell, not just for the traditional British '500', but for the entire UK motorcycle industry. This CB450 was imported from Kansas, USA and first registered in the UK in 2014 (see US history email correspondence on file). Apparently the Honda was barn-stored from 1970 until 2010 when it was recommissioned. The odometer reading is only 632 miles and the machine is presented in original condition. Since its arrival here the Honda has had two former keepers and was acquired by our vendor in October 2019. Last run in March 2024, the machine is described by our vendor as in excellent condition throughout. Accompanying paperwork consists of a dating certificate, an HPI check sheet, Photocopy of State of Kansas title and a V5C.

£4,800 - 5,500



423
1979 HONDA CBX1000

Registration no. CVR 22T
Frame no. CB1-2013936
Engine no. CB1E-2015190

- *Present ownership since 2019*
- *Engine rebuilt in 2017*
- *Numerous bills and receipts available*



"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.

First registered on 22nd April 1979, this CBX has belonged to the current vendor since 1st October 2019. The machine comes with bills and receipts dating back 20 years, including one for a £3,800 engine rebuild in 2017 at circa 34,000 miles (the current odometer reading is 35,253 miles) and a clutch rebuild in 2018. Just recently the carburettors were cleaned and rebuilt. Last run in March 2024, the Honda is offered with a V5C Registration Certificate and HPI check sheet, the latter recording a change of colour from black to red in 1988. Offered with key.
£10,500 - 14,500

424

1961 MEGURO 250CC S7 JUNIOR

Registration no. Unregistered

Frame no. S7-61-13740

Engine no. K5-13740

Taking its name from a district of Tokyo, the Meguro Manufacturing Company was founded in 1937. A forerunner company - Meguro Seisakusho, founded in 1924 – had invested in Harley-Davidson following the Wall Street Crash of 1929 and in so doing gained access to the American company's designs and technology. Later, in 1935, they introduced a 500cc single based on the Swiss Motosacoche, which continued in production after WW2. Continuing to rely on designs originating from overseas, Meguro introduced a British-inspired 650cc parallel twin in the early 1950s and followed that with a copy of BSA's 500cc A7 twin, the K-series Stamina, which arrived in 1960. Meguro's Stamina was superior to the British product in terms of its quality and engineering, and would be taken up by Kawasaki when the latter absorbed Meguro in 1964. Although for many years only Honda sold more motorcycles in Japan than Meguro, it was the failure of the latter's then current range, judged too expensive by consumers, that had precipitated the company's association with Kawasaki in 1960. This example of a Japanese brand rarely seen outside its native land is an S7 Junior, which, when introduced in 1960, was the latest in a long-running series of Junior models stretching back to 1950. Sold strictly as viewed, this unrestored machine is not registered but comes with a NOVA certificate.

£3,000 - 5,000



425

1966 HONDA 305CC C78 DREAM

Registration no. LAX 392D

Frame no. CA78-1035355

Engine no. CB77E-1035361

Honda's first twin-cylinder motorcycle - the 250cc C7 - arrived in 1957 and would go on to form the basis of an extended range of similar twins in smaller and larger capacities. Displacing 305cc, the first of the latter were introduced in 1958 as the C75 tourer and CS76 'street scrambler'. These early Honda twins featured - to European eyes - somewhat idiosyncratic styling with their boxy leading-link fork, pressed-steel frame and swinging-arm, deeply valanced mudguards and enclosed drive chain. They were, nevertheless, extremely well engineered and well specified, boasting overhead camshafts and electric starters at a time when such advanced features were virtually unheard of in Europe. An example of Honda's 305cc tourer in its later C78 form was previously registered overseas. First registered in the UK in 2016, the Dream has belonged to our vendor since September 2021. The machine appears to be an older restoration. The odometer reading is 9,358 miles (possibly the distance covered since the rebuild) and the Honda is overall a tidy machine that would benefit from detailing. Used up to last year on occasional Sunday runs, the Dream is described by our vendor as 'a nice, easy and light bike to handle'. The machine is offered with V5C document, a Clymer manual, and some photocopied material. Offered with key.

£2,500 - 3,500



426

1993 YAMAHA 1,197CC V-MAX BY FRITZ EGLI

Registration no. F4 VMX
Frame no. JYA2WEE09PA037268
Engine no. 2WE-037268

- Imported into Switzerland from the USA
- Extensively upgraded by Fritz Egli
- Swiss registered from 1993 to 2016
- UK registered since 2016
- 145bhp at the rear wheel



This unique V-Max was registered continuously in Switzerland from 1993 to 2016 and then imported into the UK by the current vendor in March 2016. Registered in the UK since then, it successfully obtained its most recent MoT on the 21st June 2023. This V-Max is the 1993 US version imported into Switzerland by Fritz Egli (of Egli-Vincent fame) and tuned and upgraded by him. The early US version was the one to have as it was not limited in power like the Japanese, UK and European models, which had the performance-enhancing V-Boost system disconnected and had to make do with a mere 97bhp as opposed to the American version's 145 horsepower. UK customers had to wait until 1996 to enjoy the full V-Boost experience.

Made using only the best parts available, Fritz Egli's performance-enhancing modifications are as follows:

Titanium carburettor needles
Marving exhaust pipes
Stainless steel aviation hoses
Ergal bolts
White Power fork
LSL steering damper
Sambiasi one-piece carved aluminium swinging arm

Öhlins gas shock absorbers
BBS 17" aluminium wheels
Spiegler 320mm floating steel brake discs
Spiegler 8-piston front brake calipers
Spiegler 4-piston rear brake caliper
Black Connolly leather saddle
Saddle cowl with concealed leather seat for passenger
Arlen Ness mirrors with integrated turn signals
MRA wind deflector
Two home-made 50W lamps
Café Racer-style paint with eight layers of varnish

After completion the V-Max was dynamometer tested and produced 145bhp at the rear wheel. The machine's relatively low mileage of 10,743 is due to the fact that, even though our vendor loves riding it, his demanding professional activities and now poor health do not allow him to enjoy it as much as he would have liked. As one would expect from a cherished machine with such low mileage, the V-Max is presented in superb condition. Offered with a V5C document, this stunning machine also comes with six keys and two alarm fobs.

£8,000 - 12,000

427

Property of a deceased's estate

1988 YAMAHA 1,198CC V-MAX

Registration no. E454 PMH

Frame no. JYA1UT006GA 002331

Engine no. 1UT 002331

- *Cult Status*
- *Desirable first-generation V-Max*
- *For recommissioning*



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."

The uninspiring basis of this tyre-shredding tarmac-scorcher was the Venture cruiser's water-cooled 16-valve 72-degree V4 engine, which was breathed upon by Yamaha's engineers and given a near-60% power increase. A five-speed gearbox, shaft final drive, an under-seat fuel tank (the 'tank' is an air box), and a massive 150/90x15 rear tyre were all part of the package, but arguably one of the cleverest touches was the V-Boost intake system. Electronically controlled and triggered by the ignition, V-Boost operated butterfly valves within the inlet tracts to dramatically increase power from around 6,000rpm, with the maximum available from 8,000 revs, thus enabling the V-Max to be relatively docile at low revs. "The first time you roll it on in the gears you feel like you're hanging on to the outside of the space shuttle as it blasts off from Cape Canaveral," declared Bike, "although you can pussyfoot around with no drive-line snatch in top gear as low as 2,500rpm."

And as for the looks: with its broad-shouldered power plant, huge air scoops, and that monstrous rear tyre, the V-Max is one of the most inspired pieces of motorcycling styling of all time and one that still turns heads today. With Yamaha UK not officially importing the V-Max until 1991, and then only in restricted 90bhp form, demand was satisfied by a host of unofficial imports. Not until 1996 did Yamaha UK begin bringing in the full-power model. The original V-Max disappeared from the range in 2003, reappearing as an all-new version in 2009. Production of the second-generation V-Max ceased in 2016.

Previously registered overseas and first registered in the UK in 1991, this example was manufactured in 1988 and thus is a desirable first-generation V-Max, the most sought-after by collectors. The machine is presented in age related condition, with accumulated dirt and possibly overpainted to the engine. The engine turns over but no attempts have been made to start it. Recommissioning to a greater or lesser extent will be required before further use and thus the machine is sold strictly as viewed. Accompanying documentation consists of a V5C Registration certificate; a quantity of expired MoTs recording minimal use between tests; current MoT (expires 17th May 2024); old insurance paperwork; and an HPI report listing the previous colour as blue. One key present.

£2,200 - 3,500

428

2017 AVINTON 1,647CC COLLECTORS GT

Registration no. AV67 DMY
Frame no. VF9CK0000139610057
Engine no. UA00003

- *Rare and exclusive hand-made 'muscle bike'*
- *Built to the owner's personal specifications*
- *S&S v-twin engine*
- *Only premium quality chassis components used*
- *Fewer than 1,000 miles covered from new*
- *Well documented*



Headed by French engineer Cedric Klein, Avinton Motorcycles specialises in made-to-order muscle bikes. For this particular Avinton model, customers could choose from six different specifications and three alternative riding positions; it is highly unlikely that there are two bikes exactly identical. Our vendor selected the Collector GT version, which has a slightly higher handlebar position for comfort, and opted for the highest specification for all other components. He was invited to the factory in France to check on the build's progress.

Avinton's Collector GT is powered by an American-built 1,647cc S&S Super Stock v-twin engine producing 120bhp and 123ft/lb of torque. Belt primary drive transmits the power via an Evolution clutch to an Andrews five-speed cassette gearbox. The engine is a stressed member of the large-diameter tubular frame. There is a bespoke aluminium alloy swinging arm, while the suspension is courtesy of Öhlins at both ends; the steering damper likewise comes from the famous Swedish firm. Beringer six-piston callipers grip the twin floating front brake discs, while there is a single disc with four-pot calliper at the rear. The Avinton rolls on Marchesini Racing forged alloy wheels, finished in gold.

Built to the vendor's specifications in 2017, the Avinton bristles with special features: the 'tank' does not contain any fuel (the reservoir is in the tail section behind the seat), while the oil is contained within the frame. Hand made, the exhaust system combines carbon fibre and stainless steel, and carbon fibre is also used for both mudguards. All other fittings are either made by hand or selected from the world's foremost components suppliers.

Offered for sale by the original owner, this stunning creation has covered fewer than 1,000 miles since it left the factory and is presented in commensurately good condition, barely run-in. Not surprisingly, the owner reports that the bike never fails to draw a crowd. Very few were made, and it's pretty much guaranteed you'll never park next to another one.

Accompanying documentation consists of V5C Registration Certificate and a folder of information including photographs of the Avinton under construction; original sales catalogues; the original build sheet/invoice itemising the specification; and instruction books for the Öhlins suspension and the installed BikeTrac alarm/tracker. A once-in-a-lifetime opportunity.

£15,000 - 18,000

429

1971 YAMAHA 347CC R5

Registration no. TNB 412J

Frame no. R5-028469

Engine no. R5-028469

The traditional British method of building a 350 - to sleeve down a 500 - usually resulted in an overweight sluggard with little more performance than a 250. The customary Japanese approach - over-boring a 250 - achieved exactly the opposite: a machine as light as its quarter-litre sibling yet with sufficient performance to see off most 500s. Yamaha's YR5 is a case in point: an over-bored YDS7, it weighed a little over 300lbs, produced 36bhp from its piston-ported two-stroke engine, and was good for around 100mph. The cycle parts bore close resemblance to the TD2 and TR3 racers', so good handling was assured. Produced between 1971 and 1973, the YR5 was superseded by the reed-valve induction RD350. Originally destined for the US market, this charming R5 was won in a competition by the current vendor last year and has been dry stored since. Sadly little of its previous history is known but is offered with a current V5C, VJMC dating letter and current MoT until May 2024. Offered with key.

£3,500 - 4,500



430

1978 YAMAHA RD250D PROJECT

Registration no. DIG 8469

Frame no. 1A2-208283

Engine no. 1A2-208283

Yamaha's final shot at an air-cooled quarter-litre twin, the RD250C arrived in 1976 looking just like the simultaneously introduced RD400. Indeed, the two machines were identical apart from bore/stroke dimensions, overall gearing and the use of cast alloy wheels on the RD400, the RD250 sticking with the conventional wire-spoked variety. In those days (the mid-1970s) learner motorcyclists could jump straight on a 250 after passing their 17th birthday, and the RD250, with its 15-second quarter-mile time and 90mph-plus top speed, provided all the thrills a teenager could want, on the road at least. The model was later up-dated as the RD250D, gaining the cast wheels and a rear disc brake, and then as the RD250E, with electronic ignition; it was replaced by the water-cooled RD250LC in 1980. This matching-numbers RD250D was purchased by the private vendor in November 2004 and currently displays a total of 16,072 miles on the odometer. The machine is presented in fair condition in need of full recommissioning. Some parts are missing, most notably the headlight unit and main stand, while the engine does turn over and has compression. The machine comes with a V5c document and is sold strictly as viewed. One key present (fits all locks).

£1,000 - 1,600

No Reserve



431

2006 YAMAHA XJR1300 50TH ANNIVERSARY

Registration no. PA06 AUJ

Frame no. RP03J-008666

Engine no. P501E-013840

- *Rare 50th Anniversary Model*
- *First UK registered in 2020*
- *9,250 miles recorded*



Yamaha's XJR1300 50th Anniversary stands as a remarkable testament to Yamaha's enduring legacy in the world of motorcycling. Released to celebrate half a century of Yamaha's excellence in engineering and design, this iconic machine pays homage to the brand's rich history while embodying cutting-edge performance and style.

At the heart of the XJR1300 50th Anniversary beats a powerful 1251cc air-cooled, inline-four engine, delivering exhilarating performance and a distinctive exhaust note that resonates with enthusiasts worldwide. With its muscular torque delivery and responsive throttle, this engine provides an adrenaline-fueled riding experience that is second to none. The design of the XJR1300 50th Anniversary is a harmonious blend of retro styling cues and modern elements. Drawing inspiration from Yamaha's classic models of yesteryears, such as the iconic XS series, this bike exudes timeless charm with its muscular tank, classic round headlamp, and sculpted lines. However, it also incorporates contemporary features like inverted front forks, dual front disc brakes, and a digital instrumentation panel, ensuring that it remains relevant in today's competitive market.

Crafted with meticulous attention to detail, the XJR1300 50th Anniversary exudes quality from every angle. Premium components such as adjustable suspension, aluminium swingarm, and lightweight alloy wheels contribute to its agile handling and precise control, making it a joy to ride on both urban streets and winding country roads.

Beyond its performance and aesthetics, the XJR1300 50th Anniversary offers a comfortable and ergonomic riding position, thanks to its well-padded seat and thoughtfully positioned handlebars and footpegs. Whether cruising on the highway or carving through twisty mountain passes, riders can enjoy long hours in the saddle without fatigue, making it an ideal choice for both weekend outings and daily commutes.

In conclusion, the 2006 Yamaha XJR1300 50th Anniversary is more than just a motorcycle; it's a celebration of Yamaha's storied heritage and unwavering commitment to excellence. With its potent performance, timeless design, and unparalleled craftsmanship, it continues to captivate riders and enthusiasts alike, leaving an indelible mark on the world of motorcycling.

Purchased by the private vendor in 2021 and displaying 9,250 miles, the machine offered here has seen little use in recent years, its earlier history unknown, but benefits from a current MoT expiring 22 May 2024. Previously registered overseas (Japan) the V5C registration Certificate lists just one previous UK owner. Very nicely presented and first registered in the UK in 2020 (DVLA correspondence on file), the machine is offered with the aforementioned V5C, MoT certificate, Japanese document, and a key. **£6,000 - 10,000**

432

NORTON 850CC COMMANDO FASTBACK

Registration no. CDE 210M
Frame no. 104825 (see text)
Engine no. Unnumbered

- Painted in the iconic JPN colour scheme
- Complete engine rebuild



Designed by engineers Bernard Hooper and Bob Twigg, supervised by Norton Villiers' Director of Engineering, Dr Stefan Bauer, the Commando's vibration-beating Isolastic frame enabled the company successfully to prolong the life of its ageing parallel twin. Launched in 1967, with production commencing in 1968, the Commando used the preceding Featherbed-framed Atlas model's 750cc engine and AMC gearbox, and was an instant hit with the motorcycling public, being voted Motor Cycle News 'Machine of the Year' for five consecutive years. It might have been a little down in top speed compared to rivals such as BSA-Triumph's 750cc triples and Honda's CB750 four, but the Commando more than made up for this minor deficiency with superior mid-range torque and steadier handling. So called because of its streamlined seat cowl, the sole model available initially became the 'Fastback' when the range was extended by the addition of a more sporting, though conventionally styled, 'S' version in 1969.

The present owner acquired this Commando in 2015, having covered just over 190 miles since then and has remained unused since July 2018 when its last MoT expired. We are advised the previous owner undertook a complete engine rebuild (see engine restoration images on file), although no comprehensive restoration documentation was transferred to the current owner.

The V5C registration certificate lists the engine number as 'unknown', together with the date of first registration in the UK as 7th January 2014, supported by DVLA correspondence from regarding its first registration in the UK. The relatively low frame number suggests that the frame may be of earlier manufacture. Accordingly, prospective bidders must satisfy themselves as to the date, suitability and compatibility of the machine's component parts prior to bidding.

With 4,594 miles displayed on the odometer, presumably since the restoration, the motorcycle also features a Smiths 9,000 rpm rev counter. Reflecting the sponsorship of the Norton racing team by the John Player tobacco company, a new Commando model – the 'John Player Norton' or 'JPN' – was introduced for the 1974 season, and this particular example showcases the iconic JPN-inspired paint scheme reminiscent of the 1975 Roadsters.

Offered with the aforementioned V5C Registration Certificate, HPI Report, engine restoration images, DVLA correspondence, 2017 MoT certificate and a 2014 tax disc, this iconic Norton Commando presents an attractive opportunity for both collectors and riders, offering the chance to revive a piece of iconic motorcycle heritage. Unused since 2018, the machine will require recommissioning to a greater or lesser extent, together with the relevant safety checks before returning to the road.

£10,000 - 12,000

433

1956 NORTON 348CC MANX MODEL 40M

Frame no. 10M 70782

Engine no. 70782 (see text)

- Believed Ex-Derek Minter and Geoff Duke
- Seeley PGT 5 speed gearbox
- Four leading shoe front brake
- Enclosed valve springs
- Bosch magneto



Norton factory records show that this machine was despatched to Hallets, Canterbury on 11th November 1956. It was the final 1956 model 40 Manx to leave the factory. The records for this machine, in the section for Agent/Dealer/Remarks, state 'Hallets Wincheap' and it is believed that this bike is one of the two Manx Nortons (a 350 and a 500) despatched to Hallets for Wincheap Garage who sponsored Derek Minter for the 1957 season.

No other manufacturer has ever been so closely associated with racing motorcycles, and overhead cam engines in particular, as has Norton. To the extent that they named a machine (the Manx) after the home of the races in which they had experienced such huge success over a period of time. The privateer racer's machine of choice, for those who could afford it, was the all-conquering Manx Norton, which, if the rider was sufficiently skilled, could more or less deliver decent results straight out of the box. Offered in 350 and 500 capacities, they were priced the same, being identical in cycle parts, and differing only in the swept volume and details such as carburettor size and gearing.

Derek Minter began his road racing career in 1953, and by 1956 was riding a BSA Gold Star provided for him by his employers at the time, Hallets of Canterbury. By the end of the 1956 racing season Derek found himself without a ride for the forthcoming year. At that stage he was still a privateer without a factory contract, trying to make his name on the race circuits to attract the attention of the big boys in the business. Out of the blue, a local motor dealership, Wincheap Garage, offered to fund a pair of Manx Nortons, a 350 and a 500, for Minter to race the following season. These machines enabled him to further demonstrate his natural talent on the racetrack. The machine offered here is believed to be one of those two bikes.

The superb versatility of the Manx meant that it depended not only on the skill of the rider on board, but also came down to those magicians of the spanners known as 'tuners' - the likes of Beart, Petty and Dearden, who sought endlessly for tiny increases of power here and there, and, in doing so, with a few wins under their belts, acquired almost supernatural status. Such a man was Steve Lancefield, who was drafted into the Wincheap/Minter team for engine and machine preparation.



The two Manxes facilitated the step from capable club-level racer to international superstar racer. An exceptional talent, Minter was soon into his stride with his pair of pukka Norton racers and, after a few races to find his feet, was quickly into winning ways, scoring a couple of first places on the 350 at Brands Hatch. Other results on the bike included his first Grand Prix outings at Assen and Spa, and another six first places, the majority at Brands, and was also highly placed at other circuits. He finished 14th in the Junior TT and ended the season as 350cc British Champion, and was 8th in the 350cc World Championship.

Following the 1957 season Minter's 350 Manx was sold to Geoff Duke in mid-March 1958, as chronicled in the press of the time. It is likely that the bike was used extensively at the start of that season, and that later in the year both the rolling chassis and the engine were used at different times, and with various other chassis and engine combinations as the season progressed, as Duke also used his own lightweight chassis and some factory engines. It is probable that the ex-Minter Manx became known as one of the 'Dearden Manxes' used that season, as Dearden had been recruited by Duke for machine preparation. What is certain is that the bike played some part in Geoff ultimately finishing third in the 350cc World Championship in 1958, and may possibly be the machine on which he won at Silverstone, beating Bob McIntyre, and also finished 5th in the Belgian Grand Prix and 3rd in the Italian Grand Prix.

At some point this bike has, as one would expect with a racing machine, undergone changes, improvements and modifications to enhance its performance, make it more reliable, and generally more user-friendly. These include the enclosed coil spring conversion (a favourite Duke modification), the four leading shoe front brake, the Bosch magneto, and the Seeley PGT AMC-type five speed gearbox. At some time also the engine has evidently had a replacement set of crankcases stamped with the original engine number.

It is rare that a machine with a potential history such as this comes to the market, having conceivably been in the possession of not just one, but two of the greatest riders this country, or the world, has ever known.

70782 was purchased from Miles Robinson by the former owner's father some years ago, and it is known he discussed the bike's history with the late Mick Walker, who accessed factory records to check the history. Prospective bidders should satisfy themselves with regard to the machine's provenance prior to bidding. The Manx has not been started, or used, in recent times, having been on museum display during the present ownership. It will, therefore, require careful re-commissioning and safety checks before future use with a new owner. Key not required **£30,000 - 40,000**

434

1966 TRIUMPH 500CC T100C

Registration no. Unregistered (see text)

Frame no. T100C H45330

Engine no. T100C H45330

- *Featured in Frank J. Bott's 'Motorcycle Porn' book*
- *Fitted with a Jaguar XKE Smiths tachometer*
- *Wonderful example of a custom competition scrambler*



Introduced for the 1960 season, the Tiger 100A was the first sports version of Triumph's new unitary construction 500cc twin: the 5TA. A raised compression ratio and 'hotter' cams helped the Tiger to a top speed in the region of 90mph, while the retention of a single carburettor meant that fuel economy did not suffer unduly. The T100A was soon replaced by the T100SS and by the middle of the decade there was also an enduro-styled, 'off-road' alternative: the T100C. Readily distinguishable by its twin upswept exhausts, the single-carburettor T100C was sold at first only in the USA, but from late 1967 became available in the UK alongside the twin-carburettor T100T Daytona. The major change made to the UK-specification T100C was its 12-volt coil ignition, replacing the US version's battery-less energy transfer system.

Featured in Frank J. Bott's 'Motorcycle Porn' book, this 1966 T100C, dubbed 'Bradley's 1966 Triumph T100SC', is described therein as "showcasing a 500cc air-cooled parallel twin engine paired with a four-speed transmission, weighing approximately 370-plus pounds. Its top speed, estimated at 105 miles per hour, solidifies its status as a genuine classic. The paintwork, skilfully executed by Tom Bodalski of Bodacious Cycle Paintworks, enhances its allure.

Crafted with meticulous attention to purpose and aesthetics by Bradley Fawcett of Greenville, Carolina, this 1965 T100SC embodies a custom competition scrambler ethos while retaining the timeless Triumph design cues. Notable features include a Jaguar XKE Smiths tachometer gearbox drive, a Gary Nixon primary cover, and genuine Webco handlebars, elevating its uniqueness and has been exhibited in Staffordshire, England, for many years"

Offered unregistered, with a Nova Reference Number, the new owner will have the privilege of recommissioning the machine, registering it in the UK and returning this timeless classic to the road or offroad tracks as its maker intended.

£7,500 - 10,500

435

1967 BSA 650CC A65 SPITFIRE MKIII

Registration no. MHT 582F

Frame no. A65SA 18211Y

Engine no. A65SA 18211Y

- *Announced at the 1965 Brighton Motorcycle Show*
- *High-performance MKIII*
- *High compression twin-carburettor model*
- *For recommissioning*



BSA's answer to Triumph's 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.

Purchased by the current owner in January 2018, the private vendor informs us that the second of only two previous owners (who acquired the BSA in 1981) restored the machine. Unfortunately, the current owner did not receive any documentation to verify the restoration, but they state that the overall condition is generally good and warrants a thorough examination. Unused since acquisition, there is limited information available about the machine's history prior to purchase.

Currently displaying 20,388 miles on the odometer, the machine is offered with a V5C registration document and an HPI report. This iconic BSA presents an appealing opportunity for both collectors and riders, providing the chance to revive a piece of motorcycle heritage, and will require recommissioning to a greater or lesser extent, together with the relevant safety checks before returning to the road.

£6,000 - 10,000



436

1950 BSA 498CC B33

Registration no. MDE 890

Frame no. ZB31 114311

Engine no. ZB33 7793

This BSA B33 was built in 1950 and despatched on 12th September that year to James Bowen & Sons in Llawhaden, Pembrokeshire. It was sold new to one J Davies of Penally; then bought back by Bowen and sold again by them in March 1959, on this occasion to one E V C Evans of Penffynnon. In 1967 the BSA was laid up, remaining off the road until it was purchased as a dismantled restoration project in 2000. The machine was then treated to a thorough 'last nut and bolt' restoration, which was completed in 2004. The restoration included full rebuilds of the engine and gearbox; electrics rewired; lights, gauges and horn refurbished; wheels rebuilt; and paintwork and chrome redone. The BSA has been exhibited at the Southern Classic Bike Show and been used mainly for local club runs and events where it has been voted 'Best in Show'. The machine last ran in 2014/2015 and should require only minimal recommissioning before returning to the road. Accompanying documentation consists of a Pembrokeshire County Council Motors Register extract; BSA OC dating certificate confirming matching frame/engine numbers; an old-style continuation logbook (1963); copy old V5; and a current V5C Registration certificate. Offered with key.

£3,000 - 4,000



437

1956 BSA 650CC A10 GOLDEN FLASH

Registration no. SXK 541

Frame no. BA10 15112

Engine no. BA7S 18851

This wonderfully patinated and conserved plunger-suspension A10 was delivered new to Marble Arch Motor Supplies Ltd on 11th May 1956 and originally was attached to a double-adult sidecar. The original buff logbook lists three private owners, the last of whom, Anthony Charles Farmer of Wantage, acquired the BSA in June 1968. The machine was MoT'd in May 1976 (certificate on file) and shortly afterwards broke a piston ring, after which it was consigned to a shed and forgotten for 30 years. The present owner acquired the BSA in October 2006. The A10 is fitted with an original Craven carrier, which, unusually, was painted to match the rest of the outfit. Renovation included rebuilding the engine (using new-old-stock parts where possible); rewiring the electrics using the original gauges and light lenses; overhauling the plunger units; painting the frame, plunger units and carrier; removing the sidecar fittings; and fitting an original footrest. The sidecar (49T) rear sprocket was changed for a solo sprocket (42T) while the magneto and dynamo sent for refurbishment by Sean Hawker, who also supplied a modern 6V voltage regulator. The wheels were rebuilt and painted to match. Run within the last two years, and described as mechanically sound, the machine is offered with the aforementioned documentation; a BSA OC dating certificate; expired MoTs and tax discs; 'as found' photographs; and a V5C.

£3,000 - 4,000



438

1968 BSA A65L LIGHTNING

Registration no. BAN 61G
Frame no. NC13855 A65L
Engine no. NC13855 A65L

Despatched to BSA, New Jersey, USA in October 1968, this Lightning returned to the UK in 1991 and was sold by Atlantic Motor Cycles in Reading. In 1993 an owner in Northampton carried out a full restoration, retaining the original engine, export-type fuel tank, chain guard, grab-rail, and metal side panels. The current owner purchased the BSA in 1997, since when various works have been carried out including an engine rebuild (cylinder barrels re-sleeved to standard) and wheels rebuilt by Central Wheels (1997/1998). Used for touring and road runs, the Lightning has attended BSA international rallies in Holland, Belgium, Sweden and the Isle of Man, as well as numerous UK events including the 'Festival of 1000 Bikes' at Brands Hatch. It has also been exhibited at shows including The Southern Classic Bike Show and the International Classic Bike Show at Stafford. The Lightning benefits from an SRM needle roller bearing conversion, while the fuel tank has been changed from the two-gallon export type to four-gallon UK. The fuel tank and side panels have been painted Rover Nightfire Red (originally Candy Apple Red). Last run in 2017, the machine benefits from a new battery and is described by our vendor as in generally good condition. Accompanying paperwork includes a dating certificate; numerous bills; expired MoTs and tax discs; copy old/current V5/V5C documents; and a restoration notebook. The original export tank and TLS-braked front wheel are included. Offered with key.

£4,200 - 4,800



439

1972 TRIUMPH 490CC T100R DAYTONA

Registration no. CTV 112K
Frame no. T100R GG59601
Engine no. T100R GG59601

This T100R Daytona was exported new to Lagos, Nigeria in July '72. It was delivered to Brunchenweilder, the main Triumph distributors for Africa. The Daytona was part of a batch of 50 machines supplied under a government contract (probably for use by the military or police). The motorcycle was later imported into Ireland where it was registered 'LY 5811'. In 1992 it was brought to the UK and given the age-related registration 'CTV 112K'. Our vendor purchased the T100R at Brooks' Stafford sale in October in 1997 (Lot 249). It has several unusual features including folding rider's footrests and a strengthened Dunlop wheel for off-road use (only fitted to T100C models). The machine is painted in its original green and silver colour scheme, representing the Nigerian national colours (the UK model would have been Cherry Red and white.) The following works have been carried out: new indicators fitted (1997); engine rebuilt and unleaded conversion (2000); gearbox rebuilds using new-old-stock from Triumph specialist Mark Spares (2001 and 2005); speedometer rebuilds by specialist A Popple (2001 and 2002); clutch rebuilt (2002); engine rebuilt using new-old-stock parts from Triumph specialists; new Amal 626 carburettors fitted (2005). The vendor has used the Triumph for road runs, rallies and shows; it was last ridden circa 2013/2014 and benefits from a new battery (supplied). Offered with a dating letter, sundry bills, expired MoTs and tax discs, and copy/current V5/V5C documents. Offered with key.

£2,800 - 3,400





440

1982 HONDA CB250RSA

Registration no. UBW 234X

Frame no. MC02-201994

Engine no. MC02E-2020033

Honda had traditionally favoured twin-cylinder models in the roadster quarter-litre class but for 1980 introduced a single-cylinder contender: the CB250RS. Boasting a single-overhead-cam, four-valve engine equipped with contra-rotating balancers, the diminutive RS was a lively and agile performer, endearing itself to urban commuters and dispatchers alike. And with sharp styling, a black-finished engine, alloy wheel rims and twin megaphone exhausts, it certainly looked the part and was a well-deserved success. It wasn't slow either: Bike magazine achieved a best one-way of 91.4mph flat on the tank, yet ridden less enthusiastically the frugal RS eked out 64 miles to the gallon. This CB250RSA (kickstart model) was purchased new by the current owner from Risborough Cycles in March 1982. The machine was used for commuting and trips to local speedway tracks and other motorcycle events. After a few years laid up, it was recommissioned in 1996 by Brian Gray at Powerbiking (invoices on file). The Honda was again laid up around 2009 and will need further recommissioning before use. It has covered only 14,196 miles in the hands of its one and only owner and still has the original Honda exhaust pipes and wheels, as well as a genuine Honda luggage rack and period Tower panniers. The machine is offered with an owner's manual; a couple of expired MoTs and tax discs; and old/current V5/V5C documents.

£800 - 1,200

No Reserve



441

1999 KAWASAKI 676CC W650

Registration no. T292 JJW

Frame no. JKAEJ650AAA003034

Engine no. EJ650AE003057

With the growing popularity of nostalgia-inspired 'retro' styled motorcycles, it was entirely predictable that Kawasaki would reprise its iconic Z1/900/1000 range in the form of the Zephyr. What no one expected was that the Japanese manufacturer would look back even further – to the W1 of the 1960s – and produce an updated version of one of the first big four-strokes to be badged as a Kawasaki. Introduced in October 1965, the W1 was inspired by the BSA A10 650 twin but differed considerably in internal detail. Although it remained an air-cooled vertical twin, the W650 departed even further from the original BSA conception, boasting a shaft-driven overhead camshaft, electric starter and disc-braked cycle parts. Brilliantly styled and well equipped, it appealed to those who craved 1960s style but had no time for the oil leaks, dodgy electrics and general unreliability associated with British bikes of the period. The example offered here has had two previous owners and was acquired by our vendor in 2001. Used mainly for touring, the machine was ridden and serviced regularly until the outbreak of the Covid epidemic. It last ran circa 2018. Recommissioning, including a new battery, will be required before the Kawasaki returns to the road. The machine comes with an owner's manual, service booklet, SORN paperwork, and a current V5C. The genuine Kawasaki luggage rack and Givi Monokey panniers are worthy of note. Offered with key

£2,600 - 3,000



442

1966 MATCHLESS 745CC G15CS

Registration no. BVG 152E

Frame no. 119343

Engine no. G15CS/119343

Following the handful of G15s built for export only in 1962 and fitted with AMC's own 750cc engine, the concept was revived in the middle of the decade using the Norton Atlas engine in the existing G12CSR frame. By this time Norton production had been shifted to AMC's Plumstead factory, and in a further move towards product rationalisation the new G15 roadster (and similar AJS Model 33) was fitted with Norton hubs and Roadholder forks. CSR sports roadsters and trail-styled CS models followed soon after, and these Norton-powered models were the only AMC twins left in production by the end of 1966. Manufacture ceased the following year and today these relatively rare AMC/Norton hybrids are becoming increasingly collectible. This rare, matching-numbers G15CS was despatched on 25th December 1966 to Berliner Motors in New Jersey, USA. The machine was imported from Ontario, Canada circa 1998 and registered in the UK on 15th August 1999. Our vendor purchased the Matchless in November 2009, since when it has been used sparingly in the summertime only and dry stored since purchase; it last ran earlier this year. Accompanying paperwork includes an AJS & Matchless OC dating certificate; old Canadian registration documents; expired MoTs and tax discs; numerous bills; photocopied literature; old/current V5C documents; and a detailed invoice relating to extensive restoration carried out in 1998 at a cost of £1,931. Offered with key.
£6,000 - 8,000



443

1955 MATCHLESS 499CC G80 PROJECT

Registration no. YHA 123

Frame no. A23784

Engine no. 55/G80 S 27129

Associated Motor Cycles announced its post-war range of AJS and Matchless 'heavyweight' singles in June 1945. Coded Model 18 and G80 respectively, the two 500cc models shared the same 93mm stroke as their 350cc brethren, coupled to an 82.5mm bore. Housed in a rigid frame with Teledraulic front fork, the ruggedly built overhead-valve engine drove via a four-speed gearbox. 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'. Cleverly, AMC had devised this frame by the simple expedient of producing a new suspension-carrying rear sub-frame that bolted on in place of the old rigid back end. Thus, it proved a relatively simple matter for owners of older rigid models to update them. Most enthusiasts would agree, though, that the rigid framed bikes – as seen here – are by far the most attractive. Pipe for restoration, this time warp G80S has been in the late owner's possession for over 20 years and before passing, he was attempting to start the restoration (note the restored petrol tank) however not much was completed before his sad passing. Little history is known of this Matchless and is sold as seen with the mechanical condition unknown, offered with an old style V5, old style logbook, invoices and literature. Key not required.

£2,000 - 3,000



444

Holder of the Guinness World Record: land vehicle with most cylinders

2003 WHITELOCK 4200CC TINKER TOY

Registration no. A48 CYL

Frame no. SW000048

- Unique 48-cylinder motorcycle
- Sixteen Kawasaki KH250 engines
- Offered for sale by its creator
- Road legal



This 48-cylinder Kawasaki behemoth is the work of prolific special-builder Simon Whitelock and was created with sole purpose of setting an unbeatable Guinness World Record as the land vehicle with the most cylinders. The machine takes its name from a B17 Flying Fortress bomber of WW2, one of Simon's other interests being the multi-cylinder aero engines of the period. (Tinker Toy is the American equivalent of Meccano.)

A died-in-the-wool Kawasaki fan, especially of the KH250 triple, Simon built his first Kwacker special, a triple-based four-cylinder, around 1987, following up with a nine-cylinder triple-triple, seven-cylinder inline triple, and then an H2R replica. At the same time Alan Millyard, the well known motorcycle engineer and builder of some of the most spectacular specials of recent times, was also creating multi-cylinder designs. Determined to put an end to the multi-cylinder 'arms race', Simon hit upon the idea of building a 48-cylinder monster using sixteen KH250 engines, the latter being chosen for their cheapness and availability. The bike would not be built for power or speed, but solely to put the record beyond anyone else's reach.



The project commenced in 1998 and was not completed until 2003, with 80% of the work being done in the final year. The cylinders have been configured as six straight-eights, each with its own ignition and Mikuni carburettor, while the exhaust is laid out as a 24-into-1 on each side. The 'tank' is a stretched KH250 component that serves as a cover for electrical and ignition components, while the actual fuel tank (made from 150mm diameter stainless steel tubing) is located between the middle and lower cylinder banks. There is also a 125cc single-cylinder two-stroke scooter engine, which serves as the starter motor.

Needless to say, the frame was custom made. The front end is from a Honda Gold Wing, the Hagon wheel rim being laced with heavy-duty spokes, as is the rear, while the transmission was taken from a BMW K100. Extra springs were fitted to the front forks. The clocks are Scitsu, as is the modified tailpiece, while electrical power is provided by a car-type alternator. The bike weighs 600kg, amazingly, it is road legal. When it first fired up, without the exhaust system, Simon says the engine sounded just like a Rolls-Royce Merlin, which he must have enjoyed as a devotee of WW2 aviation. The machine is said to be very smooth when running.

A recent attempt to get the machine running failed, although the engine did 'fire up' a little. The starting motor fired up OK but it would appear that the Mikuni carburettors' jets are blocked (the engine last ran in 2015). Thankfully, there are only six such carburettors to deal with! Simon has said that he is willing to help the successful purchaser get the machine running. There is a two-part film on Youtube of Simon discussing the build of this machine and a wonderful video of him riding the bike! Viewing is highly recommended.

Guaranteed never to be upstaged, no matter what the company, this breathtaking Colossus of a motorcycle comes with its framed Guinness World Records certificate and a UK V5C registration document.

Offered with key
£40,000 - 60,000

445

2015 NORTON COMMANDO 961 SPORT

Registration no. FJ65 BKZ

Frame no. *SAYCMM01SFY000859*

Engine no. 501-1050

- Purchased from new
- One owner from new
- Circa 4,300 miles from new



Few motorcycle makers (outside Italy) have had as troubled a history as Norton, which over the last 40 years has undergone periodic revivals, all of which, ultimately, failed. Norton's enduring fascination stems from a reputation forged on the world's racetracks during the first six decades of the 20th Century, when the silver-and-black bikes from the Bracebridge Street factory swept all before them.

Development and production of a new Commando model had begun by Kenny Dreer of Oregon in the late 1990s, and this all-new design was further developed at Norton's factory at the Donington Park race circuit. Recognisably related to the last Commando of the 1970s, the new café racer-style Norton roadster boasts an over-square (88x79mm) air-cooled overhead-valve twin-cylinder engine incorporating a 270° crankshaft and counter-balancer.

A maximum output of 82bhp (at the rear wheel) is claimed, giving a top speed of over 130mph. Deliveries of the new Norton Commando 961 commenced in 2009 with the SE model, which was followed by the Café Racer and Sport. The Commando 961 continues to be manufactured under the auspices of Norton's new Indian owners, the TVS Motor Company.

This Norton Commando 961 Sport was purchased new from the factory on 25th September 2015 by the current vendor. We are advised by the vendor this machine comes with full service history: two years at the factory followed by six at Norton dealer Crazy Horse. New 'de-cat' exhausts were fitted on 27th November 2015 (see bill on file); the original exhausts are available and the machine also comes with a factory service manual and a charger for the lithium battery. Last run in August 2023, the machine was MoT'd in 2023 at 4,301 miles (current reading 4,356 miles). Offered with a current V5C document.

£10,000 - 14,000

446

NORTON MANX 500CC MODEL 30 RACING MOTORCYCLE REPLICA

Registration no. not registered

Frame no. none

Engine no. 138

- *Built by the late engineer owner*
- *McIntosh Manx frame*
- *Molnar Precision engine*
- *Requires finishing*



"With a history stretching back almost to the very dawn of motorcycling itself, the Norton single is without doubt the greatest of all the over-the-counter production racers." - Mick Walker, Manx Norton.

Dubbed 'Manx Grand Prix' in 1939, what would become the best-known racing motorcycle of all time had become simply 'Manx' when production resumed in 1946. Norton's over-the-counter Manx racers were much the same as their pre-war counterparts, with single-overhead-camshaft engine, 'square' cylinder head finning, upright gearbox and plunger-suspended 'garden gate' frames. Only the presence of the Roadholder telescopic front fork readily distinguished them from the '39 machines. 1949 brought the first significant change in engine specification, the Manx gaining a double-overhead-camshaft 'head like that enjoyed by the works bikes for many years, but the major development was the arrival of the Featherbed frame for 1951. The works' adoption of the McCandless-designed duplex-loop swinging-arm chassis the previous year had given the Nortons a new lease of life in Grand Prix racing, and Geoff Duke duly took both the 350 and 500cc world titles in 1951. The cycle parts remained essentially unchanged from then on apart from the adoption of a double-sided, twin-leading-shoe front brake for 1962.

Manx engine development, though, continued steadily, latterly under Doug Hele's direction, until production ceased at the end of '62, among the most significant design changes being the adoption of 'square' bore and stroke dimensions for 1954 and coarser-pitch bevel teeth in 1957. Loved and admired by all that have ridden one, the Manx Norton in its many forms is a mainstay of today's classic racing scene.

This Norton Manx was conceived as a personal project by the lady vendor's late engineer husband, who sadly died leaving it uncompleted. Starting circa 2008, the Manx has been built using only the best components from recognised specialists, including a 1961-specification Manx frame and swinging-arm from McIntosh Racing in New Zealand and an 86-bore engine from Molnar Precision in the UK. Other specification highlights include a Quaife five-speed gearbox, Bob Newby clutch, and BTH Components self-generating ignition. The Manx was intended for road use and has been equipped with lights and indicators. It is not known what further works would be required to finish the machine, which as a result is sold strictly as viewed. Accompanying documentation includes an extensive file of information on the build, including McIntosh's invoice and a spreadsheet listing components and their suppliers.

£6,000 - 10,000



447

C.1969 NORTON 745CC ATLAS CAFÉ RACER

Registration no. BIJ 4150

Frame no. J122/58594

Engine no. 20/113098/P

First seen in prototype form in 1962, the 745cc Atlas represented the biggest stretch yet applied to Norton's parallel twin. Built for export only initially, the Atlas was fundamentally a larger-engined version of the existing 650SS, using the same Featherbed frame/Roadholder fork cycle parts. The arrival of the similar-capacity Isolastic-framed Commando in 1967 spelled the end for the Atlas, which disappeared from the range towards the end of 1968. Today this muscular road-burner is highly sought after by collectors. The Norton café racer 'special' offered here incorporates an early wideline Featherbed frame from a 1954 Dominator 88 and an Atlas engine dating from 1965. The registration dates from 1969. We are advised the machine was rebuilt in 2015 and the magneto refurbished 2017 with a Brightspark surface condenser; there is also a regulator/rectifier with capacitor, so no battery is required. Other notable features include LED indicators and tail light; a Bob Newby racing clutch and belt drive; Bartel alloy fuel and central oil tanks; Borrani alloy wheel rims with stainless spokes; Avon Roadrider tyres; Commando TLS front brake; rear-set footrests; clip-on handlebars; and short Gold Star silencers. Last run in March 2024, the machine is offered with sundry bills, an old-style logbook and a V5C document. Offered with key.

£5,000 - 7,000



448

1971 TRIUMPH 490CC T100R DAYTONA CAFÉ RACER

Registration no. WOP 629J

Frame no. obscured by fuel tank (NE01342 to V5C)

Engine no. NE01342 T100R

Competition success in the USA prompted Triumph to adopt the 'Daytona Tiger' name for their top-of-the range sports '500' in 1966, Buddy Elmore having won that year's prestigious Daytona 200 race on a works twin, a feat Gary Nixon repeated the following year on his way to the first of back-to-back AMA titles. With the relaunch of the BSA-Triumph range in November 1970, by which time it had gained the 650's excellent twin-leading-shoe front brake, the 'Tiger' part of the name was dropped and the Daytona's model designation changed to 'T100R'. However, the proposed closure of Triumph's Meriden factory led to a workers' occupation of the plant in September 1973. When the plant eventually reopened, the two 500cc models in production immediately prior to the shutdown – the T100R Daytona and the TR5T Trophy Trail – were not revived. The current vendor acquired 'WOP 629J' on 27th March 1991 and not long after had the engine completely stripped and rebuilt by Fowlers of Bristol. Since the rebuild's completion the Triumph has been kept in dry storage, covering a mere 68 miles. The displayed mileage at the time of photography/cataloguing was 22,514. Accompanying documents include a old/current V5C Registration Certificates; old MoTs (most recent expired April 2013); DVLA correspondence; and a Footman James Agreed Certificate of Insurance (2017). One key present. Offered with key.

£4,000 - 6,000



449

1929 SCOTT 596CC FLYING SQUIRREL PROJECT

Registration no. unregistered

Frame no. 3573M

Engine no. PY2383A

Although recognisably derived from the 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 Vintage-era Flying Squirrel 'barn find' is offered from the collection belonging to the vendor's late father, who purchased it in the 1970s. The Scott was dry stored in a former chapel until the owner passed away in 2023. There are various spares with this Lot including a fuel tank and two sets of crankcases: 'FY3341A' and 'FY2485A' (damaged). Offered for restoration and sold strictly as viewed, the machine comes with a purchase receipt dated April 1974. (The engine turns over and gears select.)

£4,000 - 6,000



450

C.1904 UNIDENTIFIED VETERAN MOTORCYCLE PROJECT

Registration no. not registered

Frame no. unable to locate

Engine no. 17

At time of cataloguing, and despite consulting acknowledged experts, it had not been possible to identify this Veteran-era motorcycle, which appears to be unrestored. Notable features include an Ormonde oil pump fitted to the petrol tank, direct drive by belt; pedal assistance; leather saddle; and an un-braked front wheel, which we are advised is a later replacement. This interesting project is accompanied by a Werner engine. The private vendor advises us that when he purchased it over 50 years ago, he was told he it is an Ormonde and various collectors believe the machine to be an Ormonde (see correspondence on file) however it should be noted the Sunbeam Motorcycle Club are unable to positively identify and date the machine at present. Between 1901 and 1904, Ormonde rose in popularity as a motorcycle brand, using Belgian Kelecom engines positioned behind the saddle and frames crafted by Taylor Gue Ltd. In 1904, Ormonde merged with Kelecom, incorporating Wells and West, London, and shifted to a conventional engine layout, enhancing performance with mechanically operated valves and an 80x80mm Bore and Stroke. Their early machines featured rudimentary designs with engines nestled between the seat tube and rear mudguard. By 1903, Ormonde expanded its offerings to include various engine sizes and models. In 1904, they repositioned the engine, introduced new belt drives, and expanded their product range before facing financial troubles and closing. Offered for restoration and strictly as viewed, prospective bidders must satisfy themselves with regards to the manufacturer, date, condition, completeness, correctness, or otherwise prior to bidding. Key not required.

£4,000 - 6,000



451

C.1913 OK PRECISION 4¼HP 598CC PROJECT

Registration no. AD 3004

Frame no. 303

Engine no. 8317B

- *Very rare machine*
- *Exciting unfinished project*
- *Original early registration number*



In April 1912 "Motor Cycling" wrote: "The name of Humphries and Dawes, of Birmingham, has not been hitherto prominently before private purchasers for the reason that their output has been absorbed in trade quarters. The O.K. motor-bicycles, of which they are the makers, are, however well-built machines, with which they have now entered the retail trade. They have placed three models of 4¼hp, 3¾hp, and 2½hp upon the market. The standard change-speed gears employed by them are the Armstrong, Bowden countershaft, Albion, and Sturmey-Archer, although any specified make desired can be incorporated to order. All models are Precision engined...."

Frank Baker, originally from Poole in Dorset, established the Precision engine concern in 1906 after studying production engineering in the USA. Initially making bicycle components, Precision built their first motorcycle engines in 1910. This proved extremely successful, and only one year later no fewer than 96 different machines at the 1911 Olympia show were fitted with Precision engines.

OK continued trading until 1926 when the partners went their separate ways. Ernie Humphries started his new OK Supreme operation, while Charles Dawes concentrated on bicycle production. Meanwhile their Hall Green factory was taken over by Veloce who were looking for more manufacturing capacity following their runaway win in the 1926 Junior TT.

In 2007 the late Howard German, lifelong motorcycle enthusiast and hugely successful racer, bought this OK Precision in a dismantled state from the son of its previous owner. It had been stripped down 27 years previously, and the components stored in a dry loft, but the then owner died before commencing re-assembly. Howard conducted a massive amount of research, and made considerable progress with the rebuild, but very sadly he also passed away before he was able to finish it. This exciting OK project is now offered for sale for someone else to complete and enjoy.

Please note that the OK was photographed without the two speed gear, but the gear is included as part of this project, and there are separate photos of it on our website. It has been identified as a P&M unit, and we understand that it has been overhauled at considerable expense by recognized specialist Kevin Hellowell. The AD series of registration numbers were issued in Gloucestershire, and fortunately the records still exist. Four pages of photocopies of the original ledgers are supplied which show that the OK was originally registered to William Henry Trounce Hearle of Little Washbourne near Tewkesbury on March 26th 1913. AD 3004 is also accompanied by a V5C and a substantial history/research file.

Prospective bidders should satisfy themselves as to the project's completeness, authenticity, and mechanical condition prior to bidding. No keys are supplied. Sold strictly as viewed.

£3,000 - 6,000
No Reserve

452

1916 P&M SINGLE CYLINDER 3 1/2 HP

Registration no. SV 4112

Frame no. 225S

Engine no. 488-6 S

Phelon & Moore (P&M) was founded in Cleckheaton, South Yorkshire in 1904. Joah C Phelon, partner with Harry Rayner in a small engineering business in the town, had built his first prototype motorcycle in 1900, the rights to which were bought by the Humber company. Following Rayner's untimely death in 1903 Phelon entered into a fresh partnership with Richard Moore. Phelon's first designs had featured engines with inclined cylinders forming part of the frame, and this trademark arrangement was continued by the newly formed P&M. Mainstay of production prior to WWI was a 3½hp single that would be progressively developed, gaining magneto ignition, a contracting-band rear brake, P&M's own front fork and a mechanical inlet valve as the years passed. When war broke out in August 1914, the 3½hp P&M, which had been undergoing assessment by the War Department, was chosen as official motorcycle transport for the newly formed Royal Flying Corps. This 1916 P&M is believed to be ex-RFC. The machine was restored several decades ago and ridden in the Banbury Run before being put on display in an office. The current vendor purchased the P&M two years ago and has ridden it sparingly; he is now thinning out his collection, hence the decision to sell. The machine was last run in February 2024. Offered with an old sales receipt (1992), expired MoT (1994), and a V5C document.

£12,000 - 16,000



453

1919 DOUGLAS 2¼HP

Registration no. SV 7373

Frame no. 42066

Engine no. 40805

The Bristol-based Douglas Foundry took up motorcycle production in 1907 with a machine powered by a horizontally-opposed, twin-cylinder engine. Fore-and-aft installation made for a slim machine with a low centre of gravity. Douglas were quick to realise the advantages of the countershaft gearbox and its three-speed entries gained 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. By the time hostilities ceased, Douglas had supplied 25,000 motorcycles to British, Belgian and Australian forces in France. Despite the war having ended in November 1919, production for the military continued until January 1919, and leftover Army contract and ex-War Department machines were the only ones on offer to civilian customers initially; in any case, no need was seen for major changes to the design. Stamped 'WD 1919', this 2¼hp Douglas is one of the aforementioned former military models. According to our vendor, this machine was treated to a meticulous full restoration by a Douglas enthusiast and engineer, who used it sparingly before selling it to the vendor. Ridden regularly around country lanes, bowling along at a nippy 45mph, the Douglas is said to be an easy starter, very reliable and with a gearbox that works very well. It last ran in February 2024. Offered with old/current V5C documents and a copy of The Book of the Douglas.

£7,500 - 10,000



454

1907 QUADRANT 453CC

Registration no. X 2085
Frame no. Unable to locate
Engine no. 126 (see text)

- *Rare Coventry-built example*
- *Restored by a previous owner*
- *Pioneer Run participant in 2018*
- *SMCC Pioneer Certificate*



In the early 1880s, Walter and William Lloyd patented a pedal tricycle steering mechanism, calling their invention 'Quadrant', a name that would later be applied to complete bicycles, tricycles and motorcycles. Built at Sheepcote Street, Birmingham, the first of the latter appeared in 1901, making Quadrant one of this country's earliest motorcycle manufacturers. Called the 'Autocyclette', the first Quadrant was little more than one of the firm's bicycles with a proprietary Minerva engine attached to the front down-tube. For 1903 the design was revised, the engine, now Quadrant's own, moving to the conventional 'Werner' position within a new loop frame.

Early in 1907 the Lloyds split with fellow board member Tom Silver, Walter going his own way to manufacture the LMC while Silver retained the rights to the Quadrant name and designs. After a relatively brief sojourn in Coventry, the firm returned to Birmingham in 1911. A 1,129cc v-twin was added to the range for 1913 but did not last long, the mainstay of Quadrant's production at this time being a 600cc single. Post-WWI, large-capacity singles, of 654cc and 780cc, continued to be a fixture of the range, to which was added a 490cc model in 1924. An overhead-valve, twin-port version of the latter was new for 1927, but by now Quadrant was in terminal decline and production ceased in 1928.

This magnificent Veteran-era Coventry-built Quadrant was restored over a period of years by a previous owner. The extensive history file contains numerous hand-written notes and technical drawings relating to its 'last nut and bolt' restoration. The previous owner kept the Quadrant in immaculate condition and rode it on the Pioneer Run in March 2018 (number '36'). A centrifugal clutch was fitted at some time in its history, which makes this Quadrant a very practical machine, and it also has a later carburettor (original supplied). The aforementioned file also contains photocopies of old-style registration documents; photocopied marque-related literature; a current V5C document; and a Pioneer Certificate (issued 1999). It should be noted that the latter states 'engine is not original but is period'.

The old-style registration documents quote engine number '3432' which relates to the crankcases offered within the machines' accompanying spares. There are hand-written notes within the history file relating to the engine change.

£15,000 - 20,000

455

1913 TRIUMPH 550CC 'MODEL C'

Registration no. BT 1163

Frame no. 211607

Engine no. 23281

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 for 1914. When this Model C was manufactured there were three other types in the 1914 range: two of 4hp (550cc) and one (the TT) of 3½hp (499cc), the major differences being the kind of transmission employed. 'BT 1163' has been in the vendor's family for circa 100 years, having first belonged to his grandfather. Restored circa 25 years ago by the vendor and his father, the Triumph has not run for at least 15 years and will require recommissioning before further use (the vendor advises us that the engine is free and not seized). Non-original parts are the seat, fuel tank caps, and leather tool bags, all of which were made from scratch. Also, the ignition and carburettor levers are slightly later types (originals available for restoration). Accompanying documentation consists of a 1913 Repairs & Spares Catalogue; reproduction 1912 brochure; DVLA correspondence; a 1923 tax disc; and a current V5C registration document. The machine also comes with a tool roll complete with tools.

£7,000 - 10,000



456

C.1919 DOUGLAS 2¾HP

Registration no. S 9397

Frame no. 42972

Engine no. 41647

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. No need was seen for major changes when hostilities ceased. This 2¾hp Douglas was sold new in Edinburgh and used in that area before being placed in heated storage circa 1960, remaining there until purchased by our vendor in August 2015. The wheel bearings and steering head bearings were replaced, the magneto overhauled and new tyres fitted, after which the Douglas was ready to be enjoyed; indeed, the vendor says he has had more fun with this bike than any other. It was last run in November 1923. Offered with a V5C document.

£7,000 - 9,000





457
1923 BSA 4 1/4 HP MODEL H2
Registration no. SG 7240
Frame no. B6066
Engine no. 7725

The first motorcycles made by the Birmingham Small Arms Company in the early 1900s used proprietary engines such as the Belgian Minerva, and it was not until 1910 that the firm introduced a model entirely of its own design and manufacture. The first to feature the marque's distinctive green and cream tank colours was a 499cc (3 1/2hp) sidevalve single, built initially with single-speed, belt-drive transmission and later with a three-speed countershaft gearbox. Well engineered and equally well made, this first BSA proved an enormous success and changed little over the next few years, though for 1912 a two-speed hub gear was available together with an all-chain drive model suitable for sidecar work. For 1914 the range was augmented by a 557cc (4 1/4hp) long-stroke version featuring a strengthened frame and the new three-speed gearbox, which was designated Model K if fitted with chain-cum-belt transmission or Model H with fully enclosed all-chain drive. This Model H2 was resident in Glasgow and then Orkney before returning to the mainland circa 1970. The vendor advises us that the magneto has been overhauled; the engine rebuilt with a new piston and bearings; and new wheel spindles and bearings fitted. The vendor has enjoyed riding the BSA, which he says 'starts first kick' and has been widely admired. Last run in November 2023, the machine is offered with an old-style logbook and a V5C.

£5,500 - 7,000



458
Property of a deceased's estate
1924 AJS 350CC MODEL E4
Registration no. OM 856
Frame no. 34696
Engine no. 34696 (brass plaque)

The first AJS of 1911 was a single-cylinder sidevalve-engined lightweight displacing 292cc. That same year the company first entered the Isle of Man TT, 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 2 3/4hp (350cc) sidevalve 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 early Vintage sports machines. First registered on 20th December 1924, 'OM 856' was acquired by the late owner in June 1964. In 1983 the machine was involved in a road traffic accident, which saw the owner seriously injured, and comes with correspondence relating to its recovery and the costs of the extensive repairs required. Still carrying its last tax disc, which expired on 31st August 1983, the AJS has not been used since the rebuild's completion in the mid-1980s. Following a period of inactivity, the machine will require recommissioning or restoration to greater or lesser extent before further use and thus is sold strictly as viewed. Prospective purchasers should satisfy themselves with regard to this motorcycle's completeness, originality and mechanical condition prior to bidding (the engine turns over with compression). Accompanying paperwork consists of an old-style buff logbook (issued 1932); an old V5 document; and the aforementioned correspondence.

£4,000 - 5,000



459

1936 COVENTRY EAGLE 250CC K6 SPORTS MODEL

Registration no. DPG 273

Frame no. 83558

Engine no. POZ/D41167

Originally a bicycle manufacturer, Coventry Eagle built a diverse range of machines using proprietary engines, mainly those of J A Prestwich, from 1901 to 1939. A landmark development for the company was the introduction in 1927 of a two-stroke lightweight featuring a novel pressed-steel frame, and this method of construction spread to larger models the following year. Although Coventry Eagle manufactured its own small-capacity two-stroke engines, the majority of its 'stokers' used Villiers power. In 1936 three models were offered within the 250cc bracket, the M10, M11 and M12 whilst in 1935 they offered the K3 Sports Model like the one offered here. Purchased by the current in 2017, it was fully restored by the previous owner and has only been ridden once since the current vendor bought it! Dry stored and looked after, it should only need careful light recommissioning to return to the road, a head turner at any show is assured. Documentation consists of a current V5C, manuals, photographs and correspondence. Key not required.

£5,000 - 8,000



460

1932 COVENTRY EAGLE 150CC SILENT SUPERB

Registration no. XG 1548

Frame no. 65362

Engine no. 4168

Originally a bicycle manufacturer, Coventry Eagle built a diverse range of machines using proprietary engines, mainly those of J A Prestwich, from 1901 to 1939. A landmark development for the company was the introduction in 1927 of a two-stroke lightweight featuring a novel pressed-steel frame, and this method of construction spread to larger models the following year. Although Coventry Eagle manufactured its own small-capacity two-stroke engines, the majority of its 'stokers' used Villiers power, like the example offered here. In 1932 only two models were made with the 150cc engine fitted, the Eclipse and Silent Superb. Both being very similar and the main difference being the Albion gearbox being fitted with either a two speed (Eclipse) or three speed (Silent Superb). Purchased by the vendor in 2017, it was restored before acquiring it and has been dry stored and cared for since. The vendor has advised he has had it running recently and that the petrol tank has been recently restored to his high standards. Sadly not much is known of its previous history but is offered with a current V5C.

£3,000 - 5,000



461

1932 ARIEL 601CC MODEL 4F SQUARE FOUR

Registration no. GY 3625

Frame no. T178

Engine no. T828

- *Early overhead-camshaft Square Four*
- *Only two owners since 1933*
- *Present ownership since 1977*
- *Stored as part of a private collection of Ariels*
- *Seen for the first time in decades*



Designed by the legendary Edward Turner, the Ariel Square Four was first shown at Olympia in 1930. Unique at the time of its introduction, the 'Squariel', as it was swiftly dubbed, featured a single block of four cylinders and twin geared-together crankshafts with pistons phased at 180 degrees. The crankcase was split horizontally, unusually for a motorcycle engine of the period, while the vertical valves were operated by a single overhead camshaft. A supercharged example was raced at the Isle of Man TT in 1931 without success, which was hardly surprising as its makers had envisaged the model as more of a luxury tourer than an out-and-out sports machine.

Although launched as a '500' (actually 498cc), the Squariel was soon enlarged to 601cc with an eye on the important sidecar market, this bigger 4F6 version being made available for the 1932 model year. The '500' was dropped after 1932 but the '600' continued until the end of 1936. In 1937 a total redesign saw the concept re-emerge as the Model 4G, with 995cc overhead-valve engine, making the Squariel an even more enticing prospect for sidecarists.

To date, the innovative Ariel Square Four remains unique in motorcycling history; a true 'gentleman's motorcycle', this refined yet characterful machine retains an enthusiastic and loyal following, and is highly prized by discerning enthusiasts.

Exuding patina and offered for sympathetic restoration and/or 'oily ragging', the current vendor purchased this early Square Four in June 1977 (paying £425 for the machine) from a Mr Richard Charles Manning of Chingford, who had bought it in 1933. Ridden when acquired, a notable modification from standard specification includes a foot change. 'GY 3625' has been kept in store since purchase as part of a private collection of Ariels, and still carries a tax disc that expired in 1953. Seen for the first time in several decades, the machine is offered with an old-style continuation logbook (issued 1947); old/current V5/V5C documents; and a certificate of insurance from 1952-1953.

£12,000 - 15,000

462

1936 TRIUMPH 493CC MODEL 5/5

Registration no. 656 XUG

Frame no. S.2749

Engine no. 5.S6.2902.

- Present family ownership since 2007
- Used regularly up to September 2019
- Last started in 2024
- Requires recommissioning



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.

The handsome twin-port machine offered here has a four-speed foot change, and the larger 8 inch front brake. '656 XUG' previously belonged to the current lady vendor's late father who acquired it in January 2007, and was passed on to her in 2014.

The machine was used regularly up until September 2019, and at time of photography/cataloguing displayed a total of 21,319 miles on the Smiths 80mph speedometer's odometer. Presented in 'oily rag' condition, the Triumph was last started in February 2024; however, it will require some degree of recommissioning following a period of inactivity and thus is sold strictly as viewed.

Accompanying documents include old/current V5C Registration Certificates; DVLA tax correspondence; and various bills/receipts for parts, including one for a Morgo single-plunger oil pump in 2020. Also included with the Lot is a selection of spare parts and a spare gearbox (number 'S6-4201').

£8,000 - 10,000



463

1938 VELOCETTE KSS MARK II

Registration no. EHA 568

Frame no. MS4584

Engine no. KSS 8450

The Percy Goodman-designed, overhead-cam Model K first appearing in 1924. Of 348cc, the new engine employed a single overhead camshaft driven by vertical shaft, and was unusual in having a very narrow crankcase, an arrangement determined by the existing transmission and frame design, which made for a stiff crankshaft assembly. By the end of the 1920s Veloce's range of K-Series roadsters boasted a host of variations on the theme that included Normal, Sports, Super Sports, Touring, Economy, and twin-port models. Introduced in 1925, the KSS was the Super Sports version while the KTS tourer employed the same overhead camshaft engine in virtually identical cycle parts, differences being confined mainly to mudguard style and wheel sizes. Introduced for the 1936 season, the MkII version of the KSS/KTS represented a major redesign, featuring many improvements including a new aluminium-alloy cylinder head with enclosed valve-gear, plus the cradle frame and heavyweight Webb forks of the new MSS. Purchased in a dismantled condition from our 2017 Spring Stafford Sale (lot 103), this KSS MkII was subsequently restored to a good order, including a complete engine rebuild by Paul Fox (of Fox Craft, Stockbridge) and Dave Lindsley magneto and dyno rebuild. A switch/valve was fitted to stop dry-sumping (and the machine cannot be started unless switched on). Only being sold due to a change in circumstances, the vendor was in the process of completely the electrics (which will need to be finished). Offered with a V5C Registration Certificate and an old-style logbook (issued 1945) listing six previous keepers to the current owner. Also included are a spare head, barrel and pistons.

£12,000 - 16,000



464

1966 VELOCETTE 499CC VIPER CLUBMAN 'SPECIAL'

Registration no. HRT 518D

Frame no. RS 18816

Engine no. VR 4516

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, these models were known as the Clubman Veeline. This Viper Clubman 'Special' has been fitted with a Venom engine top-end, raising the capacity to 499cc. The machine comes with a dating letter revealing that it retains matching frame/engine numbers and left the factory on 30th March 1966 as a Velocette Viper Clubman in black, destined for Wrights of Lowestoft. The first owner was one I J Coleman of Lowestoft. Our vendor purchased the Viper in 2003, since when it had been used for summer runs and kept in dry storage; it last ran earlier this year. Additional paperwork includes numerous expired MoTs; photocopied factory despatch records; and old/current V5/V5C documents.

Key not required.

£4,000 - 6,000



465

1938 RUDGE 250CC SPORTS

Registration no. EUL 54

Frame no. 178

Engine no. 62785

Known for technical innovation, Rudge singles were among the first to employ four-valve heads, while as early as 1925 rear-front linked braking was available, both features well ahead of their time. In competition Rudges acquitted themselves well, coming home 1-2-3 in the 1930 Isle of Man Junior TT, and 1-2 in the Senior race. The year before, team rider Graham Walker had won the Ulster Grand Prix, leading to the Rudge Ulster replica, guaranteed to do 100 mph. For the 1938 season the 250cc two-valve Sports, as seen here, was introduced. Sadly it would be among the last Rudges, as production ceased in December 1939 when the factory was switched over to radar manufacture for the war effort.

This stunning 250 Sports has been owned the current vendor for the last 6 years and was completely restored before his ownership but with not being satisfied with some of the work carried out, he set about having the carburettor rebuilt and the rims rechromed with the original offset spokes. Offered with a V5C. Key not required.

£4,000 - 6,000



466

1934 TRIUMPH 148CC MODEL XV/1

Registration no. FK 6006

Frame no. 2678

Engine no. 6551

First registered on 9th March 1934, this rare Villiers-engined Triumph two-stroke was owned from new by one Kenneth Harrison of Worcester, who worked in the Worcester City Vehicle Taxation Office; the accompanying original and continuation logbooks and tax discs are in his own handwriting. The Triumph was used by Mr Harrison until 1942 and last taxed in 1945 and 1948; petrol was rationed at the time and it is believed licensing was only done to obtain extra for the owner's car! The machine was used locally and for occasional longer journeys to the seaside. Subsequently it was kept in a summerhouse/shed for over 30 years until ownership passed to our vendor in 1977. In 1977/78 the machine was stripped and dismantled and the frame re-enamelled, metalwork re-chromed, and fuel tank lined. It was then reassembled, the engine recommissioned to running order, and new tyres fitted. The motorcycle has been unused and dry stored since then; it is currently a non-runner requiring recommissioning and thus is sold strictly as viewed. The machine is offered with various instruction manuals; a 1934 Triumph brochure; a guarantee; and a parts catalogue. Also included in the sale is a pair of leg shields; a luggage rack and pillion pad; and the tool kit in its original roll. The registration 'FK 6006' is recorded in the HPI database. Key not required.

£1,000 - 2,000

No Reserve





467

1954 NORTON 350CC 'MODEL 40 INTERNATIONAL'

Registration no. KFZ 1517

Frame no. J122/56562

Engine no. 58607

One of the most charismatic model names in motorcycling, 'International' was first used by Norton for its top-of-the-range sports roadster in 1932. All new, the Inter's overhead-camshaft engine had been developed in the works racers over the preceding two years and retained Norton's classic 79x100mm bore/stroke dimensions. By the time production halted in 1939 the Inter was being built with a four-speed foot-change gearbox and plunger rear suspension, reappearing postwar in similar guise save for the hydraulically-damped Roadholder front fork, which replaced the pre-war girder. The Inter would remain fundamentally unchanged until 1953 when it gained the race-developed Featherbed frame, all-alloy engine and 'laid down' 'box. Built in 2011/2012, this Norton 'special' consists of a 1954 International alloy engine in a 1954 Dominator 88 rolling chassis with extended oil tank. We are advised the cylinder head has been refurbished with new valves, guides and valve springs, while the crankshaft was fitted with a new big-end bearing by Norton International specialist Stu Rogers. In addition, Manx cams and a new piston/rings were fitted; the magneto refurbished; and the electrics rewired. Other notable features include an Amal TT carburettor; alloy wheel rims with stainless spokes; Bob Newby racing clutch and belt drive; Avon SM tyres; and a Gold Star silencer. Last run in March 2024, the machine is offered with a V5C Registration Certificate.

£6,000 - 8,000



468

C.1965 NORTON 750CC ATLAS

Registration no. COV 468C

Frame no. 112250

Engine no. 0/123345/P

First seen in prototype form in 1962, the 745cc Atlas represented the biggest stretch yet applied to Norton's parallel twin. Built for export only initially (home market deliveries commenced late in 1964), the Atlas was fundamentally a larger-engined version of the existing 650SS, using the same Featherbed frame/Roadholder fork cycle parts. The arrival of the similar-capacity but Isolastic-framed Commando in 1967 spelled the end for the Atlas, which disappeared from the range towards the end of 1968. Almost the last of Norton's traditional featherbed-framed twins (the 650 lasted into 1970) this muscular road-burner is today highly sought after by collectors. This particular Atlas has been in the current ownership of the late vendor since 1994 where it's been dry stored and used sparingly, however the current mechanical condition is unknown therefore is sold strictly as viewed. Offered with a V5C, old style V5, invoices and expired MoT's.

£3,500 - 4,500



469

1961 NORTON 348CC MODEL 50

Registration no. XDL 299

Frame no. 13 100063

Engine no. 100063 13

Introduced in 1933, the single-cylinder Model 50 was Norton's first production overhead-valve machine in the 350 class; the 50 and its twin-port brother the 55 being junior versions of the 490cc Models 18 and 20 respectively. The new 350s were fitted with the four-speed Sturmey Archer gearbox that was adopted for all OHV Nortons that year. A hand gear-change was standard, with foot change an optional extra. The Sturmey Archer 'box, though, was destined for a relatively short life, being replaced by Norton's own four-speed foot-change unit for 1935. Norton's sporting 350 single was built in several versions and continuously developed during a production run lasting until 1963, post-war innovations including the adoption of the AMC gearbox in 1956 and a switch to superior alternator electrics and the peerless 'Featherbed' frame for 1959. This 'Featherbed' Model 50 was acquired by the previous owner in 1977 and used occasionally in the later 1970s, since when it has formed part of a museum collection. The machine was last run 40 years ago but the engine has been turned over regularly. Recommissioning will be required before it returns to the road. Purchased by the current owner to form part of a collection, the machine is offered with an old-style logbook and an old-style V5. Key not required.
£3,500 - 5,500



470

1961 NORTON 350CC NAVIGATOR DELUXE

Registration no. LSV 413

Frame no. 96464/19

Engine no. 96464/19

The Navigator was the first derivative of the all-new Jubilee 250 twin that had been introduced in 1958. Designer Bert Hopwood's original conception had called for integral cylinder barrels and 'heads, but convention won the day and separate components were used in production. Built in unit with the four-speed gearbox, this modern-looking engine was installed in a Francis-Barnett derived frame with fabricated 'down-tube'. Towards the end of 1960 the 350cc Navigator was announced. The motor was bored and stroked and the cylinder block became a one-piece casting. Otherwise changes were few, although the cycle parts were up-rated with the Roadholder front fork and 8" diameter brake. The Deluxe version came with then fashionable rear enclosure. Motor Cycling managed to get 89mph out of 'their' Navigator Deluxe, which even when subjected to journalistic abuse returned a respectable 56mpg. Production of the Navigator Deluxe ended in 1963, while the standard model lived on for a couple more years. This unrestored Navigator Deluxe is finished in two-tone black/grey. Notable features include 12-volt electrics, a Commando MkIII oil pump modification, and a set of panniers. Accompanying paperwork consists of an old-style buff logbook and a V5C Registration Certificate.
£2,500 - 3,500





471

C.1967 BSA 499CC A50 RACING MOTORCYCLE

Frame no. ED 273

Engine no. A50CDY 10Z

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 that Ingham had purchased from Norman Hanks (former BSA Development Tester, and works-supported racer) and the engine had 'works' characteristics. He acquired a frame of the correct 'works' type, with many features seen on the Daytona bikes, numbered ED 273. Daytona bikes were all numbered ED (for Experimental Department) with three-digit serial numbers. He sourced an appropriate oil tank, correct-type rear hub, Airheart rear brake caliper, Airheart master cylinder from USA, Fontana 4LS front brake, a period oil cooler, Amal Grand Prix carburettors, and alloy fuel tank. The vendor advises he stripped and rebuilt the engine top end, finding the bottom end and gearbox to be sound. The engine has eccentric rocker spindles for tappet adjustment, and the ignition system is an energy transfer arrangement. It took approximately two years to obtain the correct component parts, and a further year to build the bike. When 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). Intending to use the A50 for sprints and parades, 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.

£8,000 - 12,000



472

1955 BSA 500CC GOLDSTAR DB34

Registration no. 862 YUE

Frame no. CB32 2529

Engine no. DB34 GS 204 (see text)

The Gold Star did not return to BSA's post-WW2 range until 1949. Introduced at the Earls Court Show in 1948, the B32 Goldie boasted the telescopic fork first introduced for 1946 and came with a new alloy cylinder barrel and 'head. For 1950 a 500cc version – the B34 – was added to the range and this larger Goldie was first to switch to the new die-cast top-end, with separate rocker box, in 1951. The 350 followed suit in 1952 and the pair continued as the 'BB' Gold Stars after the new swinging-arm frame was introduced in 1953, changing to 'CB' designation for 1954. This change marked the introduction of the classic 'big fin' engine but the designation lasted only until the 'DB' series' arrival in the autumn of 1955. The 'DB' incorporated a much improved lubrication system and, in the case of the 350 only, a stronger cylinder assembly; as such it represented the 'Junior' Goldie in its final form. Imported from the USA approximately 10 years ago, this Goldie has been fully restored but is not matching numbers. (It is believed a replacement engine was shipped to the USA three months after the bike.) The machine incorporates some Phil Pearson upgrades including the (rebuilt) crankshaft, Bob Newby clutch, and new Mikuni carburettor. The speedometer has been rebuilt also (all invoices available). Last run in March 2024, the machine is offered with a V5C.

£7,000 - 10,000



473

1966 ROYAL ENFIELD CONTINENTAL GT

Registration no. YTF 23D

Frame no. 72428

Engine no. GT16082

A development of the popular Crusader, the Continental was introduced for 1963. The newcomer used the Super 5's tuned, 20bhp engine and five-speed gearbox but eschewed the latter's leading-link fork in favour of conventional telescopic forks while adding a rev counter, fly screen, dropped handlebars and (on some bikes) an Italian-style 'jelly mould' tank to the package. Pioneered on the Continental, the policy of including as standard all the performance-orientated 'extras' that customers might want to fit later was an enormous success, and this concept was extended further by the Crusader's ultimate development - the Continental GT - which arrived in November 1964. For his/her £270 the GT owner got clip-on 'bars, rear-set footrests, a racing-style glassfibre tank, and 'bacon slicer' brake cooling discs up front, in addition to an extra 1.5bhp. With its café racer styling, brisk performance and excellent handling, the GT was every young motorcyclist's dream and a well-deserved success for the Redditch concern. This Continental GT has had three previous keepers since 1978 (according to the HPI check sheet) and has belonged to the current vendor since 2021. An older restoration, the machine has 11,392 miles recorded on the odometer and displays tax disc that expired on 31st March 2013. Offered with a V5C Registration Certificate. Offered with key.

£2,800 - 3,400



474

1966 ROYAL ENFIELD 248CC CONTINENTAL GT

Registration no. FAV 211C

Frame no. 70030

Engine no. GT15838

A development of the popular Crusader, the Continental was introduced for 1963. The newcomer used the Super 5's tuned, 20bhp engine and five-speed gearbox but eschewed the latter's leading-link fork in favour of conventional telescopic forks while adding a rev counter, fly screen, dropped handlebars and (on some bikes) an Italian-style 'jelly mould' tank to the package. Pioneered on the Continental, the policy of including as standard all the performance-orientated 'extras' that customers might want to fit later was an enormous success, and this concept was extended further by the Crusader's ultimate development - the Continental GT - which arrived in November 1964. For his/her £270 the GT owner got clip-on 'bars, rear-set footrests, a racing-style glassfibre tank, and 'bacon slicer' brake cooling discs up front, in addition to an extra 1.5bhp. With its café racer styling, brisk performance and excellent handling, the GT was every young motorcyclist's dream and a well-deserved success for the Redditch concern. Previously registered as JJH 52C, this Continental GT has had five previous keepers (according to the HPI check sheet) and has belonged to the current vendor since 2021. An older restoration, the machine has 11,392 miles recorded on the odometer and displays tax disc that expired on 31st May 2007. Offered with a V5C Registration Certificate. Offered with key.

£2,800 - 3,400



475

1969 VELOCETTE 499CC VENOM THRUXTON

Registration no. DNP 147H

Frame no. RS20025

Engine no. VMT 1066C

- Formerly owned by Simon Goodman
- Rebuilt by Goodman Engineering in 1994
- Further renovation in 1999
- Present ownership since 1995
- Extensively recommissioned in October/November 2023



This Velocette Venom Thruxton was exported new on 28th November 1969 to Robert Le Conte in Paris, France. Its specification and matching numbers are confirmed by the Velocette Thruxton Machine Register's original factory records held by Ray Thurston. The machine was later purchased by Simon Goodman, a member of Velocette's founding Goodman family, in 1987 and rebuilt in black/gold (engine excepted). Goodman Engineering returned the machine to factory standard in 1994. Prior to '94 Simon Goodman rode the Thruxton for 860 miles before stripping and refinishing it in factory-specification blue and silver during the period June to September that year. The entire motorcycle stripped, the engine being totally rebuilt including big-end and main bearings, cylinder barrel, piston, valves, valve springs, valve guides and seats, and camshaft bush. The oil pump was completely reconditioned and the gearbox totally rebuilt, as was the clutch and drive train.

Our vendor purchased the machine from Simon Goodman in 1995. The Thruxton has been used for occasional outings to local shows where it attracted much attention and has been featured on the front page of a classic motorcycling magazine. It was mechanically serviced and improved in November 1999 by Classic Motorcycle Restorations' Barrie Bourner, who declared the Thruxton to be a 'real good 'un'. CMR undertook extensive mechanical and electrical servicing and restoration, further building on Goodman's work.

These works included replacing the regulator and ammeter (magneto was fine); multiple adjustments to aid starting and running; stripping and adjusting the gearbox; shimming the clutch 'frying pan'; replacing multiple seals and fixing oil leaks; regrounding the inlet valve; cylinder/piston internal checks; oil system flushed and cleaned; setting up the Mk2 carburettor and GP carburettor. The GP carb was checked by specialist Mark Newby.

Since 2001 the machine has been kept in centrally heated storage, and in October/November 2023 was recommissioned by Tony Mortimer. New items fitted included the tyres; battery; spark plug; centre stand and spring bushes; oil filter and oil; fuel pipes and tank. The Velo was serviced, tested and run.

Accompanying documentation includes an account of the Thruxton's history dated 1st August 1995, compiled and signed by Simon Goodman of The Goodman Engineering Co Ltd, and lists and costs of work done dated 9th November 1999, compiled and signed by Barrie Bourner of Classic Motorcycle Restorations. There is also a photograph, signed by Simon Goodman, of him with 'VMT1066C', published in The Velocette Saga, The Story of a Great Motorcycle by C E 'Titch' Allen.

The machine is offered with sundry bills, a VOC dating certificate, and a V5C registration document.

£15,000 - 18,000

476

1967 TRIUMPH 649CC BONNEVILLE T120R

Registration no. BVG 78E

Frame no. T120R DU61978

Engine no. T120R DU61978

The Triumph Bonneville name originated with the 1956 world record attempt at Bonneville salt flats in Utah by Jonny Allen on a streamlined Tiger 110 which achieved a speed of 214mph and, despite the fact that there was some doubt over the record, due to the legality of the timing equipment used, the subsequent publicity was irresistible, and the Bonneville name became synonymous with sporting Triumph twins for all time. BVG 78E was imported from the USA by a friend of the present owner in 1991. The vendor advises that the bike was restored by the previous owner, but in 1992 he was affected by ill health and sold the machine to the vendor, when the mileage was 9,828 (original purchase receipt on file). The vendor has used the bike only sparingly in the intervening years, and the mileage reading now is 12,983.

For practical purposes, the owner has fitted a slightly later twin leading shoe front brakeplate, but the original single leading shoe version is included with the machine. Not used regularly for some years, BVG 78E has been started this year, a new battery has recently been fitted, and it should only require light re-commissioning and basic safety checks before returning to the road. Documentation consists of an old V5, an old-type V5C, the original Florida US Title document, some old MoTs, a few invoices from the restoration, and the vendor's aforementioned purchase receipt.

£5,000 - 7,000

No Reserve



477

1975 TRIUMPH 985CC TRIDENT T160 HYDE

Registration no. MFM 477P

Frame no. T160 EK04313

Engine no. T160 EK04313

Norman Hyde was involved in the design and development of the Trident and their legendary racing efforts. Employed in the Experimental Department overseen by Doug Hele, Hyde later went on to build a business in the supply of spares and tuning parts for the threes, developing 850cc and 1000cc conversions which can supply power on a par with some Japanese rivals. Introduced to the public in April 1969, the T150 gained a five-speed gearbox in 1972, and in 1975 the T160 appeared, sporting an electric-start facility. The owner of MFM 477P, a 1975 model, purchased the machine in 1977 from Bill Smith Motors Ltd. in Chester (original invoice on file). The mileage from new is only 14,565. In 1987, at a mileage of 10,700, the vendor fitted a Norman Hyde 1,000cc conversion, a Lucas Rita electronic ignition system and twin front disc brakes. Following the conversion, the Trident was used sparingly for some years, until being laid up for a period in dry conditions. Awakened from storage, MFM has recently had oil and filters changed, an L P Williams oil tank anti-drain valve (it is recommended that the standard ball and spring are removed on fitting this, which was done, and the original ball and spring are included with the bike). It also had a new battery. Included with the bike is the original cylinder barrel and pistons. Only light re-commissioning and safety checks should be required. Documentation consists of an old V5, an old-type V5C, a current V5C, the original owner's handbook, some old MoTs, a history file with invoices and other paperwork, plus the vendor's purchase invoice mentioned above.

£5,500 - 7,500

No Reserve





478

1973 TRIUMPH TRIDENT T150 V

Registration no. FRA 876L
Frame no. T150V BH02432
Engine no. T150V BH02432

Essentially a 'Tiger-and-a-half', the Triumph and BSA 750 triples were launched in the UK in 1969, just in time to be up-staged by Honda's four-cylinder CB750. Differences between the Triumph Trident and BSA Rocket 3 were more than just cosmetic: the two models used different frames and in BSA guise the motor featured an inclined cylinder block. Only the Trident survived the group's collapse in 1972, continuing as the T150V (with 5-speed gearbox) and later the T160 (using the BSA-type engine). The number of important production race victories achieved (notably by the works Triumph 'Slippery Sam') is eloquent testimony to how effective a high-speed road-burner a well-fettled triple can be. Although ultimately upstaged in the showroom by Japanese rivals, the Triumph and BSA 750 triples did more than enough on the world's racetracks to ensure their place in motorcycling history. Today they enjoy an enthusiastic following worldwide and are served by a most enthusiastic owners' club: the TR3OC. This Triumph Trident T150V was imported from the USA in 2020 and then treated to a 'ground upwards' restoration, which included three new Amal Premier carburettors (invoices available). Handsomely finished in restrained red/black and very tidily presented, the machine last ran in March 2024 and is offered with a V5C Registration Certificate.

£7,000 - 9,000



479

1979 TRIUMPH 749CC T140D BONNEVILLE

Registration no. YDE 598V
Frame no. T140D CA19507
Engine no. T140D CA19507

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. The T140 offered here was purchased by the vendor over 2 years ago and is only being sold due to arthritic knee and dodgy back but since purchase it's been used and enjoyed whilst being run with some updated features such as the use of Mikuni carburettors (offered with the original carburettors), Norman Hyde 12 inch front disk, belt drive primary and clutch, electronic ignition and spin-on oil filter. The petrol tank and side panels were repainted as they were faded and needed refreshing. Documentation consists of a V5C, quantity of invoices, expired MoT's and a T140 Bonneville sales brochure. Offered with key.

£4,000 - 6,000



480

1982 TRIUMPH 744CC TSS ELECTRO

Registration no. HWP 153X
Frame no. T140W GEA33600
Engine no. T140W GEA33600

- *Matching numbers*
- *One of only 438 built*
- *Displaying 12,003 miles*



One of the more radical developments intended to prolong the life of the ageing Bonneville into the 1980s as a new sports model with an 8-valve cylinder head similar to the one already offered as an after-market accessory by Weslake: the TSS Electro, which came with an electric starter as standard. Sadly this, like the custom/cruiser-style TSX launched at the same time, was a case of 'too little, too late', and Meriden Motorcycles Ltd was forced to call in the receivers in the autumn of 1983.

This matching-numbers example of one of the rarest of Bonneville variants is one of only 438 TSS Electro models built during 1982 and 1983, 112 of which were exported to the USA.

The machine has had two owners from new and currently displays a total of only 12,003 miles on the odometer. Our vendor, who has only ridden it once, describes the machine as over 98% original (the fuel tank had to be resprayed following an acid spill). The Triumph has been dry stored during the vendor's ownership; when purchased, the starter sprag gear was not fitted (it is still absent) but we are advised that it is easy to replace and that the engine starts easily using the kickstart. Accompanying documents include a current V5C; DVLA correspondence; SORN paperwork; and a history of the Triumph TSS models. One key present.

£6,000 - 8,000



481

C.1965 TRIUMPH 200CC TIGER CUB

Registration no. CAG 837C

Frame no. T20 857

Engine no. T20 857

"Britain's lowest-priced '200', the Triumph T20 Tiger Cub, impresses even a seasoned tester with its outstandingly good all-round performance and value. This four-stroke lightweight is game for a genuine 64-65mph; it will cruise energetically all day in the mid-fifties; and it will return fuel consumption figures little short of remarkable, whatever the throttle openings used." - Motor Cycling. This Cub's date of first registration is recorded on the V5C as 6th April 1965, hence the 'C' suffix. However, the low frame and engine numbers ('T20 857') appear to suggest an early example from circa 1954. Alternatively, they may suggest a machine from 1966 when Triumph reset the numbers, starting from 'T20 101' again. Unfortunately, neither of these explanations is adequate: 1954 models had plunger frames, while in 1966 the engine was a different type, with the number stamped in a different place. Nevertheless, the Cub appears to be a nice useable example of a 'starter' classic. The elderly owner purchased the machine at the Stafford Show in April 2023, hoping it would provide him with a lightweight mount as he was no longer able to manage the heavier machines he had owned previously. Unfortunately, he has found that he is not confident enough to return to the road, hence the decision to sell the Cub. Documentation consists solely of a current V5C.

£2,000 - 3,000

No Reserve



482

1961 TRIUMPH 199CC T120S/L TIGER CUB

Registration no. SFE 131

Frame no. T20 79002 (restamped)

Engine no. T20 79002 (restamped)

"Britain's lowest-priced '200', the Triumph T20 Tiger Cub, impresses even a seasoned tester with its outstandingly good all-round performance and value. This four-stroke lightweight is game for a genuine 64-65mph; it will cruise energetically all day in the mid-fifties; and it will return fuel consumption figures little short of remarkable, whatever the throttle openings used." - Motor Cycling. With the introduction of the 149cc Terrier in 1952, Triumph re-entered the market for lightweight commuter machines. A simple, compact, unitary construction four-stroke with four-speed gearbox, the Terrier was joined in 1954 by an enlarged version - the 200cc Tiger Cub - that offered 60mph-plus performance and 100mpg. A big success, particularly with younger riders, the Cub underwent continual development for the next 16 years, finally ending up with BSA Bantam cycle parts (as the Bantam Cub) before being dropped in 1970. 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. Described by the vendor as recently rebuilt, this T20S/L 'street scrambler' model has been updated with electronic ignition and last ran one year ago. Accompanying documentation consists of an old-style continuation logbook (1968) and a current V5C.

£2,400 - 2,800



The John and Annette Marchant Collection

Lots 483 - 499



John pictured on the right, with his lifelong friend and VMCC stalwart Brian Southam pictured on the left.



John and David Beckham with Lot 496

John Marchant

7th March 1941 – 23rd January 2016

John's passion for engines was ignited by his father, a pioneer in the Royal Flying Corps during the First World War. This upbringing instilled in him a lifelong love for all things mechanical, from cars and planes to buses – but his first love was motorcycles.

His journey began with a Tiger Cub, followed by a Matchless fitted with a BSA engine and gearbox, with which he embarked on countless weekend adventures, often riding to visit Annette, his future wife. John's interest in motorcycle scrambles also led to muddy Sundays in various fields nationwide. Annette became a professional dancer when she left school, working in small theatres across the UK.

John's fascination with vintage motorcycles blossomed into a passion for restoring them to their original glory and his active involvement with the local Vintage Motorcycle Club spanned four decades, paralleled by membership in The Sunbeam Motorcycle Club, where he completed 26 Pioneer Runs astride his 1913 Premier.

Encouraged by friends, John ventured into offering motorcycles for film work, the motorcycles gracing screens both big and small in films, dramas, and commercials. In a fitting tribute, he arrived at his funeral in a Triumph motorcycle hearse.

Following John's passing, his prized collection has been stored in dry conditions but has seen little use since. Accordingly, they are sold strictly as viewed and may require varying degrees of recommissioning and/or restoration prior to further use.

483

C.1926 TRIUMPH 494CC MODEL P

Registration no. SJ 3454
Frame no. 925904 (see text)
Engine no. 229130 COR

- *As featured in Steven Spielberg's War Horse*
- *Landmark machine in the development of the motorcycle in Britain*
- *Long term ownership*



Lot 483 on the set of War Horse

This Triumph Model P appeared in the 2010 motion picture War Horse, directed by Steven Spielberg. The Triumph was used to portray a despatch rider's bike and was painted in military grey for the production (see photographs on file). The Triumph has also appeared in Ladies in Lavender (2004) and Cider with Rosie (2015).

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.

John had first bought the Model P in January 1982 from Pratt's Vintage Motorcycle Company for £850 (receipt on file). The previous owner was a Mr McComb of Bishopsworth, Bristol. Subsequently John sold the Model P, only to purchase it from a Mr R Bain in July 2010 for £6,000 (purchase receipt on file).

When John bought the Triumph it was registered 'YF 3454'; however, this number belonged to a later example and John had to relinquish it and re-register the machine.

Since its reacquisition John has ridden the Triumph on the West Kent Run and Festival of 1000 Bikes at Brands Hatch. He also rode it on the VMCC London Run in 1982 as part of the publicity for the Earls Court Motorcycle Show. The history file contains various old MoTs (earliest dated 1982); press cuttings; photocopied literature; correspondence from the early 1980s; old tax discs dating back to 1982; and old/current V5/V5C documents. The crankcases from the engine that was fitted to the machine when purchased ('228528') are included in the sale. It should be noted that the frame number in the V5C is 835404 which appears to be a misreading of the frame number. None the less, prospective purchasers should satisfy themselves as to the validity of the VRN.

This machine has been stored in dry conditions and has seen little or no use since 2016. Accordingly, it is sold strictly as viewed and may require varying degrees of recommissioning and/or restoration prior to further use.

£5,500 - 7,500
No Reserve

484

1950 TRIUMPH 650CC THUNDERBIRD AND SWALLOW JET 80 SIDECAR

Registration no. LND 460

Frame no. 13847N

Engine no. 6T 13847N

- *Used extensively for film, television and other work*
- *Present ownership since 1999*
- *'The most famous motorcycle combination in Britain'*



Just what is it about this Triumph Thunderbird motorcycle combination that makes it so appealing? Is it because these quirky vehicles are now so rarely seen that they evoke visions of an assumed gentler past? Or is it because they're regarded as intrinsically comical? Whatever the reason, this Thunderbird combination's special appeal has landed it a host of appearances in films, on television and in advertisements on TV and in the press; indeed, it has enjoyed more exposure than any other machine in the collection, earning the vendors - if not a small fortune - then certainly a tidy sum since it was acquired in 1999. Its media career highlights are listed below together with the supporting documentation where available:

Last of the Summer Wine - TV comedy series (1999) - call sheets and other paperwork
The Worst Witch - children's TV series (1999) - copies of call sheets and other paperwork
The Mighty Boosh - TV comedy series (2004) - call sheet
Nicorette advertisement for France (2006)
Kingdom - TV drama series (2008)
Filth - The Mary Whitehouse Story - TV film (2008)
The Catherine Tait 'Xmas' Special - TV comedy show (2009) - related paperwork
The Original Gift Company print advertisement (2009)
Sex, Drugs, & Rock 'n' Chips - TV comedy series (2010)
Churchill Insurance advertising campaign (2011)
Paddington Bear - film (2013) - call sheet

Strictly Come Dancing - TV light entertainment series (2013)
John Lewis Christmas Annual (2013)
intu Properties shopping centres Christmas advertising campaign (2014)
O2 mobile phone network advertising campaign (2015)
Ant & Dec TV advertisement
McDonald's TV advertisement for China
one2one mobile phone network promotional poster
HSBC print advertisement

In addition, the substantial history file (two large folders) contains copies of photographs and printed material relating to most of the aforementioned film and television appearances and advertising campaigns (inspection recommended). The files also contain all the usual historical material: sundry invoices; photocopied literature; a quantity of expired MoTs; old/current V5/V5C documents; and an original Triumph instruction manual and replacement parts list. Keys present.

A unique opportunity to own what must be the most famous motorcycle combination in Britain.

This machine has been stored in dry conditions and has seen little or no use since 2016. Accordingly, it is sold strictly as viewed and may require varying degrees of recommissioning and/or restoration prior to further use.
£5,500 - 7,500
No Reserve

485

1928 BSA 770CC V-TWIN MOTORCYCLE COMBINATION

Registration no. YW 3142

Frame no. V4315

Engine no. 1080 (appears to be restamped)

- *Three owners from new*
- *Always resident in the Southeast London/North Kent area*
- *Present ownership since 1996*
- *Banbury Run eligible*



BSA first experimented with powered two-wheelers in 1905 using a standard-type bicycle. This first motorcycle made by BSA used a proprietary engine - probably the Belgian Minerva - clipped to the front down-tube, but it was not until 1910 that the firm introduced a model entirely of its own design and manufacture. Displayed at the 1910 Olympia Show, the first series-production motorcycle to feature the marque's distinctive green and cream tank colours was a 499cc (3½hp) sidevalve single, which was soon complemented by a 557cc long-stroke version. The firm's first v-twin - the 770cc (6/7hp) Model E - appeared late in 1919 and would prove the forerunner of a long line of rugged and dependable 'sidecar tugs'. A larger, 986cc version debuted as the Model F in 1922 and would continue in production as the Model G, regularly revised and updated, until 1940.

This BSA's old-style continuation logbook, issued in 1946, lists one Robert Charles Bayman of London SE9 as first owner from 30th May 1928 and only one other owner: Michael John West of Sidcup, Kent. The machine had been licensed up to 1952. Mr West registered the BSA on 1st August 1969, a few months before Robert Bayman passed away; they lived 7 mins drive from one another.

John Marchant purchased the BSA outfit from the aforementioned Mr West in October 1996 for £4,500 (sales receipt on file). Mr West lived less than 30 minutes from John's home in Wrotham, while Mr West's previous address at 70 Station Road, Sidcup was approximately 10 minutes from John's home. Remarkably, this machine has always been resident within an area of Southeast London/North Kent only 20 miles in radius.

Mr West had ridden the BSA on the 1983 VMCC London Run, one of his fellow participants being John Marchant on his Triumph Model P. The accompanying history file contains old/current V5/V5C documents; expired MoTs dating back to 1979; tax discs dating back to the 1930s; a large quantity of photocopied material; a period image of the BSA taken in 1930s; and images of the machine 'as found' prior to restoration. Also in the file is a copy of Sunbeam Club News, the cover photograph of which shows the Marchants and the BSA on the 2001 'Garden of England Run'.

£8,000 - 12,000

No Reserve

486

1937 SUNBEAM MODEL 9A AND SWALLOW DE LUXE LAUNCH SIDECAR

Registration no. DUU 167

Frame no. 351.0.2838

Engine no. 9C.519.0.3163.

Sunbeam had begun experimenting with overhead valves on their factory racers in the early 1920s, and these duly appeared on production models in 1924. Known as the Model 9, the John Greenwood-designed '500' roadster was advanced for its day, boasting a specification that included a crankshaft supported by three ball-bearings, dry-sump lubrication, and a primary drive enclosed in a cast-alloy chain case. Power was transmitted by chain to a three-speed, 'cross-over-drive' gearbox with offside power take-off. The 'box gained four speeds as part of an extensive redesign for 1932, at which time an over-bored, 599cc version of the Model 9 - the 9A - became available, but by 1937 all Sunbeams were being built with a Burman gearbox. The Model 9A was last catalogued for 1938 (as the 'A28' or 'Series 2') by which time Sunbeams were being produced at Plumstead Road, Woolwich by new owners Associated Motor Cycles. This magnificent Sunbeam combination is a veritable show business 'veteran', having appeared in the film Enigma (2001) and the television series Marple and Just William, and even a Bollywood movie. John Marchant purchased the combination in March 1995. The sales receipt is on file and the machine also comes with some photocopied literature; sundry invoices; expired MoTs; old/current V5/V5C documents; an original Swallow brochure; an original maintenance instructions book; and a copy of Pitman's The Book of the Sunbeam.

£8,000 - 12,000

No Reserve



John and Annette on the 2006 VMCC West Kent Run

487

1930 RUDGE 499CC ULSTER

Registration no. VB 8557

Frame no. 41389

Engine no. 3885

The full potential of Rudge's four-valves-per-cylinder design was slow to emerge, but in 1928 Graham Walker's works '500' became the first motorcycle to win a road race - the Ulster Grand Prix - at an average speed in excess of 80mph, a feat which led to the introduction of the legendary 'Ulster Grand Prix' sports model, or 'Ulster' for short. Early engines deployed parallel valves in a pent-roof combustion chamber, but then in 1930 a trio of 350s appeared at the Isle of Man with radially disposed valves. This new arrangement emphatically demonstrated its superiority when the Rudge team of Tyrell Smith, Ernie Nott and Graham Walker finished 1st, 2nd and 3rd in the Junior TT. Nott, Walker, Smith and Wal Handley were entered in the Senior race, Handley finishing 1st at a record speed of 74.24mph with Walker 2nd, Smith 6th and Nott 7th, winning for Rudge the coveted Team Prize. Not surprisingly, the Rudge Ulster was the machine to own in 1930. Acquired by John Marchant in March 2003 (sales receipt on file), this restored Ulster comes with a substantial history file containing numerous bills; a quantity of expired MoTs; assorted Rudge Club material; a quantity of photocopied literature; a selection of photographs including 'as found'; old/current V5/V5C documents; and copies of instruction manuals, spare parts lists, and Rudge Wrinkles. This machine has been stored in dry conditions and has seen little or no use since 2016. Accordingly, it is sold strictly as viewed and may require varying degrees of recommissioning and/or restoration prior to further use.

£8,000 - 12,000

No Reserve





488

1937 TRIUMPH 350CC TIGER 80

Registration no. CRU 880
Frame no. TL.2211 (see text)
Engine no. 7-T80-1418.

Edward Turner's arrival at Triumph in 1936 resulted in extensive improvements to the range. A brilliant stylist, Turner transformed his predecessor Val Page's overhead-valve singles by adopting sports specification engines, high level exhausts, chromed fuel tanks and a new name: Tiger. Frames, forks, engines and gearboxes were all improved for 1937. Today, Turner's Tigers are widely recognised as the most stylish sports roadsters of the period and thus are highly sought after. This Tiger 80 has appeared in the TV series Partners in Crime (2014) and the film The King's Speech (2010). Call sheets for these two productions are on file and the Triumph also comes with a photograph of it taken during the making of the TV drama series Upstairs Downstairs (2010). There is also a signed letter from David Jason dated 8th June 2010 thanking John Marchant for his assistance on the documentary film, The Battle of Britain (see photographs and call sheet on file). 'CRU 880' has belonged to John since at least 1980, as evidenced by dated invoices on file. Additional documentation consist of a quantity of expired MoTs; a current V5C Registration Certificate; a reproduction parts list; an original instruction manual; and quantity of photocopied literature. Please note that, in addition to the factory stamps on the headstock and to the rear of the frame, there is an additional stamp of F.1630 on the top tube.

£5,500 - 7,500

No Reserve



489

1936 TRIUMPH 249CC MODEL L2/1

Registration no. DKK 528
Frame no. L.1826 and F1319
Engine no. 1.L6.1948.

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. This handsome Val Page-designed Triumph has been used in the film Enigma (2001), the TV film Gathering Storm (2002) and two TV series: Just William and Foyle's War (see photographs on file). The Triumph was purchased for £10 in 1972 from a Mr R L Sapworth of Dartford, Kent and has belonged to the Marchants ever since (purchase receipt on file). Mr Sapworth was the recorded keeper in 1942, as recorded in the old-style continuation logbook dated 1954, which shows that 'DKK 528' was continuously taxed between September 1954 and July 1958. While in the present ownership the Triumph has been used on various VMCC runs and events (its VMCC Register Number is '11166'). Also on file is a quantity of old MoTs dating back to 1977; old/current V5/V5C documents; a quantity of invoices dating from 1980 and 2001; and old tax discs for the period 1978 to 2014 as well as an original 1957 tax disc on the machine. A copy of Pitman's The Book of the Triumph and various photocopied instruction and parts manuals are included in the sale.

£4,000 - 6,000

No Reserve



490

1953 TRIUMPH 500CC TIGER 100

Registration no. NYO 928

Frame no. 43844

Engine no. T100 43844

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 has been used on a photo-shoot with film star Michael Fassbender but the date is not known. Copy photographs of Michael sitting on the bike are on file. 'NYO 928' had been advertised as a 'show winner' when acquired by John Marchant in June 2006 (purchase receipt on file). The previous keeper had owned the Triumph from 2003. The Triumph also comes with a quantity of invoices; a workshop instruction manual; a quantity of expired MoTs and tax discs; and old/current V5C documents. It should be noted that the machine is recorded as 'registered and/or used' and first UK registered in the UK in 1991. This machine has been stored in dry conditions and has seen little or no use since 2016. Accordingly, it is sold strictly as viewed and may require varying degrees of recommissioning and/or restoration prior to further use.

£4,000 - 6,000

No Reserve



491

1956 TRIUMPH 650CC TROPHY

Registration no. NDL 481

Frame no. 79863

Engine no. TR6 79863

Success in the International Six Days' Trial (ISDT) in the late 1940s prompted Triumph to adopt the 'Trophy' name for their off-road-styled twins, at first for the 500cc TR5 and then for the 650cc TR6. Introduced for 1956, the 650cc Trophy featured the new aluminium-alloy cylinder head of the Tiger 110 sports roadster. Its off-road pretensions were more style than substance though, amounting to little more than the fitting of a smaller fuel tank, quickly detachable headlamp and larger-section rear tyre. The Trophy retained its sporting character but became more of a roadster as time passed, ending up, in effect, as a single-carburettor T120 Bonneville when reintroduced, after a five-month absence from the range, in February 1961. More tractable than the Bonnie and more economical too, the Trophy gave little away in terms of outright performance, the bike's standing quarter-mile time and top speed being within a whisker of its twin-carb sibling's. John Marchant bought this Thunderbird in July 2015 from a Mr Hardley. The sales receipt is in the history file, which also contains a copy of Motor Cycling (competition machine number, 23rd January 1958); Triumph Owners MCC dating letter (to a Mr R Lidster in the Isle of Wight, dated 1991); sundry bills; a reproduction parts catalogue; and a current V5C document. Still in its holder, the Triumph's 1956 tax disc is a particularly nice touch. This machine has been stored in dry conditions and has seen little or no use since 2016. Accordingly, it is sold strictly as viewed and may require varying degrees of recommissioning and/or restoration prior to further use.

£7,000 - 10,000

No Reserve





492

1956 NORTON 490CC MODEL 30 INTERNATIONAL

Registration no. 996 GMH

Frame no. L11 64826

Engine no. 64826 11L

One of the most charismatic model names in motorcycling, 'International' was first used by Norton for its top-of-the-range sports roadster in 1932. All new, the Inter's overhead-camshaft engine had been developed in the works racers over the preceding two years and retained Norton's classic 79x100mm bore/stroke dimensions. By the time production halted in 1939 the Inter was being built with a four-speed foot-change gearbox and plunger rear suspension, reappearing postwar in similar guise save for the hydraulically-damped Roadholder front fork, replacing the pre-war girder. The Inter would remain fundamentally unchanged until 1953 when it gained the race-developed Featherbed frame, all-alloy engine and 'laid down' 'box. This International was used for a John Lewis TV advertisement in July 2011 that was shot on Venn Street in Clapham, South London (see photograph on file). The original old-style logbook shows that the Inter was supplied by Whitby's of Acton Ltd, and lists John Marchant as 7th Change (undated). There is also an undated sales receipt showing that John paid £200 for the machine. The Inter has belonged to John since at least 1979, and he had restored it by August of that year, as evidenced by accompanying correspondence. Also in the history folder is a quantity of expired MoTs and tax discs; sundry invoices; a selection of photographs; old/current V5/V5C documents; a quantity of photocopied technical literature; and an original Maintenance Manual and Instruction Book.

£10,000 - 14,000

No Reserve



493

1951 BSA 350CC GOLD STAR REPLICA

Registration no. 129 XUL

Frame no. ZB32.S.3201 (restamped)

Engine no. .ZB32.GS.3201. (restamped)

Possibly the most successful production racing motorcycle ever, the Gold Star formed the mainstay of Clubman's racing in the 1950s. In fact, it was its domination of the Isle of Man Clubman's TT which led to the event being dropped after Gold Star rider Bernard Codd's 1956 Senior/Junior double victory. Post-WW2, the Gold Star did not return to the BSA range until 1949. First displayed at the Earls Court Show in 1948, the 350cc ZB32 Goldie boasted the telescopic front fork first introduced on BSAs larger models for 1946 and came equipped with a new alloy cylinder barrel and 'head. For 1950 a 500cc version – the ZB34 – was added to the range and this larger Goldie was the first to switch to the new die-cast top-end, with separate rocker box, in 1951. The 350 followed suit in 1952. This BSA Gold Star Replica appeared in the 2013 TV drama series The Bletchley Circle (Series II) and Call the Midwife (Series 2). The call sheet for the former and photographs of the latter are on file. John Marchant acquired the BSA in December 2008. The purchase receipt is on file together and the machine also comes with some expired MoTs; a quantity of photocopied literature; numerous bills; instruction manual; BSA service sheets; and old/current V5C documents. A set of original crankcases (numbered ZB32.GS.3201) is included in the sale. This machine has been stored in dry conditions and has seen little or no use since 2016. Accordingly, it is sold strictly as viewed and may require varying degrees of recommissioning and/or restoration prior to further use.

£4,000 - 5,000

No Reserve



494

1958 VELOCETTE 200CC VALIANT

Registration no. 248 AAC

Frame no. 2234-33

Engine no. V200/2019

A sports version of Velocette's LE must have seemed improbable but nevertheless the factory went ahead with the idea, launching the Valiant in 1957. More conventional than its predecessor, the Valiant boasted a tubular cradle frame, air cooling, overhead valves, twin carburettors and a four-speed, foot-change gearbox but was otherwise mechanically almost identical to the LE. Visually, the sporting Valiant could not have been more different but the model was expensive for a machine that was not a full 250 and sales were disappointing. Production ceased in 1964. This Velocette Valiant appeared in APB Films Ltd's 2012 production of *The Bomb*. The call sheet and other paperwork on file shows that John Marchant was owner at that time; however, the old V5C shows that John acquired the Velo from a Mr Parker of Hawick in 2014. Presumably, John had sold the Velocette to Mr Parker some time after 2012 and then bought it back from him in 2014. In the sales listing from 2014 it was described as being an 18,000-miles-from-new machine with original paint. The original buff logbook lists four owners between September 1958 and March 1977 (the HPI records five previous keepers). Also on file is a quantity of photocopied literature; a current V5C document; various manuals and a spares list; and a copy of Pitman's *The Book of the Velocette*. This machine has been stored in dry conditions and has seen little or no use since 2016. Accordingly, it is sold strictly as viewed and may require varying degrees of recommissioning and/or restoration prior to further use.

£2,200 - 2,800

No Reserve



495

1953 AJS 498CC MODEL 18C TRIALS

Registration no. JNT 855

Frame no. 4246/C

Engine no. 53/18 S 1338 C

At the end of the rigid's development with the ultra lightweight model announced in September 1953, those gleaming black machines with proud gold (AJS) or silver lining (Matchless) were the acme of the trials manufacturers' art, and were almost an exact replica of the highly successful works machines." – Don Morley, *Classic British Trials Bikes*, Osprey, 1984. Using models based on the wartime Matchless G3 military machine, Associated Motor Cycles dominated the UK trials scene in the years immediately after WW2. Stars such as Hugh Viney and Gordon Jackson riding for AJS, and Artie Ratcliffe and Ted Usher for Matchless, won countless national events while clubmen everywhere favoured the Plumstead marques' products more than those of any of their rivals. At this time most riders favoured the 350cc mount for trials, 500cc models such as this one being comparative rarities, and today these reliable and easily managed models are much favoured in Pre-'65 trials events. Acquired by John Marchant in March 2001, this AJS Model 18 Trials comes with a history file containing sundry bills; some expired MoTs; a quantity of photocopied literature (including a spares list); and old/current V5/V5C documents. This machine has been stored in dry conditions and has seen little or no use since 2016. Accordingly, it is sold strictly as viewed and may require varying degrees of recommissioning and/or restoration prior to further use.

£4,000 - 6,000

No Reserve





496

As used in the Belstaff photoshoot and advertising campaign featuring David Beckham

1963 BSA 250CC C15 SCRAMBLER

Frame no. C15C.461

Engine no. C15 S 4196

This BSA C15 Scrambler was used for the Belstaff clothing photoshoot starring David Beckham (see copies of photographs on file). This production model was based on the works bikes ridden by Jeff Smith and Arthur Lampkin, who were placed 3rd and 2nd respectively in the 1961 European 250 Motocross Championship and 2nd and 3rd respectively in 1962. The C15 was purchased new from Lee & Covells of Ely, Cambridgeshire for £210 18s by a farmer, to ride around his fields at harvest time. He used it for a short period only, then it spent the next 25 years covered up in the farmer's barn. Around 1992, the farmer sold it to a friend, Alan Mills, who used it only for display at local Cambridgeshire shows. John Marchant purchased the BSA online in 2010. It remains in original condition, as sent out by the factory. All chrome, alloy and paintwork are factory original, and even the tyres are 1963 Dunlops. John has fitted electronic ignition, as the original energy transfer system was inadequate even when it was new, let alone decades later. The only other change is a folding right footrest, to allow for a short kickstart lever (changed in 1964 by Lee & Covells). The machine is offered with a file containing mainly photocopied literature. This machine has been stored in dry conditions and has seen little or no use since 2016. Accordingly, it is sold strictly as viewed and may require varying degrees of recommissioning and/or restoration prior to further use.

£2,800 - 3,500

No Reserve



497

1965 HONDA 305CC CB77

Registration no. EWX 1C

Frame no. CB77-102249

Engine no. CB77E - 102253

Honda's first model to make an impact in the middleweight class, the CB77 arrived in 1963 and was essentially an over-bored CB72 250, closely resembling its progenitor. Introduced in 1960, the twin-cylinder CB72 had retained the basic layout of the preceding C70 and C71 but with wet sump lubrication and gearbox-mounted clutch. In addition, the sporting CB changed to a 180-degree crankshaft and twin carburettors and used a tubular spine frame instead of the pressed-steel chassis of the tourers. With an overhead-camshaft engine, electric starter, rev counter and twin-leading-shoe front brake, the CB twins boasted a specification unmatched by any of their rivals. They were no slouches either: producing 28.5bhp at 9,000rpm and weighing just 350lbs, the CB77 possessed an excellent power-to-weight ratio, endowing it with a level of performance equal to that of most British 500s. The model is now one of the most sought after of early Japanese classics. John Marchant purchased this Honda CB77 from Motorcycles Unlimited in January 2015 (sales receipt on file). The machine comes with a substantial quantity of invoices including many relating to what appears to have been an extensive restoration undertaken during 1993/1994 while it was owned by one Edmund Latham. Also on file is a quantity of expired MoTs and tax discs; an old V5 and photocopy earlier V5; and a current V5C document. Two keys present.

£3,000 - 4,000

No Reserve



498

1976 HONDA C70

Registration no. MMY 33P
Frame no. 412233 (see text)
Engine no. C70E-333615

This Honda C70 was used in the 2002 BBC TV comedy drama series Being April, starring Pauline Quirke, and also in The Editors' 2005 music video for Bullet (paperwork on file for both). The machine comes with its original service booklet in 'like new' condition and unstamped except for supplying dealer John Peeling Motorcycles of Erith. The then owner's name was S L Williams (annotated on front cover). A pre-delivery service was carried out on 20th April 1976 and the original purchase invoice is on file (the price included a carrier and top box). There is also a Honda brochure (annotated by the first owner) and a 1983 invoice for the screen. Annette Marchant was the owner in 1983 and John Marchant the registered keeper from 1990. Also on file is a tax disc that expired in March 1977; an old V5 document; the current V5C (in Annette Marchant's name); and a quantity of MoTs dating back to the 1980s (the mileage in 1983 was 284 and the current odometer reading is 12,861). It should be noted that we have not been able to locate the frame number stated in the V5C and original invoice, while the number that we have located is missing its prefix. However, we do not believe this machine has had a frame change. Sold strictly as viewed. Seven keys present.

£500 - 800

No Reserve



FURTHER PROPERTY

499

1966 HONDA CB450

Registration no. HTO 152D
Frame no. CB450 1009287
Engine no. CB450E-1008609

The Japanese motorcycle industry first made an impact outside its homeland with small-capacity commuter bikes and lightweights, and for many years the view prevailed in North America and Europe that they were incapable of building effective large-capacity machines. The arrival of the Honda CB450 in 1965 should have dispelled any lingering doubts about Japan's intention to compete in all sectors of the market. Known affectionately as the 'Black Bomber' after its black finish, the CB450 was Honda's largest model when launched and capitalised on experience gained with a succession of smaller-capacity twins. With a top speed of over 100mph and a standing quarter-mile time in the 14-second bracket, the refined CB450 sounded the death knell, not just for the traditional British '500' but for the entire UK motorcycle industry which, ever complacent, found itself at an ever increasing disadvantage in the all-important US marketplace. This CB450 was bought as a project by the previous owner, but in the event needed no work. Tested by Rick Parkington for Classic Bike magazine, it is said to be sweet to ride and would need only a new seat cover and a tank re-spray (and perhaps professional valeting) to restore it to 'as new' condition. Note: a spare engine is fitted, but another set of original crankcases are supplied with this lot. Kept in a garage as part of a private collection since purchased from our sale in 2016, the machine is offered with a V5C document. Please note that the second digit of the engine number prefix on this machine is indecipherable.

£4,600 - 5,600



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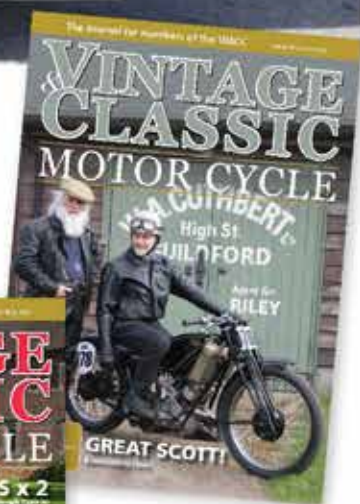
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NOTICE TO BIDDERS

This notice is addressed by *Bonhams* to any person who may be interested in a *Lot*, and to all persons participating in the auction process including auction attendees, *Bidders* and potential *Bidders* (including any eventual *Buyer* of the *Lot*). For ease of reference we refer to such persons as “*Bidders*” or “*you*”. Our List of Definitions and Glossary is incorporated into this *Notice to Bidders*. It is at Appendix 3 at the back of the *Catalogue*. Where words and phrases are used in this notice which are in the List of Definitions, they are printed in italics. IMPORTANT: Additional information applicable to the *Sale* may be set out in the *Catalogue* for the *Sale*, in an insert in the *Catalogue* and/or in a notice displayed at the *Sale* venue and you should read them as well. Announcements affecting the *Sale* may also be given out orally before and during the *Sale* without prior written notice. You should be alert to the possibility of changes and ask in advance of bidding if there have been any.

1. OUR ROLE

In its role as *Auctioneer of Lots*, *Bonhams* acts solely for and in the interests of the *Seller*. *Bonhams*' job is to sell the *Lot* at the highest price obtainable at the *Sale* to a *Bidder*. *Bonhams* does not act for *Buyers* or *Bidders* in this role and does not give advice to *Buyers* or *Bidders*. When it or its staff make statements about a *Lot* or, if *Bonhams* provides a *Condition Report* on a *Lot* it is doing that on behalf of the *Seller* of the *Lot*. *Bidders* and *Buyers* who are themselves not expert in the *Lots* are strongly advised to seek and obtain independent advice on the *Lots* and their value before bidding for them. The *Seller* has authorised *Bonhams* to sell the *Lot* as its agent on its behalf and, save where we expressly make it clear to the contrary, *Bonhams* acts only as agent for the *Seller*. Any statement or representation we make in respect of a *Lot* is made on the *Seller*'s behalf and, unless *Bonhams* sells a *Lot* as principal, not on our behalf and any *Contract for Sale* is between the *Buyer* and the *Seller* and not with us. If *Bonhams* sells a *Lot* as principal this will either be stated in the *Catalogue* or an announcement to that effect will be made by the *Auctioneer*, or it will be stated in a notice at the *Sale* or an insert in the *Catalogue*.

Bonhams does not owe or undertake or agree to any duty or responsibility to you in contract or tort (whether direct, collateral, express, implied or otherwise). If you successfully bid for a *Lot* and buy it, at that stage *Bonhams* does enter into an agreement with you as the *Buyer*. The terms of that contract are set out in our *Buyer's Agreement*, which you will find at Appendix 2 at the back of the *Catalogue*, and this will govern *Bonhams*' relationship with the *Buyer*.

2. LOTS

Subject to the *Contractual Description* printed in bold letters in the *Entry* about the *Lot* in the *Catalogue* (see paragraph 3 below), *Lots* are sold to the *Buyer* on an “as is” basis, with all faults and imperfections. Illustrations and photographs contained in the *Catalogue* (other than photographs forming part of the *Contractual Description*) or elsewhere of any *Lots* are for identification purposes only. A photograph or illustration may not reflect an accurate reproduction of the colour(s) or true condition of the *Lot*. *Lots* are available for inspection prior to the *Sale* and it is for you to satisfy yourself as to each and every aspect of a *Lot*, including its authorship, attribution, condition, provenance, history, background, authenticity, style, period, age, suitability, quality, roadworthiness (if relevant), origin, value and estimated selling price (including the *Hammer Price*). It is your responsibility to examine any *Lot* in which you are interested. It should be remembered that the actual condition of a *Lot* may not be as good as that indicated by its outward appearance. In particular, parts may have been replaced or renewed and *Lots* may not be authentic or of satisfactory quality; the inside of a *Lot* may not be visible and may not be original or may be damaged, as for example where it is covered by upholstery or material. Given the age of many *Lots* they may have been damaged and/or repaired and you should not assume that a *Lot* is in good condition. Electronic or mechanical items or parts are sold for their artistic, historic or cultural interest and may not operate or may not comply with current statutory requirements. You should not assume that electrical items designed to operate on mains electricity will be suitable for connection to the mains electricity supply and you should obtain a report from a qualified electrician on their status before doing so. Such items which are unsuitable for connection are sold as items of interest for display purposes only. If you yourself do not have expertise regarding a *Lot*, you should consult someone who does to advise you. We can assist in arranging facilities for you to carry out or have carried out more detailed inspections and tests. Please ask our staff for details. Any person who damages a *Lot* will be held liable for the loss caused.

3. DESCRIPTIONS OF LOTS AND ESTIMATES

Contractual Description of a Lot

The *Catalogue* contains an *Entry* about each *Lot*. Each *Lot* is sold by its respective *Seller* to the *Buyer* of the *Lot* as corresponding only with that part of the *Entry* which is printed in bold letters and (except for the colour, which may be inaccurately reproduced) with any photograph of the *Lot* in the *Catalogue*. The remainder of the *Entry*, which is not printed in bold letters, represents *Bonhams*' opinion (given on behalf of the *Seller*) about the *Lot* only and is not part of the *Contractual Description* in accordance with which the *Lot* is sold by the *Seller*.

Estimates

In most cases, an *Estimate* is printed beside the *Entry*. *Estimates* are only an expression of *Bonhams*' opinion made on behalf of the *Seller* of the range where *Bonhams* thinks the *Hammer Price* for the *Lot* is likely to fall; it is not an *Estimate* of value. It does not take into account any VAT or *Buyer's Premium* payable or any other fees payable by the *Buyer*, which are detailed in paragraph 7 of the *Notice to Bidders*, below. Prices depend upon bidding and lots can sell for *Hammer Prices* below and above the *Estimates*, so *Estimates* should not be relied on as an indication of the actual selling price or value of a *Lot*. *Estimates* are in the currency of the *Sale*.

Condition Reports

In respect of most *Lots*, you may ask *Bonhams* for a *Condition Report*

on the *Lot*'s general physical condition. If you do so, this will be provided by *Bonhams* on behalf of the *Seller* free of charge. As this is offered additionally and without charge, *Bonhams* is not entering into a contract with you in respect of the *Condition Report* and accordingly does not assume responsibility to you in respect of it. The *Condition Report* represents *Bonhams*' reasonable opinion as to the *Lot*'s general condition in the terms stated in the particular report, and *Bonhams* does not represent or guarantee that a *Condition Report* includes all aspects of the internal or external condition of the *Lot*. Neither does the *Seller* owe or agree to owe you as a *Bidder* or *Buyer* any obligation or duty in respect of this free report about a *Lot*, which is available for your own inspection or for inspection by an expert instructed by you.

The Seller's responsibility to you

The *Seller* does not make or agree to make any representation of fact or contractual promise, *Guarantee* or warranty and undertakes no obligation or duty, whether in contract or in tort (other than to the eventual *Buyer* as set out above), in respect of the accuracy or completeness of any statement or representation made by him or on his behalf, which is in any way descriptive of any *Lot* or as to the anticipated or likely selling price of any *Lot*. Other than as set out above, no statement or representation in any way descriptive of a *Lot* or any *Estimate* is incorporated into any *Contract for Sale* between a *Seller* and a *Buyer*.

Bonhams' responsibility to you

You have the opportunity of examining the *Lot* if you want to and the *Contract for Sale* for a *Lot* is with the *Seller* and not with *Bonhams*; *Bonhams* acts as the *Seller*'s agent only (unless *Bonhams* sells the *Lot* as principal).

Bonhams undertakes no obligation to you to examine, investigate or carry out any tests, either in sufficient depth or at all, on each *Lot* to establish the accuracy or otherwise of any *Descriptions* or opinions given by *Bonhams*, or by any person on *Bonhams*' behalf, whether in the *Catalogue* or elsewhere. You should not suppose that such examinations, investigations or tests have occurred.

Bonhams does not make or agree to make any representation of fact, and undertakes no obligation or duty (whether in contract or tort) in respect of the accuracy or completeness of any statement or representation made by *Bonhams* or on *Bonhams*' behalf which is in any way descriptive of any *Lot* or as to the anticipated or likely selling price of any *Lot*. No statement or representation by *Bonhams* or on its behalf in any way descriptive of any *Lot* or any *Estimate* is incorporated into our *Buyer's Agreement*.

Alterations

Descriptions and *Estimates* may be amended at *Bonhams*' discretion from time to time by notice given orally or in writing before or during a *Sale*.

THE LOT IS AVAILABLE FOR INSPECTION AND YOU MUST FORM YOUR OWN OPINION IN RELATION TO IT. YOU ARE STRONGLY ADVISED TO EXAMINE ANY LOT OR HAVE IT EXAMINED ON YOUR BEHALF BEFORE THE SALE.

4. CONDUCT OF THE SALE

Our *Sales* are public auctions which persons may attend and you should take the opportunity to do so. We reserve the right at our sole discretion to refuse admission to our premises or to any *Sale* and to remove any person from our premises and *Sales*, without stating a reason. We have complete discretion as to whether the *Sale* proceeds, whether any *Lot* is included in the *Sale*, the manner in which the *Sale* is conducted and we may offer *Lots* for *Sale* in any order we choose notwithstanding the numbers given to *Lots* in the *Catalogue*. You should therefore check the date and starting time of the *Sale*, whether there have been any withdrawals or late entries. Remember that withdrawals and late entries may affect the time at which a *Lot* you are interested in is put up for *Sale*. We have complete discretion in which to refuse any bid, to nominate any bidding increment we consider appropriate, to divide any *Lot*, to combine two or more *Lots*, to withdraw any *Lot* from a *Sale* and, before the *Sale* has been closed, to put up any *Lot* for auction again. Auction speeds can exceed 100 *Lots* to the hour and bidding increments are generally about 10%; however, these do vary from *Sale* to *Sale* and from *Auctioneer* to *Auctioneer*. Please check with the department organising the *Sale* for advice on this. Where a *Reserve* has been applied to a *Lot*, the *Auctioneer* may, in his absolute discretion, place bids (up to an amount not equaling or exceeding such *Reserve*) on behalf of the *Seller*. We are not responsible to you in respect of the presence or absence of any *Reserve* in respect of any *Lot*. If there is a *Reserve* it will be no higher than the lower figure for any *Estimate* in the *Catalogue*, assuming that the currency of the *Reserve* has not fluctuated adversely against the currency of the *Estimate*. The *Buyer* will be the *Bidder* who makes the highest bid acceptable to the *Auctioneer* for any *Lot* (subject to any applicable *Reserve*) to whom the *Lot* is knocked down by the *Auctioneer* at the fall of the *Auctioneer*'s hammer. Any dispute as to the highest acceptable bid will be settled by the *Auctioneer* in his absolute discretion. All bids tendered will relate to the actual *Lot* number announced by the *Auctioneer*. An electronic currency converter may be used at the *Sale*. This equipment is provided as a general guide as to the equivalent amount in certain currencies of a given bid. We do not accept any responsibility for any errors which may occur in the use of the currency converter. We may use video cameras to record the *Sale* and may record telephone calls for reasons of security and to assist in solving any disputes which may arise in relation to bids made at the *Sale*. At some *Sales*, for example, jewellery *Sales*, we may use screens on which images of the *Lots* will be projected. This service is provided to assist viewing at the *Sale*. The image on the screen should be treated as an indication only of the current *Lot*. It should be noted that all bids tendered will relate to the actual *Lot* number announced by the *Auctioneer*. We do not accept any responsibility for any errors which may occur in the use of the screen.

5. BIDDING

You must complete and deliver to us one of our *Bidding Forms*, either

our *Bidder Registration Form*, *Absentee Bidding Form* or *Telephone Bidding Form* in order to bid at our *Sales*.

If you are a new client at *Bonhams* or have not recently updated your registration details with us, you must pre-register to bid at least two working days before the *Sale* at which you wish to bid. You will be required to provide government-issued proof of identity and residence, and if you are a company, your certificate of incorporation or equivalent documentation with your name and registered address, government issued proof of your current address, documentary proof of your beneficial owners and directors, and proof of authority to transact. We may also request a financial reference and /or deposit from you before allowing you to bid.

We reserve the rights at our discretion to request further information in order to complete our client identification and to decline to register any person as a *Bidder*, and to decline to accept their bids if they have been so registered. We also reserve the rights to postpone completion of the *Sale* of any *Lot* at our discretion while we complete our registration and identification enquiries, and to cancel the *Sale* of any *Lot* if you are in breach of your warranties as *Buyer*, or if we consider that such *Sale* would be unlawful or otherwise cause liabilities for the *Seller* or *Bonhams* or be detrimental to *Bonhams*' reputation.

Bidding in person

So long as you have pre-registered to bid or have updated your existing registration recently, you should come to our *Bidder* registration desk at the *Sale* venue and fill out a Registration and Bidding Form on (or, if possible, before) the day of the *Sale*. The bidding number system is sometimes referred to as “paddle bidding”. You will be issued with a large card (a “paddle”) with a printed number on it. This will be attributed to you for the purposes of the *Sale*. Should you be a successful *Bidder* you will need to ensure that your number can be clearly seen by the *Auctioneer* and that it is your number which is identified as the *Buyer*'s. You should not let anyone else use your paddle as all *Lots* will be invoiced to the name and address given on your *Bidder* Registration Form. Once an invoice is issued it will not be changed. If there is any doubt as to the *Hammer Price* of, or whether you are the successful *Bidder* of, a particular *Lot*, you must draw that 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/AUSD10,000 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 Treasury Approved industry Guidance is that CDD under the Regulations is not required by Buyers into Sellers at Bonhams auctions or vice versa.

6. CONTRACTS BETWEEN THE BUYER AND SELLER AND THE BUYER AND BONHAMS

On the Lot being knocked down to the Buyer, a *Contract for Sale of the Lot* will be entered into between the Seller and the Buyer on the terms of the *Contract for Sale* set out in Appendix 1 at the back of the *Catalogue*. You will be liable to pay the *Purchase Price*, which is the *Hammer Price* plus any applicable VAT. At the same time, a separate contract is also entered into between us as Auctioneers and the Buyer. This is our *Buyer's Agreement*, the terms of which are set out in Appendix 2 at the back of the *Catalogue*. Please read the terms of the *Contract for Sale* and our *Buyer's Agreement* contained in the *Catalogue* in case you are the successful Bidder including the warranties as to your status and source of funds. We may change the terms of either or both of these agreements in advance of their being entered into, by setting out different terms in the *Catalogue* and/or by placing an insert in the *Catalogue* and/or by notices at the Sale venue and/or by oral announcements before and during the Sale. It is your responsibility to ensure you are aware of the up to date terms of the *Buyer's Agreement* for this Sale.

7. BUYER'S PREMIUM AND OTHER CHARGES PAYABLE BY THE BUYER

Under the *Buyer's Agreement*, a premium (the *Buyer's Premium*) is payable to us by the Buyer in accordance with the terms of the *Buyer's Agreement* and at rates set out below, calculated by reference to the *Hammer Price* and payable in addition to it. Storage charges and Expenses are also payable by the Buyer as set out in the *Buyer's Agreement*. All the sums payable to us by the Buyer are subject to VAT. For this Sale the following rates of *Buyer's Premium* will be payable by Buyers on each lot purchased:

(a) Motor Cars and Motorcycles
15% on the first £500,000 of the *Hammer Price*
12% from £500,001 of the *Hammer Price*

(b) Automobiles
28% of the *Hammer Price* on the first £40,000; plus
27% of the *Hammer Price* from £40,001 and up to £800,000; plus
21% of the *Hammer Price* from £800,001 and up to £4,500,000; plus
14.5% of the *Hammer Price* above £4,500,001

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, the *Additional Premium* will be payable to us by the Buyer to cover our Expenses relating to the payment of royalties under the Artist's Resale Right Regulations 2006, as amended. 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.

<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, 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 Kutichinsky

When the maker's name appears in the title, in *Bonhams'* opinion the piece is by that maker.

2. A diamond brooch, signed Kutichinsky

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 Kutichinsky

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 *Catalogue* 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 – Chateau bottled
- DB – Domaine bottled
- ESiB – 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 FOLLOWS

- 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 Artist's Resale Right Regulations 2006, as amended. 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, its fitness for any purpose and its conformity with any Description is limited. You are strongly advised to examine the Lot for yourself and/or obtain an independent examination of it before you buy it.

1 THE CONTRACT

- 1.1 These terms and the relevant terms for *Bidders* and *Buyers* in the *Notice to Bidders* govern the *Contract for Sale* of the *Lot* by the *Seller* to the *Buyer*.
- 1.2 The Definitions and Glossary contained in Appendix 3 in the *Catalogue* are incorporated into this *Contract for Sale* and a separate copy can also be provided by *Bonhams* on request. Where words and phrases are used which are in the List of Definitions, they are printed in italics.
- 1.3 The *Seller* sells the *Lot* as the principal to the *Contract for Sale*, such contract being made between the *Seller* and you through *Bonhams* which acts in the sole capacity as the *Seller's* agent and not as an additional principal. However, if the *Catalogue* states that *Bonhams* sells the *Lot* as principal, or such a statement is made by an announcement by the *Auctioneer*, or by a notice at the *Sale*, or an insert in the *Catalogue*, then *Bonhams* is the *Seller* for the purposes of this agreement.
- 1.4 The contract is made on the fall of the *Auctioneer's* hammer in respect of the *Lot* when it is knocked down to you.

2 SELLER'S WARRANTIES AND UNDERTAKINGS

- 2.1 The *Seller* undertakes to you that:
 - 2.1.1 the *Seller* is the owner of the *Lot* or is duly authorised to sell the *Lot* by the owner;
 - 2.1.2 save as disclosed in the *Entry* for the *Lot* in the *Catalogue*, the *Seller* sells the *Lot* with full title guarantee or, where the *Seller* is an executor, trustee, liquidator, receiver or administrator, with whatever right, title or interest he may have in the *Lot*;
 - 2.1.3 except where the *Sale* is by an executor, trustee, liquidator, receiver or administrator the *Seller* is both legally entitled to sell the *Lot*, and legally capable of conferring on you quiet possession of the *Lot* and that the *Sale* conforms in every respect with the terms implied by the Sale of Goods Act 1979, Sections 12(1) and 12(2) (see the Definitions and Glossary);
 - 2.1.4 the *Seller* has complied with all requirements, legal or otherwise, relating to any export or import of the *Lot*, and all duties and taxes in respect of the export or import of the *Lot* have (unless stated to the contrary in the *Catalogue* or announced by the *Auctioneer*) been paid and, so far as the *Seller* is aware, all third parties have complied with such requirements in the past;
 - 2.1.5 items consigned for sale by the *Seller* are not connected with or derived from any criminal activity, including without limitation tax evasion, money laundering, terrorist financing or breach of any applicable international trade sanctions;
 - 2.1.6 subject to any alterations expressly identified as such made by announcement or notice at the *Sale* venue or by the *Notice to Bidders* or by an insert in the *Catalogue* or on the *Bonhams* website, the *Lot* corresponds with the *Contractual Description* of the *Lot*, being that part of the *Entry* about the *Lot* in the *Catalogue* which is in bold letters and (except for colour) with any photograph of the *Lot* in the *Catalogue*.

3 DESCRIPTIONS OF THE LOT

- 3.1 Paragraph 2.1.5 sets out what is the *Contractual Description* of the *Lot*. In particular, the *Lot* is not sold as corresponding with any part of the *Entry* in the *Catalogue* which is not printed in bold letters, the remainder of which *Entry* merely sets out (on the *Seller's* behalf) *Bonhams'* opinion about the *Lot* and

which is not part of the *Contractual Description* upon which the *Lot* is sold. Any statement or representation other than that part of the *Entry* referred to in paragraph 2.1.5 (together with any express alteration to it as referred to in paragraph 2.1.5), including any *Description* or *Estimate*, whether made orally or in writing, including in the *Catalogue* or on *Bonhams'* Website, or by conduct, or otherwise, and whether by or on behalf of the *Seller* or *Bonhams* and whether made prior to or during the *Sale*, is not part of the *Contractual Description* upon which the *Lot* is sold.

- 3.2 Except as provided in paragraph 2.1.5, the *Seller* does not make or give and does not agree to make or give any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact, or undertake any duty of care, in relation to any *Description* of the *Lot* or any *Estimate* in relation to it, nor of the accuracy or completeness of any *Description* or *Estimate* which may have been *Bonhams*. No such *Description* or *Estimate* is incorporated into this *Contract for Sale*.

4 FITNESS FOR PURPOSE AND SATISFACTORY QUALITY

- 4.1 The *Seller* does not make and does not agree to make any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact in relation to the satisfactory quality of the *Lot* or its fitness for any purpose.
- 4.2 The *Seller* will not be liable for any breach of any undertaking, whether implied by the Sale of Goods Act 1979 or otherwise, as to the satisfactory quality of the *Lot* or its fitness for any purpose.

5 RISK, PROPERTY AND TITLE

- 5.1 Risk in the *Lot* passes to you after 7 days from the day upon which it is knocked down to you on the fall of the *Auctioneer's* hammer in respect of the *Lot*, or upon collection of the *Lot* if earlier. The *Seller* will not be responsible thereafter for the *Lot* prior to you collecting it from *Bonhams* or the *Storage Contractor*, with whom you have separate contract(s) as *Buyer*. You will indemnify the *Seller* and keep the *Seller* fully indemnified from and against all claims, proceedings, costs, expenses and losses arising in respect of any injury, loss and damage caused to the *Lot* beyond 7 days from the day of the fall of the *Auctioneer's* hammer until you obtain full title to it.
- 5.2 Title to the *Lot* remains in and is retained by the *Seller* until: (i) the *Purchase Price* and all other sums payable by you to *Bonhams* in relation to the *Lot* have been paid in full and received in cleared funds by *Bonhams*, and (ii) *Bonhams* has completed its investigations pursuant to clause 3.11 of the *Buyer's Agreement* with *Bonhams* set out in Appendix 2 in the catalogue.

6 PAYMENT

- 6.1 Your obligation to pay the *Purchase Price* arises when the *Lot* is knocked down to you on the fall of the *Auctioneer's* hammer in respect of the *Lot*.
- 6.2 Time will be of the essence in relation to payment of the *Purchase Price* and all other sums payable by you to *Bonhams*. Unless agreed in writing with you by *Bonhams* on the *Seller's* behalf (in which case you must comply with the terms of that agreement), all such sums must be paid to *Bonhams* by you in the currency in which the *Sale* was conducted by not later than 4.30pm on the second working day following the *Sale* and you must ensure that the funds are cleared by the seventh working day after the *Sale*. Payment must be made to *Bonhams* by one of the methods stated in the *Notice to Bidders* unless otherwise agreed with you in writing by *Bonhams*. If you do not pay in full any sums due in accordance with this paragraph, the *Seller* will have the rights set out in paragraph 8 below.

7 COLLECTION OF THE LOT

- 7.1 Unless otherwise agreed in writing with you by *Bonhams*, the *Lot* will be released to you or to your order only when: (i) *Bonhams* has received cleared funds to the amount of the full *Purchase Price* and all other sums owed by you to the *Seller* and to *Bonhams* and (ii) *Bonhams* has completed its investigations pursuant to clause 3.11 of the *Buyer's Agreement* with *Bonhams* set out in Appendix 2 in the catalogue.
- 7.2 The *Seller* is entitled to withhold possession from you of any other *Lot* he has sold to you at the same or at any other *Sale* and whether currently in *Bonhams'* possession or not, until payment in full and in cleared funds of the *Purchase Price* and all other sums due to the *Seller* and/or *Bonhams* in respect of the *Lot*.
- 7.3 You should note that *Bonhams* has reserved the right not to release the *Lot* to you until its investigations under paragraph 3.11 of the *Buyers' Agreement* set out in Appendix 2 have been completed to *Bonhams'* satisfaction.
- 7.4 You will collect and remove the *Lot* at your own expense from *Bonhams'* custody and/or control or from the *Storage Contractor's* custody in accordance with *Bonhams'* instructions or requirements.
- 7.5 You will be wholly responsible for packing, handling and transport of the *Lot* on collection and for complying with all import or export regulations in connection with the *Lot*.
- 7.6 You will be wholly responsible for any removal, storage or other charges or expenses incurred by the *Seller* if you do not remove the *Lot* in accordance with this paragraph 7 and will indemnify the *Seller* against all charges, costs, including any legal costs and fees, expenses and losses suffered by the *Seller* by reason of your failure to remove the *Lot* including any charges due under any *Storage Contract*. All such sums due to the *Seller* will be payable on demand.

8 FAILURE TO PAY FOR THE LOT

- 8.1 If the *Purchase Price* for a *Lot* is not paid to *Bonhams* in full in accordance with the *Contract for Sale*, the *Seller* will be entitled, with the prior written agreement of *Bonhams* but without further notice to you, to exercise one or more of the following rights (whether through *Bonhams* or otherwise):
 - 8.1.1 to terminate immediately the *Contract for Sale* of the *Lot* for

your breach of contract;

- 8.1.2 to resell the *Lot* by auction, private treaty or any other means on giving seven days' written notice to you of the intention to resell; to retain possession of the *Lot*;
- 8.1.3 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 *Lot* in satisfaction or part satisfaction of any amounts owed to the *Seller* or to *Bonhams*; and
- 8.1.10 so long as such goods remain in the possession of the *Seller* or *Bonhams* as its bailee, to rescind the contract for the *Sale* of any other goods sold to you by the *Seller* at the *Sale* or at any other auction or by private treaty and apply any monies received from you in respect of such goods in part or full satisfaction of any amounts owed to the *Seller* or to *Bonhams* by you.
- 8.2 You agree to indemnify the *Seller* against all legal and other costs of enforcement, all losses and other expenses and costs (including any monies payable to *Bonhams* in order to obtain the release of the *Lot*) incurred by the *Seller* (whether or not court proceedings will have been issued) as a result of *Bonhams* taking steps under this paragraph 8 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 8.1.6 from the date upon which the *Seller* becomes liable to pay the same until payment by you.
- 8.3 On any resale of the *Lot* under paragraph 8.1.2, the *Seller* will account to you in respect of any balance remaining from any monies received by him or on his behalf in respect of the *Lot*, after the payment of all sums due to the *Seller* and to *Bonhams*, within 28 days of receipt of such monies by him or on his behalf.

9 THE SELLER'S LIABILITY

- 9.1 The *Seller* will not be liable for any injury, loss or damage caused by the *Lot* after the fall of the *Auctioneer's* hammer in respect of the *Lot*.
- 9.2 Subject to paragraph 9.3 below, except for breach of the express undertaking provided in paragraph 2.1.5, the *Seller* will not be liable for any breach of any term that the *Lot* will correspond with any *Description* applied to it by or on behalf of the *Seller*, whether implied by the Sale of Goods Act 1979 or otherwise.
- 9.3 Unless the *Seller* sells the *Lot* in the course of a *Business* and the *Buyer* buys it as a *Consumer*,
 - 9.3.1 the *Seller* will not be liable (whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967, or in any other way) for any lack of conformity with, or inaccuracy, error, misdescription or omission in any *Description* of the *Lot* or any *Entry* or *Estimate* in relation to the *Lot* made by or on behalf of the *Seller* (whether made in writing, including in the *Catalogue*, or on the *Website*, or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the *Sale*;
 - 9.3.2 the *Seller* will not be liable for any loss of *Business*, *Business* profits or revenue or income or for loss of reputation or for disruption to *Business* or wasted time on the part of the *Buyer* or of the *Buyer's* management or staff or, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, restitutionary claim or otherwise;
 - 9.3.3 in any circumstances where the *Seller* is liable to you in respect of the *Lot*, or any act, omission, statement, or representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, the *Seller's* liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract, statutory duty, bailee's duty, restitutionary claim or otherwise.
- 9.4 Nothing set out in paragraphs 9.1 to 9.3 above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by the *Seller's* negligence (or any person under the *Seller's* control or for whom the *Seller* is legally responsible), or (iii) acts or omissions for which the *Seller* is liable under the Occupiers Liability Act 1957, or (iv) any other liability

to the extent the same may not be excluded or restricted as a matter of law.

10 MISCELLANEOUS

- 10.1 You may not assign either the benefit or burden of the *Contract for Sale*.
- 10.2 The *Seller's* failure or delay in enforcing or exercising any power or right under the *Contract for Sale* will not operate or be deemed to operate as a waiver of his rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect the *Seller's* ability subsequently to enforce any right arising under the *Contract for Sale*.
- 10.3 If either party to the *Contract for Sale* is prevented from performing that party's respective obligations under the *Contract for Sale* by circumstances beyond its reasonable control or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 6.
- 10.4 Any notice or other communication to be given under the *Contract for Sale* must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission, if to the *Seller*, addressed c/o *Bonhams* at its address or fax number in the *Catalogue* (marked for the attention of the Company Secretary), and if to you to the address or fax number of the *Buyer* given in the *Bidding Form* (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.
- 10.5 If any term or any part of any term of the *Contract for Sale* is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.
- 10.6 References in the *Contract for Sale* to *Bonhams* will, where appropriate, include reference to *Bonhams'* officers, employees and agents and to any subsidiary of *Bonhams Holdings Limited* and to its officers, employees and agents.
- 10.7 The headings used in the *Contract for Sale* are for convenience only and will not affect its interpretation.
- 10.8 In the *Contract for Sale* "including" means "including, without limitation".
- 10.9 References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.
- 10.10 Reference to a numbered paragraph is to a paragraph of the *Contract for Sale*.
- 10.11 Save as expressly provided in paragraph 10.12 nothing in the *Contract for Sale* confers (or purports to confer) on any person who is not a party to the *Contract for Sale* any benefit conferred by, or the right to enforce any term of, the *Contract for Sale*.
- 10.12 Where the *Contract for Sale* confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of the *Seller*, it will also operate in favour and for the benefit of *Bonhams, Bonhams'* holding company and the subsidiaries of such holding company and the successors and assigns of *Bonhams* and of such companies and of any officer, employee and agent of *Bonhams* and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.

11 GOVERNING LAW

All transactions to which the *Contract for Sale* applies and all connected matters will be governed by and construed in accordance with the laws of that part of the United Kingdom where the *Sale* takes place and the *Seller* and you each submit to the exclusive jurisdiction of the courts of that part of the United Kingdom, save that the *Seller* may bring proceedings against you in any other court of competent jurisdiction to the extent permitted by the laws of the relevant jurisdiction. *Bonhams* has a complaints procedure in place.

APPENDIX 2

BUYER'S AGREEMENT WITH BONHAMS

IMPORTANT: These terms may be changed in advance of the *Sale* of the *Lot* to you, by the setting out of different terms in the *Catalogue* for the *Sale* and/or by placing an insert in the *Catalogue* and/or by notices at the *Sale* venue and/or by oral announcements before and during the *Sale* at the *Sale* venue. You should be alert to this possibility of changes and ask in advance of bidding if there have been any.

1 THE CONTRACT

- 1.1 These terms govern the contract between *Bonhams* personally and the *Buyer*, being the person to whom a *Lot* has been knocked down by the *Auctioneer*.
- 1.2 The Definitions and Glossary contained in Appendix 3 to the *Catalogue* for the *Sale* are incorporated into this agreement and a separate copy can also be provided by us on request. Where words and phrases which are defined in the List of Definitions are used in this agreement, they are printed in *italics*. Reference is made in this agreement to information printed in the *Notice to Bidders*, printed in the *Catalogue* for the *Sale*, and where such information is referred to it is incorporated into this agreement.
- 1.3 Except as specified in paragraph 4 of the *Notice to Bidders* the *Contract for Sale* of the *Lot* between you and the *Seller* is made on the fall of the *Auctioneer's* hammer in respect of the *Lot*, when it is knocked down to you. At that moment a separate contract is also made between you and *Bonhams* on the terms in this *Buyer's Agreement*.
- 1.4 We act as agents for the *Seller* and are not answerable or

personally responsible to you for any breach of contract or other default by the *Seller*, unless *Bonhams* sells the *Lot* as principal. 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 3.1.1;
- 1.5.3 we will provide guarantees in the terms set out in paragraphs 9 and 10.
- 1.6 We do not make or give and do not agree to make or give any contractual promise, undertaking, obligation, *Guarantee*, warranty, representation of fact in relation to any *Description* of the *Lot* or any *Estimate* in relation to it, nor of the accuracy or completeness of any *Description* or *Estimate* which may have been made by us or on our behalf or by or on behalf of the *Seller* (whether made orally or in writing, including in the *Catalogue* or on *Bonhams' Website*, or by conduct, or otherwise), and whether made before or after this agreement or prior to or during the *Sale*. No such *Description* or *Estimate* is incorporated into this agreement between you and us. Any such *Description* or *Estimate*, if made by us or on our behalf, was (unless *Bonhams* itself sells the *Lot* as principal) made as agent on behalf of the *Seller*.

2 PERFORMANCE OF THE CONTRACT FOR SALE

You undertake to us personally that you will observe and comply with all your obligations and undertakings to the *Seller* under the *Contract for Sale* in respect of the *Lot*.

3 PAYMENT AND BUYER WARRANTIES

- 3.1 Unless agreed in writing between you and us or as otherwise set out in the *Notice to Bidders*, you must pay to us by not later than 4.30pm on the second working day following the *Sale*: 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, His 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 His 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 His 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 3.1.1, 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 3.1.1.
- 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 strung 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 of any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- 10.3.2 Unless you buy the *Lot* as a *Consumer*, in any circumstances where we are liable to you in respect of a *Lot*, or any act, omission, statement, representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, our liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* plus *Buyer's Premium* (less any sum you may be entitled to recover from the *Seller*) irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- You may wish to protect yourself against loss by obtaining insurance.
- 10.4 Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law, or (v) under our undertaking in paragraph 9 of these conditions.
- 11 BOOKS MISSING TEXT OR ILLUSTRATIONS**
- Where the *Lot* is made up wholly of a *Book* or *Books* and any *Book* does not contain text or illustrations (in either case referred to as a "non-conforming *Lot*"), we undertake a personal responsibility for such a non-conforming *Lot* in accordance with the terms of this paragraph, if:
- the original invoice was made out by us to you in respect of the *Lot* and that invoice has been paid; and you notify us in writing as soon as reasonably practicable after you have become aware that the *Lot* is or may be a non-conforming *Lot*, and in any event within 20 days after the *Sale* (or such longer period as we may agree in writing) that the *Lot* is a non-conforming *Lot*; and within 20 days of the date of the relevant *Sale* (or such longer period as we may agree in writing) you return the *Lot* to us in the same condition as it was at the time of the *Sale*, accompanied by written evidence that the *Lot* is a non-conforming *Lot* and details of the *Sale* and *Lot* number sufficient to identify the *Lot*; but not if: the *Entry* in the *Catalogue* in respect of the *Lot* indicates that the rights given by this paragraph do not apply to it; or the *Entry* in the *Catalogue* in respect of the *Lot* reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion; or it can be established that the *Lot* is a non-conforming *Lot* only by means of a process not generally accepted for use until after the date on which the *Catalogue* was published or by means of a process which it was unreasonable in all the circumstances for us to have employed; or the *Lot* comprises atlases, maps, autographs, manuscripts, extra illustrated books, music or periodical publications; or the *Lot* was listed in the *Catalogue* under "collections" or "collections and various" or the *Lot* was stated in the *Catalogue* to comprise or contain a collection, issue or *Books* which are undescribed or the missing text or illustrations are referred to or the relevant parts of the *Book* contain blanks, half titles or advertisements.
- If we are reasonably satisfied that a *Lot* is a non-conforming *Lot*, we will (as principal) purchase the *Lot* from you and you will transfer the title to the *Lot* in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims and we will pay to you an amount equal to the sum of the *Purchase Price* and *Buyer's Premium* paid by you in respect of the *Lot*.
- The benefit of paragraph 10 is personal to, and incapable of assignment by, you and if you sell or otherwise dispose of your interest in the *Lot*, all rights and benefits under this paragraph will cease.
- 12 MISCELLANEOUS**
- 12.1 We will 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 Artist's Resale Right Regulations 2006, as amended, 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 pounds.

"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 Artist's Resale Right Regulations 2006, as amended.

"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 / 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

The Sale, including all bidding and buying, is governed by Bonhams' Conditions of Sale. You should read the Conditions and any Sales Information prior to bidding and ensure you understand the charges payable on any purchase you make. The Conditions also set out certain undertakings by bidders and buyers and limits Bonhams' liability to you. Please note an invoice for a purchased lot will be made out in the name as shown on this form and payment will only be accepted from an account in that name (or the name of the company if the bid is on behalf of that company).

Data protection

Where we obtain any personal information about you when you register or bid with us, we shall only use it in accordance with the terms of our Privacy Policy. 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 from time to time provide you with information about goods and services that we believe may interest you, based on your previous interactions with us. You can opt out of receiving these communications at any time. If you do not want to receive such communications, please tick this box

Notice to Bidders.

At least 24 hours prior to the Sale, you must provide government issued photo ID, e.g., a passport or driving licence and - if not included on the ID document - proof of address, e.g., a current utility bill, or bank/credit card statement. Corporate clients must also provide their company registration documents, documentary proof of beneficial owners owning 25% or more of the company and confirmation of the named individual's authority to act. Failure to provide these documents may result in your bids not being processed. Clients who are not able to provide documents prior to Sale may opt to bid online using our credit card verification option. Please note we reserve the right to request a bank reference or deposit.

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 Spring Stafford Sale	Sale date: 20 - 21 April 2024
Sale no. 29273	Sale venue: Stafford

If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids.

General Bid Increments:

£10 - 200by 10s	£10,000 - 20,000by 1,000s
£200 - 500by 20 / 50 / 80s	£20,000 - 50,000by 2,000 / 5,000 / 8,000s
£500 - 1,000by 50s	£50,000 - 100,000by 5,000s
£1,000 - 2,000by 100s	£100,000 - 200,000by 10,000s
£2,000 - 5,000by 200 / 500 / 800s	above £200,000at the auctioneer's discretion
£5,000 - 10,000by 500s	

The auctioneer has discretion to split any bid at any time.

Customer Number	Title
First Name	Last Name
Company name (if applicable)	
Company Registration number (if applicable)	
Address	
	City
Post / Zip code	County / State
Telephone (mobile)	Country
Telephone (landline)	
E-mail (in capitals)	

Please answer all questions below

1. ID supplied: Government issued ID and (if the ID does not confirm your address) current utility bill/ bank statement. If a 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? If yes, please complete question 3.

3. Bidder's name, address and contact details (phone and email):
Bidder's ID: Government issued ID and (if the ID does not confirm their address) current utility bill/bank statement

Are you acting in a business capacity? Yes No

If registered for VAT in the EU please enter your registration here:
 / - -

Please note that all telephone calls may be recorded.

Telephone or Absentee (T / A)	Lot no.	Brief description	MAX bid in GBP (excluding premium & VAT)	Covering bid ★

FOR WINE SALES ONLY

Please leave lots "available under bond" in bond

Please include delivery charges (minimum charge of £20 + VAT)

BY SIGNING THIS FORM, YOU CONFIRM THAT YOU HAVE REVIEWED THE CATALOGUING FOR THE ABOVE LOTS, YOU AGREE TO THE CONDITIONS OF SALE INCLUDING THE WARRANTIES LISTED THEREIN, AND AGREE TO PAY THE APPLICABLE BUYER'S PREMIUM, VAT AND ANY OTHER CHARGES DUE. THIS AFFECTS YOUR LEGAL RIGHTS.

Bidder/Agent's (please delete one) signature:

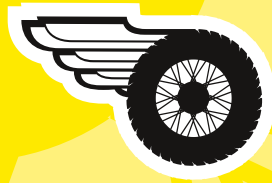
Date:

★ 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.

Please email or post 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. Montpelier Street, London SW7 1HH. Incorporated in England. Company Number 4326560.



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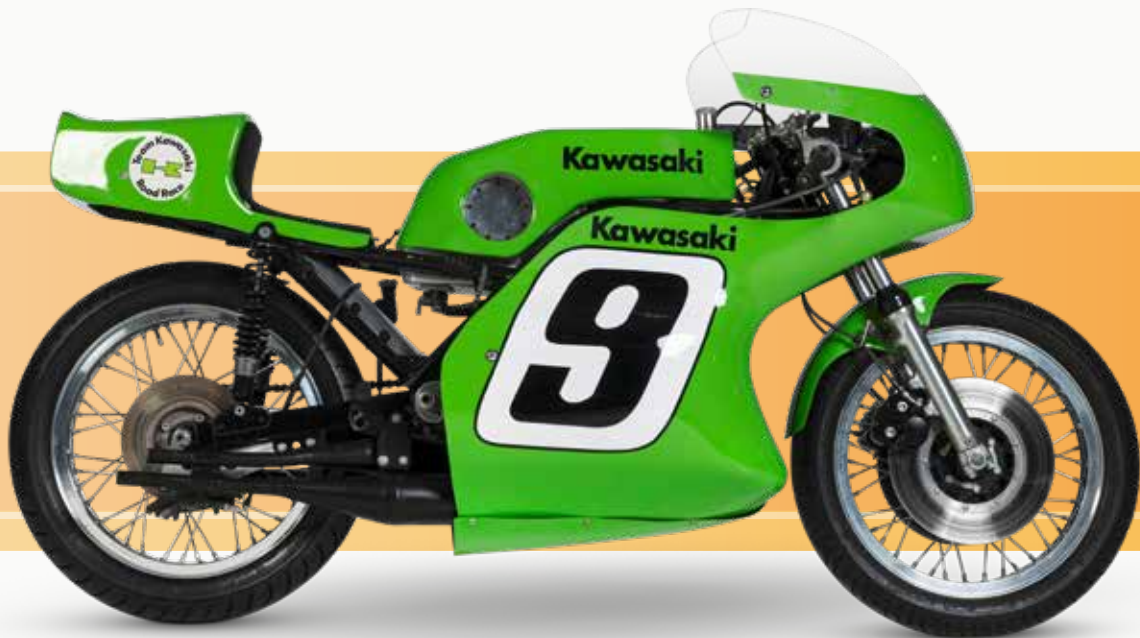


Lot no.	Year	Model	Lot no.	Year	Model
322	c.1920	ABC 398cc	246	c.1971	Ducati 350cc Racing Motorcycle
341	c.1921	ABC 398cc	416	1981	Ducati 900 SS
318	1922	AJS 799cc Model D	237	1986	Ducati 750 F1 Montjuich
458	1924	AJS 350cc Model E4	408	1989	Ducati 900SS
319	c.1927	AJS 349cc Big Port	407	1991	Ducati 851
208	1948	AJS 497cc Model 18 Project	403	2006	Ducati 999 Biposto
230	c.1949	AJS 350cc 7R Racing Motorcycle	409	2007	Ducati 996cc Monster S4R
495	1953	AJS 498cc Model 18C Trials	405	2011	Ducati Monster 1100
245	c.1955	AJS 350cc 7R Racing Motorcycle	402	2012	Ducati 1199 Panigale S Tricolore
352	1961	AJS 348c Model 8	404	2016	Ducati 1198cc Monster 1200 R
231		AJS 350cc 7R Racing Motorcycle	216	1937	Excelsior 350cc Manxman
461	1932	Ariel 601cc Model 4F Square Four	249	1954	Excelsior 125cc D12 Condor
88	c.1934	Ariel 600cc Model 4F Square Four Project	327	c.1956	Excelsior 243cc Talisman Sports Twin
353	c.1950	Ariel 598cc VB Project	357	1921	Excelsior 250cc Ladies Model
339	1953	Ariel 998cc Square Four MKII	240	c.1957	F.B. Mondial 175cc Bialbero Racing Motorcycle
428	2017	Avinton 1,647cc Collectors GT	335	1959	Greeves 197cc Scottish Trials
261	1976	Beamish Suzuki RL-250 Trials Motorcycle	378	1928	Harley Davidson 1207cc model JD
388	1959	Benelli 248cc Grand Prix Racing Motorcycle	218	c.1942	Harley-Davidson 750cc WLC Project
415	1978	Benelli 750cc Sei	243	1962	Honda 125c CR93 Racing Motorcycle
250	2012	BMW S1000RR Racing Motorcycle	232	c.1963	Honda 50cc CR110 Racing Motorcycle
356	1948	Brockhouse 98cc Corgi	233	c.1963	Honda 125cc CR93 Racing Motorcycle
379	c.1922	Brough Superior 996cc Mkl/SS80 'Special'	497	1965	Honda 305cc CB77
376	1924	Brough Superior 980cc SS80	425	1966	Honda 305cc C78 Dream
91	1928	Brough Superior Overhead 680 Project	499	1966	Honda CB450
380	1935	Brough Superior 11-50 with Brough petrol-tube sidecar	422	1968	Honda CB450
301	1913	BSA 3½hp	420	1970	Honda CB750
304	c.1922	BSA 4.25hp	498	1976	Honda C70
302	c.1923	BSA 4.25hp	355	1977	Honda CB400F
457	1923	BSA 4¼hp Model H2	423	1979	Honda CBX1000
362	1924	BSA 249cc Model B 'Round Tank'	417	1980	Honda 748cc CB750F
303	c.1926	BSA Flat tank	440	1982	Honda CB250RSA
485	1928	BSA 770cc V-twin Motorcycle Combination	419	1983	Honda VF750FD
305	1932	BSA 499cc Blue Star W32-7	418	1984	Honda CB1100R
308	1932	BSA 986cc Model G32-10	238	1986	Honda NS400R
306	1934	BSA 5.95hp Sloper M34-12	391	1987	Honda RS500 Grand Prix Racing Motorcycle
309	1934	BSA 4.98 hp J34-15 OHV Twin W.D.	421	1995	Honda C90 Super Cub
307	1938	BSA 250cc B21 Sports	345	1925	Humber 348cc De Luxe
436	1950	BSA 498cc B33	400	1972	Husqvarna CR400
493	1951	BSA 350cc Gold Star Replica	377	1925	Indian 37ci Scout
310	1952	BSA 498cc Star Twin	338	1941	Indian 500cc 741 Scout
311	1953	BSA 349cc BB32 Gold Star	363	1932	James 499cc Model D2 Grey Ghost
252	1954	BSA 350cc Gold Star CB32	336	c.1953	James 125cc Cadet
257	1954	BSA 123cc Bantam D1	239	1955	James 199cc Commando Trials
255	1955	BSA 123cc Bantam D1	398		JAP Speedway Racing Motorcycle
271	1955	BSA 499cc Gold Star DB34	374		JMC Norvin 1,200cc
472	1955	BSA 500cc Goldstar DB34	390	1972	Kawasaki 750cc H2-R Formula 750 Racing Motorcycle
437	1956	BSA 650cc A10 Golden Flash	413	1973	Kawasaki 903cc Z1
203	c.1956	BSA 148cc D3 Bantam Major	412	1974	Kawasaki 746cc Z2
251	1961	BSA 500cc Gold Star DBD34	406	1989	Kawasaki 998cc ZX10
496	1963	BSA 250cc C15 Scrambler	441	1999	Kawasaki 676cc W650
268	1967	BSA 343cc B40 Military Motorcycle	382	c.1990	M.R.D Rickman Métisse Aermacchi 350cc Racing Motorcycle
435	1967	BSA 650cc A65 Spitfire MkIII	375	1921	Matchless 8hp Model H2 Motorcycle Combination
204	c.1967	BSA 250cc B40/C15 Star	316	1929	Matchless 394cc Silver Arrow Project
212	c.1967	BSA 343cc B40 Military Motorcycle	315	1930	Matchless 400cc Silver Arrow
471	c.1967	BSA 499cc A50 Racing Motorcycle	314	1931	Matchless 593cc Silver Hawk Project
438	1968	BSA A65L Lightning	312	1932	Matchless 347cc D/3
85		BSA 343cc B40 Military Motorcycle Project	313	1936	Matchless 497cc G80 Project
202	c.1961	Capriolo 125 'ISDT' Project	317	1941	Matchless 347cc G3L Military Motorcycle
201	c.1961	Caproni Capriolo 100 Project	443	1955	Matchless 499cc G80 Project
343	c.1919	Clyno 2½hp 250cc	228	c.1957	Matchless 498cc G45 Racing Motorcycle
460	1932	Coventry Eagle 150cc Silent Superb	272	1964	Matchless 646cc Monarch G12CSR
459	1936	Coventry Eagle 250cc K6 Sports Model	442	1966	Matchless 745cc G15CS
258	1954	DOT 197cc TDHX Trials	229		Matchless 498cc 'G50' Racing Motorcycle
453	1919	Douglas 2¾hp	424	1961	Meguro 250cc S7 Junior
456	c.1919	Douglas 2¾hp	269	c.1969	MotoBi 250cc Sport Special
361	1926	Douglas 348cc Model EW	241	1950	MV Agusta 125cc 'Quattro Marce' Racing Motorcycle
323	1932	Douglas 350cc Model A32	383	1952	MV Agusta 123.5cc Monoalbero Racing Motorcycle project
89	c.1951	Douglas 348cc 80 Plus Project	242	c.1952	MV Agusta 123.5cc Monoalbero Racing Motorcycle
385	1959	Ducati Formula 3 Replica	384	1954	MV Agusta 175cc 'CSS Disco Volante'
236	c.1960	Ducati 175cc Formula 3 Racing Motorcycle	254	c.1954	MV Agusta 125cc Pullman

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Lot no.	Year	Model	Lot no.	Year	Model
80	c.1956	MV Agusta Project	82	1986	Suzuki RG500 Project
270	1963	MV Agusta 50cc Liberty	410	1990	Suzuki GSX-R750L Slingshot
414	1974	MV Agusta 750S	393		Suzuki TR750/XR11 Replica Racing Motorcycle
253		'MV Agusta' Child's Motorcycle	358	1910	Triumph 3½hp
344	1922	New Imperial 347cc	455	1913	Triumph 550cc 'Model C'
87	1929	Norton 490cc Model 18 Project	359	1914	Triumph 4hp
328	1931	Norton 490cc Model 18	360	1914	Triumph 4hp Model A
209	c.1939	Norton 490cc Model 16H Project	326	c.1916	Triumph 4hp Model H
210	c.1940	Norton 490cc Model 16H Military Motorcycle Project	340	c.1922	Triumph 4hp SD
329	c.1942	Norton 490cc Model 16H	483	c.1926	Triumph 494cc Model P
226	c.1947	Norton 348cc Manx Special	466	1934	Triumph 148cc Model XV/1
227	1948	Norton 499cc Manx Project	337	c.1935	Triumph 249cc Model 2/1 Project
332	1949	Norton 490cc 500T	86	c.1936	Triumph L2/1 Project
225	1950	Norton 490cc International Model 30	462	1936	Triumph 493cc Model 5/5
330	1950	Norton 596cc Big Four	489	1936	Triumph 249cc Model L2/1
224	1950/1947	Norton 350cc International/Manx Special	488	1937	Triumph 350cc Tiger 80
333	1951	Norton 490cc 500T	213	1939	Triumph 499cc Speed Twin
220	1953	Norton 500cc Model 30 DOHC Manx Racing Motorcycle	484	1950	Triumph 650cc Thunderbird and Swallow Jet 80 Sidecar
467	1954	Norton 350cc 'Model 40 International'	205	1951	Triumph 498cc 5T Speed Twin Project
349	c.1955	Norton 490cc Model 18	206	c.1952	Triumph 498cc Project
433	1956	Norton 348cc Manx Model 40M	490	1953	Triumph 500cc Tiger 100
492	1956	Norton 490cc Model 30 International	215	1955	Triumph 499cc Tiger T100
83	c.1957	Norton Dominator 99 project	491	1956	Triumph 650cc Trophy
331	c.1958	Norton 600cc Dominator 99	482	1961	Triumph 199cc T120S/L Tiger Cub
244	1960	Norton 500cc Model 30 Manx Racing Motorcycle	207	c.1961	Triumph 350cc Twenty One Project
469	1961	Norton 348cc Model 50	334	1963	Triumph 199cc Tiger Cub Trials Motorcycle
470	1961	Norton 350cc Navigator Deluxe	248	1965	Triumph 650cc Bonneville Thruxton
222	c.1961/1951	Norton 350cc Model 40 Manx Racing Motorcycle	481	c.1965	Triumph 200cc Tiger Cub
221	c.1962	Norton 500cc Model 30 Manx Racing Motorcycle	434	1966	Triumph 500cc T100C
468	c.1965	Norton 750cc Atlas	211	c.1966	Triumph 350cc 3TA T35 Military Motorcycle
447	c.1969	Norton 745cc Atlas Café Racer	476	1967	Triumph 649cc Bonneville T120R
445	2015	Norton Commando 961 Sport	448	1971	Triumph 490cc T100R Daytona Café Racer
223		Norton 350cc Model 40 Manx Racing Motorcycle	439	1972	Triumph 490cc T100R Daytona
432		Norton 850cc Commando Fastback	478	1973	Triumph Trident T150 V
446		Norton Manx 500cc Model 30 Racing Motorcycle Replica	477	1975	Triumph 985cc Trident T160 Hyde
387		Norton 350cc Manx Replica	479	1979	Triumph 749cc T140D Bonneville
386		Norton-JAP 1,150cc Racing Motorcycle	354	1981	Triumph 744cc Bonneville T140E
451	c.1913	OK Precision 4¼hp 598cc project	480	1982	Triumph 744cc TSS Electro
395	c.1967	OSSA 230cc Sport Racing Motorcycle	450	c.1904	Unidentified Veteran Motorcycle Project
396	c.1968	OSSA 230cc Sport Racing Motorcycle	397	1929	Velocette 415cc Speedway Model Re-creation
452	1916	P&M Single cylinder 3 1/2 HP	90	c.1935	Velocette 348cc KSS project
219	c.1960	Parilla 250cc Racing Motorcycle Project	463	1938	Velocette KSS Mark II
256	1980	Puch MV50 Sports Moped Ex-Post Office	214	1939	Velocette 348cc KSS MkII
454	1907	Quadrant 453cc	399	1939	Velocette 248cc GTP
342	1915	Radco 211cc	321	1952	Velocette 348cc MAC
347	1928	Royal Enfield 488cc 3½hp Model 501	494	1958	Velocette 200cc Valiant
473	1966	Royal Enfield Continental GT	464	1966	Velocette 499cc Viper Clubman 'Special'
474	1966	Royal Enfield 248cc Continental GT	247	1968	Velocette 499cc Venom Thruxton
324	c.1919	Rudge 499cc Multi	475	1969	Velocette 499cc Venom Thruxton
325	1926	Rudge 499cc Four Valve Four Speed Project	365	1938	Vincent-HRD 998cc Rapide Series-A
487	1930	Rudge 499cc Ulster	364	1949	Vincent 998cc Black Lightning Series-C
465	1938	Rudge 250cc Sports	217	1949	Vincent-HRD 998cc Rapide Series-B
346	c.1924	Scott 596cc Super Squirrel	84	1950	Vincent 499cc Series-C Comet Project
449	1929	Scott 596cc Flying Squirrel Project	366	1950	Vincent 499cc 'Grey Flash'
351	1960	Scott 596cc Flying Squirrel	373	1950	Vincent 499cc Series-C Comet
394		'Seeley-Suzuki' 500cc Replica Racing Motorcycle	367	1951	Vincent 998cc Series-C Black Shadow
320	1937	Stevens 347cc LL47	369	1951	Vincent 998cc Series-C Black Shadow
381	1930	Sunbeam 500cc Model 90 Racing Motorcycle	372	1951	Vincent 499cc Series-C Comet
348	1931	Sunbeam 344cc Model 10 OHV Twin-port	370	c.1951	Vincent 998cc Series-C Rapide
486	1937	Sunbeam Model 9A and Swallow De Luxe Launch Sidecar	371	1954	Vincent 998cc Rapide Series-C Project
350	1953	Sunbeam 487cc S8	368	1955	Vincent 998cc Black Knight
265	1970	Suzuki 196cc T200 Invader Project	444	2003	Whitelock 4200cc Tinker Toy
266	c.1970	Suzuki 196cc T200 Invader Project	429	1971	Yamaha 347cc R5
260	1973	Suzuki 125cc Stinger	81	c.1976	Yamaha TZ350D Project
389	1974	Suzuki TR750 Formula 750 Racing Motorcycle	430	1978	Yamaha RD250D Project
259	1976	Suzuki TS185	401	1984	Yamaha XT600
267	1976	Suzuki RV125 Van Van	235	c.1986	Yamaha TZ250S Racing Motorcycle
262	1977	Suzuki 739cc GT750 Project	427	1988	Yamaha 1,198cc V-Max
263	1977	Suzuki TS400	234	c.1988	Yamaha TZ250 U Racing Motorcycle
392	1978	Suzuki RG500 Racing Motorcycle	426	1993	Yamaha 1,197cc V-Max by Fritz Egli
411	1978	Suzuki GS1000	431	2006	Yamaha XJR1300 50th Anniversary
264	1979	Suzuki TS100			





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