

## THE AUTUMN STAFFORD SALE

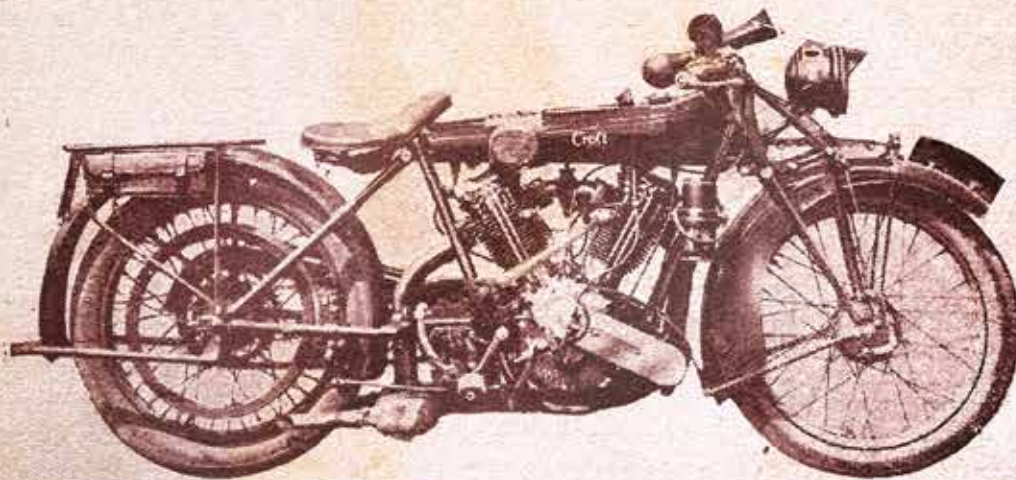
Important Pioneer, Vintage,  
Classic & Collectors' Motorcycles  
Sunday 16 October 2016  
The Classic Motorcycle Mechanics Show  
Sandylands Centre  
Staffordshire County Showground

# LOOK!

Speedmen, Hard Riders, and all  
such Sportsmen.

At last you have the Ideal of  
your dreams.

The Croft Anzani "Super Eight."



# Bonhams











# THE AUTUMN STAFFORD SALE

## Important Pioneer, Vintage, Classic & Collectors' Motorcycles and Related Spares & Memorabilia

Sunday 16 October 2016 at 11:00  
The Classic Motorcycle Mechanics Show  
Sandylands Centre  
Staffordshire County Showground

### VIEWING

Saturday 15 October  
10:00 to 17:00

Sunday 16 October  
from 09:00

### SALE TIMES

Spares & Memorabilia 11:00  
Motorcycles 12:00

### SALE NUMBER

23602

### CATALOGUE:

£25.00 + p&p

### BIDS

+44 (0) 20 7447 7447  
+44 (0) 20 7447 7401 fax  
bids@bonhams.com  
To bid via the internet please visit  
www.bonhams.com

### LIVE ONLINE BIDDING IS AVAILABLE FOR THIS SALE

Please email bids@bonhams.com with "Live bidding" in the subject line 48 hours before the auction to register for this service

Please note that bids should be submitted no later than 16:00 on Friday 4 October. Thereafter bids should be sent directly to the Bonhams office at the sale venue.  
+44 (0) 8700 270 089 fax or  
bids@bonhams.com

We regret that we are unable to accept telephone bids for lots with a low estimate below £500. Absentee bids will be accepted. New bidders must also provide proof of identity when submitting bids. Failure to do so may result in your bids not being processed.

### CASH LIMIT ACCEPTANCE

Following a review of its procedures Bonhams will accept no more than £3,000 in cash from any purchaser.

### PLEASE NOTE

Admission to the auction is by catalogue only.

**Admission to The Classic Motorcycle Mechanics Show is not included in the price of the catalogue. Tickets can be purchased in advance from [www.classicbikeshows.com](http://www.classicbikeshows.com)**

### ENQUIRIES

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### ENQUIRIES ON VIEW AND SALE DAYS

+44 (0) 8700 270 090  
+44 (0) 8700 270 089 fax

### CUSTOMER SERVICES

Monday to Friday 08:30 - 18:00  
+44 (0) 20 7447 7447

Please see page 2 for bidder information including after-sale collection and shipment

**Please see back of catalogue for important notice to bidders**

### ILLUSTRATIONS

Back cover: Lot 213  
Opposite page: Lot 227  
Inside front cover: Lot 177  
Inside back cover: 244

### IMPORTANT INFORMATION

**The United States Government has banned the import of ivory into the USA. Lots containing ivory are indicated by the symbol  $\Phi$  printed beside the lot number in this catalogue.**

#### Bonhams 1793 Limited

Registered No. 4326560  
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#### Bonhams International Board

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Malcolm Barber Co-Chairman,  
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Patrick Meade Group Vice Chairman,  
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Caroline Oliphant, Edward Wilkinson, Leslie Wright.

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Antony Bennett, Matthew Bradbury,  
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Charlie O'Brien, Giles Peppiatt, Peter Rees,  
John Sandon, Tim Schofield, Veronique Scorer,  
James Stratton, Ralph Taylor, Charlie Thomas,  
Shahin Virani, David Williams,  
Michael Wynell-Mayow, Suzannah Yip.



# General Information

## Admission

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

**Admission to The Classic Motorcycle Mechanics Show is not included in the price of the catalogue. Tickets can be purchased in advance from [www.classicbikeshows.com](http://www.classicbikeshows.com)**

## 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 12 noon 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

Buyer's Premium on all **Spares and Memorabilia** lots (1-76) will adhere to Bonhams group policy, 25% up to £50,000 of hammer price, 20% from £50,001 to £1,000,000 of hammer price, and 12% on the balance thereafter. This applies to each lot purchased and is subject to VAT. These lots are also subject to 5% import rate on the hammer price and are clearly marked with an asterisk (\*) printed beside the lot number in the catalogue.

For **Motor Cars and Motorcycles** a 15% Buyer's Premium is payable on the first £50,000 of the final Hammer Price of each Lot, and 12% on any amount by which the Hammer Price exceeds £50,000, 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.

## Motorcycle Frame and Engine Numbers

It is not uncommon in the life of a motorcycle for either the frame or the engine number to be changed. Buyers are advised to 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.

## Cash Limit Acceptance

Following a review of its procedures Bonhams will accept no more than £3,000 in cash from any purchaser.

## Important V5C Registration Document procedures

In order to comply with the Driver and Vehicle Licensing agency's (DVLA) procedures for updating a change of keeper for a motor vehicle, Bonhams has now changed their policy on the handling of V5C Registration documents, upon full payment by the buyer.

If we have not received confirmation of the new keeper's name and address 14 days from the date of sale, we will write to you requesting this information.

If, after 28 days from the date of Sale, we still have not had contact from you, we will update the new keeper to the name and address shown on your Bonhams client account.

Should your address be from outside the United Kingdom, we will inform the DVLA that the vehicle has been exported.

If you wish the new keeper details to be updated in any other way please make contact with the Sale 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.

## Methods of Payment

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

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

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

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

Purchases can only be released when full settlement (inclusive of all charges) of all invoices issued to the buyer is received in cleared funds. Before bidding, you should ensure that you have the necessary funds available and be able to pay according to one of the methods set out below. All cheques should be made payable to Bonhams 1793 Limited.

We accept the following methods of payment:

- sterling cheque drawn on a UK branch of a bank or building society: all cheques must be cleared before you can collect your purchases, unless agreed with us in advance, or unless you provide an irrevocable letter of guarantee from your bank. Cheques drawn by third parties cannot be accepted;
- bankers draft/building society cheque: if you can provide suitable proof of identity and we are satisfied as to the genuineness of the draft or cheque, we will allow you to collect your purchases immediately;
- cash and travellers cheques: you may pay for lots purchased by you at this Sale with notes, coins or travellers cheques 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, notes or travellers cheques.
- We will need to see your passport if you wish to pay using travellers cheques.
- bank transfer: Bonhams require an irrevocable guarantee from your bank. 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 either the deduction of bank fees or for the conversion to pounds sterling, must not be less than the sterling amount payable on the invoice.**

- debit cards drawn on a UK bank: there is no additional charge for purchases made with these cards. Debit cards drawn on an overseas bank or deferred debit cards will be subject to a 2% surcharge
- credit cards: Visa and Mastercard. Please note there is a 2% surcharge on the total invoice value when payments are made using credit cards.

Please note it may be advisable to notify your card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay. If you have any questions with regard to payment, please contact our client services department.

## VAT

The following symbols are used to denote that VAT is due on the hammer price and buyer's premium:  
† VAT at 20% on hammer price and buyer's premium  
Ω VAT on imported items at 20% on hammer price and buyer's premium.

\* VAT on imported items at 5% on hammer price and buyer's premium.

- Zero rated for VAT, no VAT will be added to the hammer price or the buyer's premium.

In all other instances no VAT will be charged on the hammer price, but VAT at the prevailing rate (currently 20%) will be added to the buyer's premium which will be invoiced on a VAT inclusive basis.

## Nova

Certain motorcycle Lots, which will be marked "N" in the Catalogue, if purchased by a UK resident will be subject to a NOVA Declaration, undertaken by Bonhams to facilitate its registration here in the UK.

## Vehicles imported under Temporary Admission (TA)

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

## Artists Resale Right Regulations 2006

On certain Lots, which will be marked "AR" in the Catalogue and which are sold for a Hammer Price [together with Buyer's Premium] of €1000 or greater (converted into the currency of the Sale using the European Central Bank Reference rate prevailing on the date of the Sale), the Additional Premium will be payable to us by the Buyer to cover our expenses relating to the payment of royalties under the Artists Resale Right Regulations 2006. The Auctioneer will announce the equivalent of €1000 in the currency in which the Sale will take place at the beginning of the Sale. An Additional Premium will be a percentage of the amount of the Hammer Price [plus Buyer's Premium] calculated in accordance with the table below, and shall not exceed €12,500 (converted into the currency of the Sale using the European Central Bank Reference rate prevailing on the date of the Sale).

## VMCC Statement of Search/Dating Certificates

The DVLA have revised their policy for the issuing of a VMCC Dating Certificate. Accordingly, any Vintage Motor Cycle Club Statement of Search Certificate issued before serial number 18999, will no longer be accepted by the DVLA for dating and registration purposes due to the insufficient depth of information provided.

Whilst Bonham's may refer to old style VMCC dating certificates in the catalogue description of a lot and their physical presence within the lot's history file, the old style dating certificate cannot be relied upon as evidence in correspondence with the DVLA. In all cases, prospective bidders must satisfy themselves as to the date and manufacture of a machine and its major mechanical components prior to bidding. Please contact the VMCC Library for replacement applications and further details.



# Guide for Buyers

## Do I need to bring my catalogue to the sale?

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

## How do I bid at the sale?

In order to bid at the sale you will be required to complete a bidder registration form. We will also need to confirm your identification so please bring a passport or drivers licence with you. Credit/Debit card details will also be required. Should you not wish to divulge these details, we will require a £100 returnable cash deposit.

Should you be unable to attend the sale but still wish to bid, you can either leave an absentee or telephone bid. 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, credit card details 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. This can be either a copy of your passport or driving licence. 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, contain credit/debit card details and fax/post to us no later than the morning of the sale day.**

## How fast will the auctioneer go?

The auctioneer will aim to sell circa 30 motorcycles per hour and circa 100 lots of spares and memorabilia.

## How can I pay?

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

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

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

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

In order to release your purchases immediately we would recommend payment by credit/debit card. We are happy to accept cash (in the currency in which the sale is conducted) but not to exceed £3,000. Any amount over £3,000 must be paid otherwise than in coins, notes or travellers cheques. We accept the following methods of payment.

Payment by card

You may pay by the following debit cards: Barclays connect, Delta and Switch/Maestro. You may also pay by the following credit cards: Visa, Mastercard and Access (American Express not accepted). Please note there is a 2% surcharge on the total invoice value if payment is made with a credit card.

Payment by cheque

You may pay by sterling cheque but all cheques must be cleared before you can collect your purchases, unless you have a cheque facility with Bonhams or we have received an assurance directly from your bank prior to the sale. Cheques generally take 5-7 working days to clear. You may pay by bankers draft or building society cheque which will enable you to collect your purchases immediately and also by Sterling travellers cheques as long as they are accompanied by a valid passport.

Bank transfer

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

## Cash Limit Acceptance

Following a review of its procedures Bonhams will accept no more than £3,000 in cash from any purchaser.

## Are there any other charges?

Like the vast majority of auctioneers Bonhams charge what is known as a Buyer's Premium.

For **Motor Cars** and **Motorcycles** a 15% Buyer's Premium is payable on the first £50,000 of the final Hammer Price of each Lot, and 12% on any amount by which the Hammer Price exceeds £50,000. 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.

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

## When can I clear my purchases?

Once full payment has been received, purchases can be cleared (where possible) during the auction and immediately after the auction. Any machine not collected by 7pm on the day of the sale will go to storage at the buyer's expense. Details of these charges are laid out under collection and transport on our general information page. Should you have difficulty collecting your purchased lots by 7pm, please notify a member of staff during or directly after the sale.

## Can someone deliver the motorcycle for me?

Bonhams do not transport vehicles. However representatives from our preferred carriers - Polygon Transport - are present at every sale and can quote a price to deliver the motorcycle to you. Polygon's contact details are listed in the sale catalogue.

## Are there any warranties offered with the motorcycles?

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

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

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

## Can I view the files that accompany the vehicles?

Yes, we should have every motorcycle's file 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 number to be changed. Buyers are advised to 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.

## 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.

## Vehicle Tax Disc

From 1 October 2014, vehicle tax is not transferable therefore any remaining tax offered with a vehicle will automatically be returned/refunded to the current keeper of the vehicle.

From 1 October, when you buy a vehicle, the vehicle tax will no longer be transferred with the vehicle. You will need to get new vehicle tax before you can use the vehicle.

You can tax the vehicle using the New Keeper Supplement (V5C/2) part of the vehicle registration certificate (V5C) online or by using DVLA's automated phone service - 24 hours a day, 7 days a week on 0300 123 4321.

For more information, please visit: [www.gov.uk/government/news/vehicle-tax-changes](http://www.gov.uk/government/news/vehicle-tax-changes)

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



# Your contacts for this sale

## Motorcycle Specialists

London  
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## Motorcycle Administrator

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## Buyers/Sellers Accounts

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## Catalogue subscriptions

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

## Press Office

+44 (0) 20 7468 5870  
+44 (0) 20 7468 8209 fax  
press@bonhams.com

## Recommended Transporters

Polygon Transport  
+44 (0) 2380 871 555  
polygon@polygon-transport.com  
www.polygon-transport.com

## Recommended Vehicle Insurance

Carole Nash  
Trafalgar House  
110 Manchester Road  
Altrincham  
Cheshire  
WA14 1NU

# Directions to Staffordshire County Showground



**Please note that the auction venue has moved within the Showground to the Sandylands Centre.**

## Directions

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

## Address

Sandylands  
Staffordshire County Showground  
Weston Road  
Stafford  
ST18 0BD

# Collections

## Motorcycle Spares and Memorabilia

All purchased lots must be cleared from the sale venue by 6pm Sunday 16 October.

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

Unit 1 Sovereign Park,  
Coronation Road,  
Park Royal  
London,  
NW10 7QP

Lots will be available for collection from 10am Wednesday 19 October 2016 by appointment only.

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

All lots will be charged a minimum of £10+VAT uplift and storage at £1+VAT per day per lot.

All lots marked with a ♦ will be charged £25+VAT uplift and storage at £5+VAT per day per lot.

All lots marked with a ♦♦ will be charged £50+VAT uplift and storage at £10+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.

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

## Motorcycles

Vehicles must be collected from the sale venue by 7pm on the day of the sale. Buyers should satisfy themselves that they have collected all relevant log books, documents and keys relating to their Lot(s) at time of collection. **Otherwise Lots shall be removed to local store in Stoke-on-Trent at the Buyer's expense (see below).** Lots are at the Buyer's risk from the fall of the hammer. It is strongly advisable that overseas purchasers and absentee bidders make arrangements regarding collection with Bonhams in advance of Sale.

### Removal and Storage of Vehicles

All Lots not removed in accordance with the above will be transported by Polygon Transport to local store in Stoke-on-Trent. Please contact Polygon Transport to make arrangements for the collection/delivery of your lot:

### Polygon Transport

+44 (0) 2380 871 555  
+44 (0) 2380 862 111 fax  
[polygon@polygon-transport.com](mailto:polygon@polygon-transport.com)  
[www.polygon-transport.com](http://www.polygon-transport.com)

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 local store in Stoke-on-Trent from 12pm Tuesday 18 October, by appointment with Polygon Transport.

### Vehicle Removal charges to local store

£75 + VAT per motorcycle  
£120 + VAT per motorcycle combination

### Storage charges

£9.00 + VAT per day per motorcycle  
£15.00 + VAT per day per motorcycle combination

### Limited transport is available to the South of England, Marchwood (Southampton) by request with Polygon Transport at

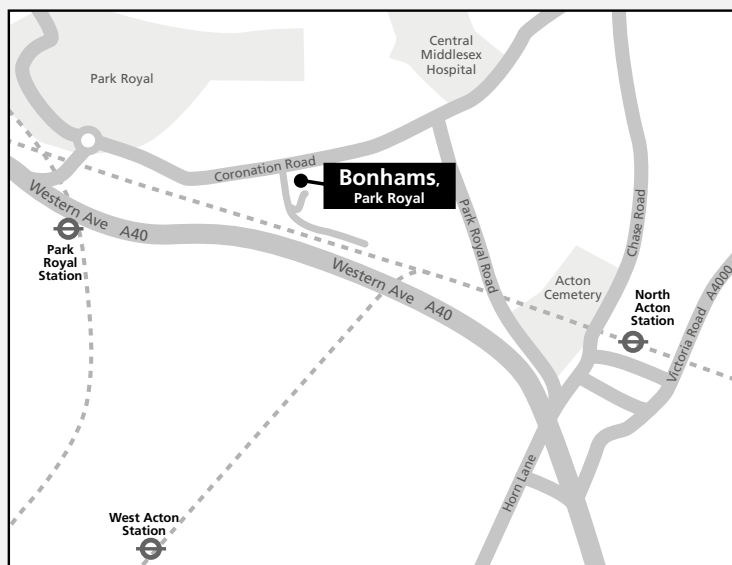
£100 + VAT per motorcycle  
£150 + VAT per motorcycle combination

### Storage charges

£9.00 + VAT per day per motorcycle  
£15.00 + VAT per day per motorcycle combination

### Transport and Shipping

A representative of Polygon Transport, Bonhams preferred carriers, 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).





# РЛОСНА



## SPARES AND MEMORABILIA

Sunday 16 October at 11.00

Lots 1 - 76

Images of each lot can be found at:  
[www.bonhams.com/23602](http://www.bonhams.com/23602)



# D R A H A







5

1<sup>◇</sup>

**AN ARIEL LEADER ENGINE & GEARBOX UNIT,**

(no. T-3946-A), plus an assortment of wheels of varying sizes, including one unidentified shaft-drive type, close inspection advised.

**£250 - 350**

**€300 - 410**

2<sup>◇</sup>

**TWO PANTHER ENGINES,**

No. 50K482A complete, and No. 54KS517C dismantled, condition unknown, close inspection advised.

(Qty)

**£250 - 350**

**€300 - 410**

3<sup>◇</sup>

**THREE CYCLEMASTER WHEELS,**

together with one Cyclemaster engine, all for restoration, condition unknown.

(4)

**£250 - 350**

**€300 - 410**

4

**A MATCHLESS ENGINE,**

No. 68045, believed 1930s, with carburettor body attached, condition unknown, close inspection advised.

**£250 - 350**

**€300 - 410**

5

**A C.1961 MATCHLESS G80CS ENGINE,**

No. 61/G80CS 4105 complete with Lucas competition magneto, condition unknown, close inspection advised.

**£700 - 900**

**€830 - 1,100**



10

6<sup>◇◇</sup>

**A QUANTITY OF BSA PARTS INCLUDING INCOMPLETE ENGINES,**

No.XM20 2079 and 113056, plus associated parts, condition unknown, close inspection advised.

(Qty)

**£250 - 350**

**€300 - 410**

7

**A BELIEVED UNUSED JAWA ENGINE,**

(No.897-5509). Also stamped 85 87. Crankcase mating numbers 691/691, complete with PAL magneto, close inspection advised.

**£800 - 1,000**

**€940 - 1,200**

8

**A J.A.P. 5-STUD ENGINE**

unnumbered, incomplete, loose timing cover with pilgrim pump, condition unknown, close inspection advised.

**£250 - 350**

**€300 - 410**

9

**A J.A.P. 5-STUD ENGINE,**

incomplete (unnumbered), together with eight J.A.P. cylinder barrels, and miscellaneous related parts, condition unknown, close inspection advised.

(Qty)

**£250 - 350**

**€300 - 410**

10

**AN AMAL GRAND PRIX CARBURETTOR T5GP1 1 3/8 INCHES,**

with float chamber and clip fitting, close inspection advised.

**£250 - 350**

**€300 - 410**

11

**AN AMAL GRAND PRIX CARBURETTOR T5GP1 1 3/8 INCHES,**

with float chamber. Clip fitting, incomplete, and Amal twin float carburettor, flange fitting, incomplete.

(2)

**£250 - 350**

**€300 - 410**



11

12<sup>◇</sup>

**A QUANTITY OF GEARBOXES,**

including AMC, Burman and BSA, condition unknown, close inspection advised.

(7)

**£250 - 350**

**€300 - 410**

13<sup>◇</sup>

**A QUANTITY OF GEARBOXES,**

including AMC and Burman, condition unknown, close inspection advised.

(7)

**£250 - 350**

**€300 - 410**

14<sup>◇◇</sup>

**A LARGE QUANTITY OF AJS & MATCHLESS SPARES,**

including 2 incomplete engines (No's. 46/ G3L 1454 and 53G3LS 21254), together with various crankcases, chaincases, cylinder heads and other various related parts.

(Qty)

**£250 - 350**

**€300 - 410**

15<sup>◇◇</sup>

**A C.1947 BSA C10 PROJECT,**

comprising frame No.XC10T 16196 and engine No. XC10T 4760, three speed gearbox, front forks, front and rear mudguards.

(Qty)

**£250 - 350**

**€300 - 410**

16<sup>◇</sup>

**AN ASSORTMENT OF LUCAS AND WIPAC MAGNETOS, COILS, AND RELATED PARTS,**

in varying states of completeness and condition, close inspection advised.

(Qty)

**£250 - 350**

**€300 - 410**



24

17<sup>◇</sup>  
**AN ASSORTMENT OF LUCAS, WIPAC AND BTH MAGNETOS, COILS, AND RELATED PARTS,**

in varying states of completeness and condition, close inspection advised.

(Qty)  
**£250 - 350**  
**€300 - 410**

18<sup>◇◇</sup>  
**AN AUTOJUMBLER'S LOT,**  
 comprising Matchless frame (no. 22426) with old continuation RF60 log book, rigid rear frame section, set of forks with yokes, 2 fork legs, 2 grasstrack racer frames (one with swinging arm), gearbox (possibly Albion), 2 petrol tanks, Villiers engine/gearbox unit, 4 magnetos, miscellaneous Triumph parts, and sundry other parts.  
 (Qty)  
**£250 - 350**  
**€300 - 410**



26

19<sup>◇</sup>  
**AN AUTOJUMBLER'S LOT,**  
 comprising handlebars (Qty), a variety of AJS/Matchless parts, BSA/Triumph conical hub, Smiths speedometer, AMC clutches, Bewley 2-speed gearbox, Burman gearbox with clutch, saddles, silencer, and miscellaneous parts.  
 (Qty)  
**£250 - 350**  
**€300 - 410**

20<sup>◇</sup>  
**AN AUTOJUMBLER'S LOT,**  
 comprising a large number of parts, including 2 Smiths speedometers, conrods, clutch plates, rear lamps, levers, headlamp, Matchless badges, and miscellaneous parts.  
 (Qty)  
**£250 - 350**  
**€300 - 410**

21<sup>◇</sup>  
**AN AUTOJUMBLER'S LOT,**  
 comprising a cast iron sign and spares, including crankcases, cylinder barrels, BTH magneto, bearings, calometer, Smiths speedometer, acetylene generator, headlamp shell, and miscellaneous parts.  
 (Qty)  
**£250 - 350**  
**€300 - 410**

22<sup>◇◇◇</sup>  
**AN EX-AA SIDECAR BODY,**  
 for restoration, close inspection advised.  
**£300 - 400**  
**€350 - 470**

23<sup>◇◇◇</sup>  
**AN EX-AA SIDECAR,**  
 for restoration, comprising body, chassis and wheel.  
**£300 - 400**  
**€350 - 470**

24<sup>◇◇◇</sup>  
**A BECKMETER YELLOW PETROL PUMP**  
 for restoration, missing globe, rear panel, and side panel, front panel loose, internals present, sold strictly as viewed.  
**£250 - 350**  
**€300 - 410**

25<sup>◇</sup>  
**A RALEIGH BICYCLE,**  
 together with a child's bicycle sidecar and Shell petrol can, all for restoration.  
 (3)  
**£250 - 350**  
**€300 - 410**

26<sup>◇◇</sup>  
**A PAIR OF DELIVERY BICYCLES**  
 for restoration comprising a Phillips (frame No. 867BJ) with front and rear wicker baskets, together with another unidentified (frame No. 13332).  
 (2)  
**£250 - 350**  
**€300 - 410**

27<sup>◇◇</sup>  
**AN AUTOJUMBLER'S LOT,**  
 Including a Velocette MAC engine No. 25258 (c.1958), a Norton upright gearbox and timing cover, 1 cast iron Triumph head, 5 alloy Triumph heads, 2 alloy Triumph 500 barrels, 1 cast iron Triumph 650 barrel, 2 Triumph crankcases stamped TR5.1957 & T100 03443 respectively, a Triumph gearbox, 2 Royal Enfield twin crankcases, 4 RE twin heads, 2 RE gearboxes, 1 RE alloy primary chaincase, etc. Condition and completeness of all items unknown. Close inspection advised, sold as seen.  
**£350 - 450**  
**€410 - 530**



36

28<sup>∞</sup>

#### AN AUTOJUMBLER'S LOT,

Including 3 magnetos: Lucas K2F, BTH KC1, BTH KC2; 3 Borrani alloy rims: WM3 18", WM3 19", WM2 19"; 3 apparently unused tyres: Avon 3.50 x 20, Mitas 3.25 x 19, Dunlop TT100 360H19; a Royal Enfield twin clock top yoke; 4 Norton hubs one of which is laced to a rim; an interesting modified Triumph hub with twin drums and alloy brake plates laced to an alloy rim; 4 more Triumph alloy brake plates; an unidentified vintage style rear carrier; a number of Lucas contact breaker sets; a pair of unidentified high level exhaust pipes; various fork components; various handlebars including a pair of Dunstall clip ons; an unused reproduction BSA dual seat; various vintage type reproduction saddles and bumpads, some unused; a believed Triumph oil tank; 3 swinging arms including 1 Triumph; a BSA Bantam petrol tank, and 3 glassfibre petrol tanks; and other related items. Condition and completeness of all items unknown. Close inspection advised, sold as seen.

£250 - 350

€300 - 410

29<sup>∞</sup>

#### AN AUTOJUMBLERS LOT,

comprising a selection of tinware including fuel tanks, oil tanks, headlamp shells and a glassfibre tail unit; together with 2 wheels, 2 rims and a hub. Close inspection advised.

£200 - 300

€240 - 350

30<sup>∞</sup>

#### AN AUTOJUMBLERS LOT,

comprising mostly pre and post-War AJS/Matchless components, including Model 14 engine cases and gearboxes, heads and barrels, crankshaft assembly, yokes; chain cases, brake plates, levers, carburettor spares, engine spares and other related items. Close inspection advised.

£250 - 350

€300 - 410

31<sup>∞</sup>

#### TWO GREEVES COMPETITION FUEL TANKS,

one with Greeves Griffon stickers, together with an alloy competition mudguard and two used Dunlop tyres.

(Qty)

£250 - 300

€300 - 350

32<sup>∞</sup>

#### VARIOUS BRITISH MARQUE MOTORCYCLE SPARES,

including 1 crankcase believed Norton, 1 unidentified crankcase, a pair of forks believed Ariel, 4 unidentified wheels, 1 unidentified OHV cylinder head, other spares, cables and some brackets believed Vincent, various conditions.

(Qty)

£250 - 300

€300 - 350

33<sup>∞</sup>

#### SIX TRIUMPH WHEEL RIMS,

including WM2-19, one with spokes, brake drum and plate.

(6)

£250 - 280

€300 - 330

34<sup>∞</sup>

#### TWO TANKS AND ASSORTED MUDGUARDS,

the tanks for AJS/Matchless and BSA, for restoration, and assorted mudguards, various conditions.

(Qty)

£250 - 300

€300 - 350

Lot 34 is offered for sale on behalf of the Stroke Association. The only UK-wide charity solely concerned with combating stroke in people of all ages. Registered as a Charity in England and Wales (No 211015). To make a donation or for more information got to the their web site [www.stroke.org.uk](http://www.stroke.org.uk)

35

#### A 1950'S VINCENT FIREFLY SERVICE KIT,

the 'Vincent Firefly Genuine Spare Parts' - labelled box (distressed) contains a number of Vincent Stevenage-labelled and packaged small items, plus un-wrapped items and gaskets, piston-rings and a carburettor, make unknown.

£250 - 350

€300 - 410

36<sup>∞</sup>

#### AN UNIDENTIFIED BELIEVED VINTAGE MOTORCYCLE FRAME,

No. 3922.

£300 - 400

€350 - 470

37\*

#### A SELECTION OF BELIEVED FN VETERAN SPARES,

comprising a hand oil pump in poor condition; a drip feed; a 4-cylinder crankshaft; a 4-cylinder cam shaft; 4 roller followers; a set of timing gears; 4 pistons; two leather tool boxes and other sundry items. Condition and completeness unknown.

(Qty)

£200 - 300

€240 - 350

38\*

#### A SELECTION OF BELIEVED JAMES VETERAN SPARES,

comprising a piston, set of timing gears and rear axle; together with believed Motoreve Veteran spares including a pair of connecting rods, a Gianoli magneto, a set of timing gears incl. eccentric pair and other sundry items. Condition and completeness unknown.

(Qty)

£300 - 400

€350 - 470



39\*

**A SELECTION OF BELIEVED TRIUMPH VETERAN SPARES,**

comprising a set of crankcases, unnumbered, each with mating numbers U54; a set of timing gears and cam followers; a magneto drive case; chainwheel; a pair of valve springs and retainers; chainguard; believed Sturmey Archer hub gears, axle and big end pin. Condition and completeness unknown.

£150 - 250

€180 - 300

40\*

**A SELECTION OF BELIEVED FN VETERAN SPARES,**

comprising a Brevete SGD G carburetor numbered 42759 together with auto inlet valve and cage; a reproduction oil pump; a chain wheel, pedals and chain.

(Qty)

£300 - 400

€350 - 470

41\*

**A BELIEVED STURMEY ARCHER 3 SPEED HUB,**

condition and completeness unknown, close inspection advised.

£400 - 600

€470 - 710

42\*

**AN INDIAN HEDSTROM CARBURETTOR,**

condition and completeness unknown.

£600 - 1,000

€710 - 1,200

43\* ♦

**A BELIEVED VETERAN SINGLE-CYLINDER MINERVA ENGINE,**

numbered 19531, condition and completeness unknown; together with a believed Eisemann low tension magneto numbered 7903.B.380. Prospective bidders should satisfy themselves as to the date and suitability of the items prior to bidding.

(2)

£300 - 400

€350 - 470

44\* ♦

**A BELIEVED VETERAN NSU SINGLE-CYLINDER ENGINE,**

numbered 12598, with inlet valve cage, some damage to finning; together with a selection of believed NSU Veteran Spares, comprising a reproduction 2-speed engine gear, believed complete; spare pinions for NSU gear; a connecting rod; a set of timing gears and 2 cam gears; 2 hubs; and 2 Michelin valve caps. Condition and completeness unknown.

(Qty)

£500 - 800

€590 - 940

45♦

**A JAP ENFIELD 6HP ENGINE,**

numbered 18187, with damage to finning, for restoration, condition and completeness unknown. Prospective bidders should satisfy themselves as to the date of manufacture and suitability prior to bidding.

£300 - 400

€350 - 470



41



43



44



42



45



47



48

46<sup>◇</sup>

**A 1935 BROUGH SUPERIOR  
MX80 ENGINE,**

numbered BSX/4 4229, for restoration, having been mounted in a Morgan three wheeler chassis for many years and believed unused since the 1960s. Careful inspection of this lot is advised. Sold as viewed.

**£1,000 - 1,500**

**€1,200 - 1,800**

47<sup>◇</sup>

**A DISMANTLED MATCHLESS 592CC  
SILVER HAWK ENGINE,**

comprising crankcases, numbered B551; crank shaft and con rods; barrel; 3 pistons; head assembly; manifold and other related items. Close inspection advised, sold as seen.

**£3,000 - 4,000**

**€3,500 - 4,700**

48<sup>◇</sup>

**A BELIEVED 1930'S AJS V-TWIN ENGINE,**

missing engine number plaque, with crankcase mating numbers M130. Condition and completeness unknown. Prospective bidders should satisfy themselves with regards the date and suitability of the lot prior to bidding.

**£600 - 1,000**

**€710 - 1,200**

49<sup>◇</sup>

**A PART DISMANTLED 1930'S AJS V-TWIN  
ENGINE,**

numbered R2/50663, crankcase mating numbers R91, comprising crankcases, crank and connecting rods, 2 heads, 2 barrels and associated spares. Condition and completeness unknown. Prospective bidders should satisfy themselves with regards the date and suitability of the lot prior to bidding.

**£400 - 800**

**€470 - 940**



49



50<sup>◇</sup>**A NORTON MODEL 50 ENGINE,**

engine No. 92963 13, also marked 71x88 and C4030 part dismantled and incomplete, condition unknown together with an AJS/Matchless rear mudguard in 2 sections, plus an acetylene headlamp, all for restoration.

(Qty)

£250 - 350

€300 - 410

51<sup>◇</sup>**A VELOCETTE MAC ENGINE,**

No. MAC 904, condition unknown.

£250 - 350

€300 - 410

52

**A BONNIKSEN 100MPH SPEEDOMETER  
BY ROTHERHAMS OF COVENTRY,  
PATENTED 1912,**

nickelled dial, with time and trip subsidiary dials and milometer, 7.5cm diameter, nickelled rim and case numbered B5620, with straight drive.

£500 - 800

€590 - 940

53<sup>○○○</sup>**STEIB S350 SIDECAR,**

The Steib is surely the classic and iconic sporting sidecar. The S350 model offered here has been attached to a Scott since about 1959 and has had only two enthusiast owners over this entire period. It is in generally good condition and has developed a very nice patina having been well maintained through the years. In 2006 a new (non standard) brake master cylinder and lever were fitted along with a new braided brake hose, a new tyre was fitted the following year, and in 2010 it benefitted from a new tonneau cover, screen, and carpet. Practicality extends to a lockable boot complete with key. A copy of the original Steib parts list as well as a list of spares currently available from Ideal GmbH in Germany are included. It is offered for sale only because the vendor is in need of space to accommodate another project.

£1,500 - 2,000

€1,800 - 2,400

54

**A QUANTITY OF PRE-WAR MOTORCYCLE  
SALES BROCHURES**

majority dated 1937-1939, 11 brochures relating to British marques comprising Brough Superior, Vincent-HRD, Norton, Velocette, Rudge, Coventry Eagle, together with two 1974 Mallory Park programmes, a pictorial map of the Isle of Man TT course, together with other Motor Racing ephemera.

(Qty)

£500 - 700

€590 - 830



52



53



54





55



55

57♦

**A GOOD QUANTITY OF POST WAR BSA TECHNICAL LITERATURE,**

including maintenance manuals, parts lists, hand books for various models and related literature.

(Qty)

£250 - 350

€300 - 410

58♦

**ASSORTED MOTORCYCLE TECHNICAL LITERATURE,**

including spares catalogues, instruction booklets and other related literature for Villiers, Excelsior, James, JAP and other general maintenance books.

£250 - 350

€300 - 410

59♦

**A GOOD QUANTITY OF LITERATURE RELATING TO BRITISH MARQUES,**

including maintenance manuals, parts lists, hand books for Velocette, AJS, Matchless, Norton and related literature.

(Qty)

£250 - 350

€300 - 410

60♦

**A GOOD QUANTITY OF ROYAL ENFIELD LITERATURE,**

including maintenance manuals, parts lists, hand books for various models and related literature.

(Qty)

£250 - 350

€300 - 410

61♦

**A SELECTION OF PRE-WAR MOTORCYCLE SALES BROCHURES,**

all dated pre-war between 1934-1937, comprising Rudge, Vincent, AJS, Triumph with signs of wear.

(Qty)

£250 - 350

€300 - 410

62

**A 1939 BROUGH SUPERIOR SALES BROCHURE,**

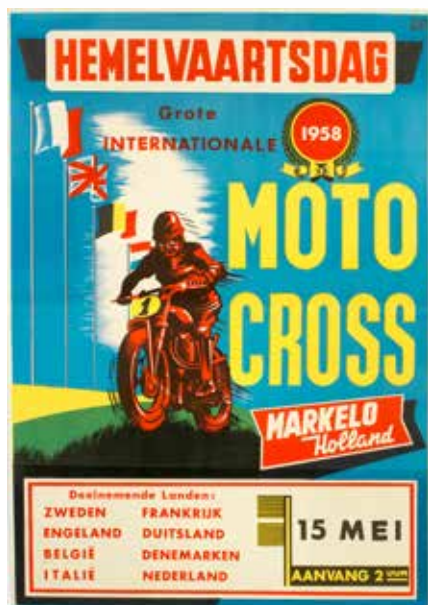
black covers with gold tooling, good condition; together with a press shot of a Brough Superior SS100.

£280 - 320

€330 - 380



62



63 (part)



63 (part)

55

**A HANDWRITTEN WALTER WRAGG LTD WORK BOOK,**

hard back covers with some wear to inner spine, showing signs of use.

(1)

£250 - 350

€300 - 410

56♦

**A GOOD QUANTITY OF POST WAR TRIUMPH TECHNICAL LITERATURE,**

including maintenance manuals, parts lists, handbooks for various Triumph models and related literature.

(Qty)

£250 - 350

€300 - 410

63

**A GOOD LOT OF MAINLY GERMAN MOTO-CROSS, GRASSTRACK AND SPEEDWAY RACE POSTERS,**

from the late 1950s-1970s, for various events including a Dutch Merkelo International Moto Cross poster for 1958, a similar German example for 1959, both 69 x 49cm, 1961 ADAC International 'Kampf der Nationen' moto-cross poster, 59 x 42cm, 1960 Preis der Nation Speedway, 50 x 70cm, and other assorted posters for off-road championship and international events including ADAC and DMV, various sizes.

(30)

£400 - 600

€470 - 710

64

**A GOOD QUANTITY OF CZECHOSLOVAKIAN MOTORCYCLE RACE POSTERS,**

approximately 30 posters from 1960s to 1980s, including CSSR Grand Prix posters for 1982, 1983 and 1985 held at the Brno circuit, Moto-Cross posters for 1966, 1967, 1968 and others, two 'Zlata Prilba' (Golden Helmet) Speedway posters for 1971 and 1978, and other assorted posters for Moto-Cross, Speedway and other mainly off-road events, various sizes.

(Qty)

£250 - 350

€300 - 410

65

**THIRTEEN GERMAN MARTINI MOTORCYCLE RACE POSTERS,**

including a 1970 'Rheinhesisches DMV Flugplatz-Rundstrecken-Rennen' poster, a 1973 DMV Moto-Cross race poster, and others for various off-road and speedway events, some printed without race details, majority unfolded, each 85 x 59cm.

(13)

£250 - 350

€300 - 410

66

**SEVEN POST-WAR CZECHOSLOVAKIAN AND POLISH MOTORCYCLE RACE POSTERS,**

comprising a 1956 Svazarm Dirt Track poster, 59 x 83cm, 1964 Polish Motocross World Championship, 1968 Polish Speedway Semi-finals, 67 x 48cm, 1966 Holice Motocross World Championship, 1966 'Mezistatni' Dirt Track, 83 x 58cm, 1967 Motocross Championship, 82 x 57cm, and a 1967 FIM Piastany International motorcycle and race car poster, 94 x 58cm.

(7)

£250 - 300

€300 - 350



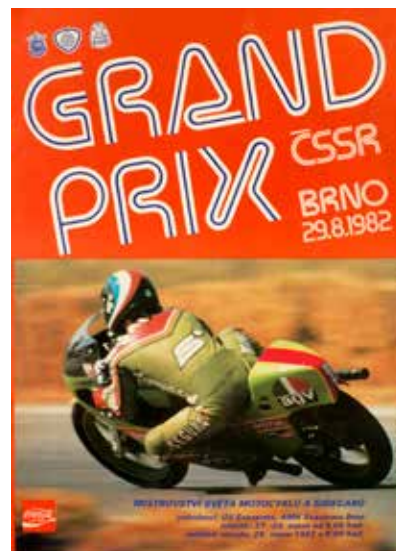
64 (part)



64 (part)



66 (part)



64 (part)



65 (part)



66 (part)





67 (part)

67

# **FIVE CZECHOSLOVAKIAN MOTORCYCLE RACE POSTERS,**

comprising 1971 FIM Jicin International motorcycle and race car poster, 1972 Mohelnice Quarry Motocross, 1969 Prerov Moto-Cross Championship, each 83 x 57cm, a 1975 Prerov International Motocross poster, 97 x 66cm, and a 1978 FIM Brezolupy Dirt-Track poster, 82 x 58cm.

(5)

£250 - 350

€300 - 410



68 (part)



69

68

# **SEVEN GERMAN AND AUSTRIAN MOTORCYCLE RACE POSTERS,**

comprising 1978 ADMV German Grand Prix (fold marks), 1976 OAMTC/FIM Austrian International Six Day Trials, 1972 ADMV Bergrennen, and 1971 ADMV/FIM Moto-Cross Championship, each 81 x 57cm, a 1972 ADAC Belstein Moto-Cross poster, 47 x 69cm, and two Wipperfurth German Moto-Cross Championship posters, both 60 x 43cm.

(7)

£250 - 350

€300 - 410

69

# **A 1938 LATVIAN MOTORCYCLE RALLY POSTER,**

block-printed poster in four colours, advertising the event held on 6th June, with artwork design image featuring racing motorcycles and sidecar, light fold marks, 92 x 60cm.

£250 - 300

€300 - 350

70

# **A GEOFF DUKE SIGNED 'MOTO STORICHE IN GRAND PRIX 1991' MOTORCYCLE POSTER, AND TWO GERMAN RACE POSTERS,**

colour poster depicting image of Geoff Duke in his race Norton, signed by him in black marker, 97 x 65cm, framed and glazed, together with two German motorcycle race posters for ADAC-EifelPokalRennen 1968, and International DMV Mai-Pokal-Rennen 1974, each 84 x 60cm.

(3)

£250 - 350

€300 - 410

71

# **THREE SIGNED JOEY DUNLOP COLOUR PHOTOGRAPHS,**

depicting Joey at speed at the 1984 IOM TT, each signed, framed and glazed, 39 x 49cm, together with a large Tony Rutter signed poster, framed and glazed, 69 x 95cm.

(4)

£250 - 350

€300 - 410



71



72

**TWO SIGNED STANLEY WOODS PHOTOS AND EPHEMERA,**

including a signed photograph by Ren Fowler and a 1931 TT programme.

£350 - 450

€410 - 530

73

**A PAIR OF LEWIS LEATHERS MOTORCYCLE JACKETS,**

black leather, with Lewis Leathers patch to left breast, size 38" and the other a red ladies Lewis Leathers jacket, with Lewis Leathers patch to left arm, size 34", each showing signs of use and a pair of black leather trousers 34" waist.

(3)

£250 - 300

€300 - 350

74

**A SET OF TRIALS SILVER MEDALS AND AN ISDT OFFICIAL'S BADGE,**

eight vintage trials silver medals to Sunbeam works rider N.P.O. (Peter) Bradley plus his German identity badge for the 1935 ISDT, together with copy photographs and information.

(9)

£250 - 350

€300 - 410

75

**A SILVER PLATED BRASS STATUE**

of a flat tank motorcyclist, 7cm high, marked 'copyright' on rear pannier mounted on a radiator cap as a mascot.

£140 - 160

€170 - 190

76

**A MOTORCYCLE AUTOGRAPH ALBUM,**

containing signatures of Kenny Roberts, Mike Hailwood, Barry Sheene, Freddy Spencer and other associated riders.

£300 - 400

€350 - 470



71



72



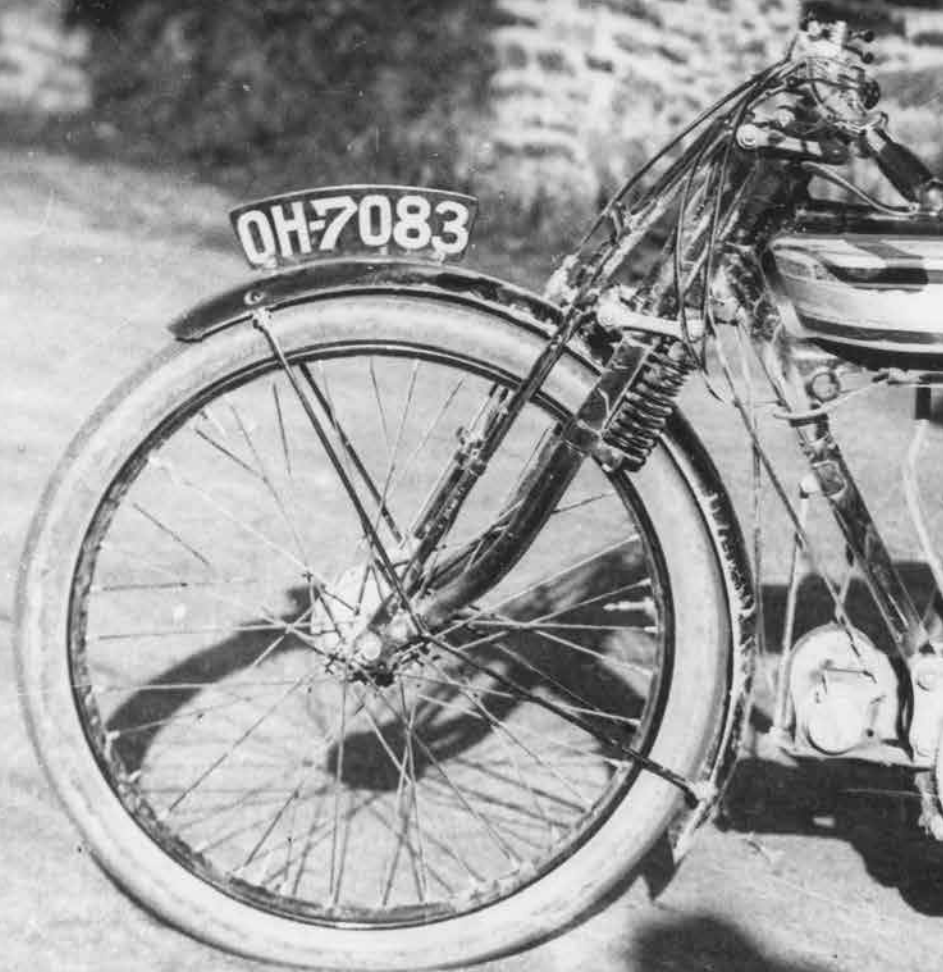
73

# COLLECTORS' MOTORCYCLES

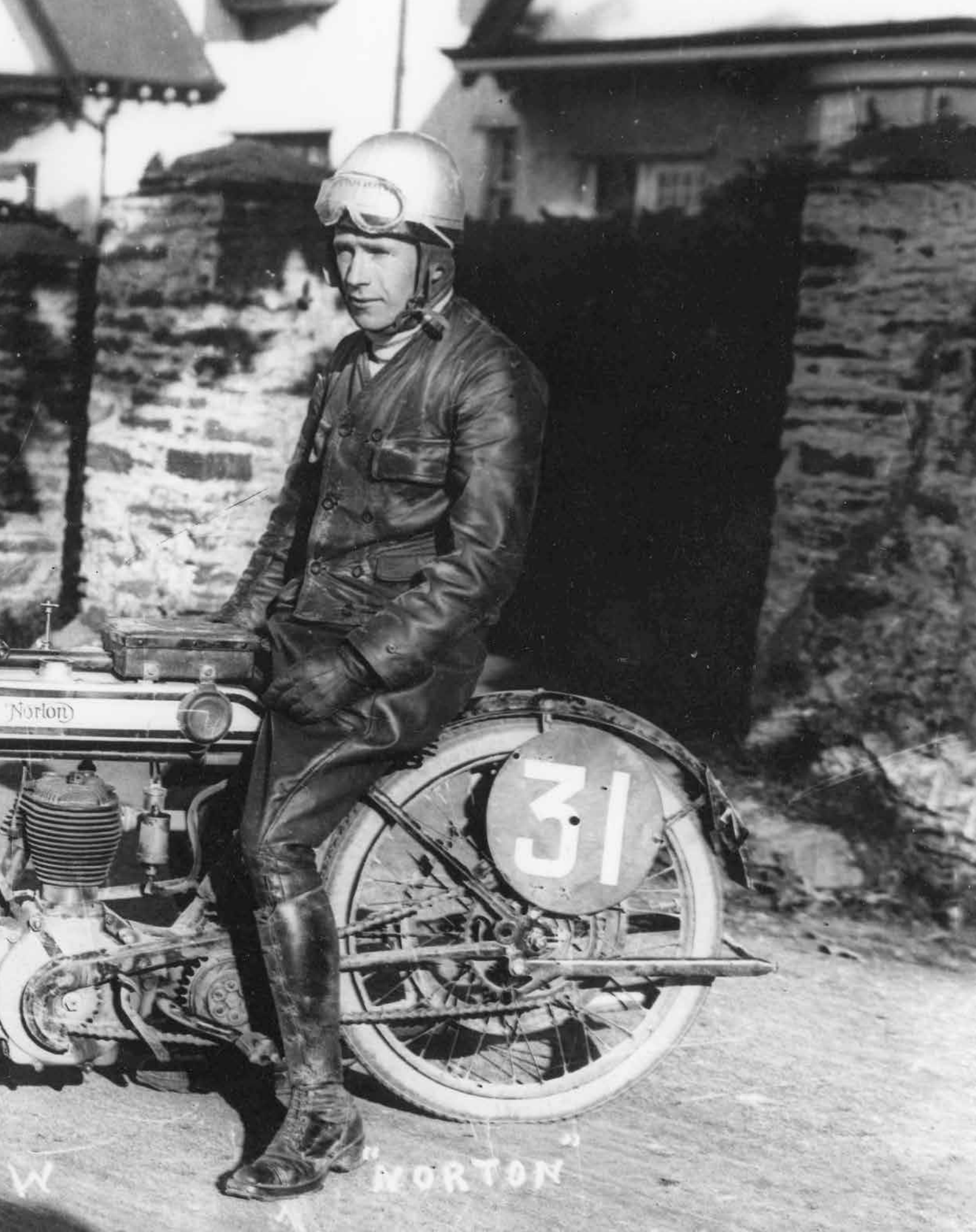
Sunday 16 October at 12.00

Lots 101 - 155

Images of each lot can be found at:  
[www.bonhams.com/23602](http://www.bonhams.com/23602)



J.W. SHA



Norton

31

"NORTON"

W



The following 42 lots are the property of a deceased's estate. Accordingly, the machines will require restoration to a greater or lesser extent and are therefore sold strictly as viewed.



101



103



102



104

101

#### **C.1943 BSA 496CC EX-WD M20**

Registration no. JTO 121D Frame no. 92865

After the war the ex-WD bikes were sold off in batches and eagerly scooped up by the public, at a time when most new machines were going for export to earn much-needed foreign currency. When sold off, they were sometimes 'civilianised' with a coat of paint by enterprising dealers, or simply left 'as is', still in military trim. Initially used for daily transport, the ex-WD M20s have seen a resurgence of interest in recent times, due to the growth of 'wartime' or 1940s/1950s re-enactment events. JTO 121D was purchased by the deceased owner in 2005, and appears not to have been used since then. Having been standing since that time, it will now require some degree of re-commissioning or restoration, depending on the buyer's preferences. Documentation accompanying the M20 comprises a current V5C, an old MoT certificate expiring May 1990, and miscellaneous papers.

**£1,800 - 2,200**

**£2,100 - 2,600**

**No Reserve**

102

#### **C.1970 BSA 343CC EX-WD B40**

Registration no. ECK 666Y Frame no. B40GB 4202

Engine no. B40GB 4202

Having been introduced in 1961, and derived from the unit-construction C15, the B40 overhead valve 350 engine was deemed both powerful and compact enough to fit the bill. Modifications would obviously be needed to fit the military specification, and the frame from the competition C15 variants was used, together with double-damped forks. Trials gears were utilised, and an engine oil filter was fitted. Some were fitted with a military-spec carburettor, whilst others used the Amal mk1 Concentric. Although the majority of WD B40s date from 1967, this one displays a military plate on the steering head with the date February 1970. Purchased by the deceased owner in 1989, ECK 666Y appears to have had little use since that time, and displays a mileage of 6,995 on the odometer. The latest MoT on file expired in September 1998. Having been standing since that time, it will now require some degree of re-commissioning. Documentation accompanying the B40 comprises a current V5C, and 3 expired MoT certificates.

**£800 - 1,000**

**£940 - 1,200**

**No Reserve**

103

#### **1958 BSA 596CC EX-AA M21 COMBINATION**

Registration no. RSK 606 Frame no. BM20S 11468

Engine no. BM21 748

Whilst some AA outfits have been 'made up' over the years, RSK 606 (originally registered UYO 77) started life as an AA machine, as evidenced by the entry in the RF60 log book listing the first owner as 'The Automobile Association'. Purchased by the deceased owner in good running condition in 1983, it appears to have been used, to some extent, until 1996. Having been standing since that time, it will now require some degree of re-commissioning or restoration, depending on the buyer's preferences. Documentation accompanying the M21 comprises a current V5C, an old V5C, old V5, the aforementioned RF60 buff log book, 12 expired MoT certificates, 2 expired tax discs, and miscellaneous papers.

**£3,000 - 4,000**

**£3,500 - 4,700**

104

#### **1960 TRIUMPH 197CC TIGER CUB**

Registration no. YSK 484 Frame no. T20 64100

Engine no. T20 71629

In the 1930s Triumph started production of the twin cylinder models, for which they were destined to become renowned. In 1952 the idea of a single cylinder model, albeit a lightweight one, was resurrected when the 150cc Terrier was introduced. In 1954 it was joined by an enlarged 197cc version christened the Tiger Cub. Both models were aimed at younger riders in the hope that, captured early, they would move on to the larger twins in due course. YSK 484 was purchased by the deceased owner in 1992. We do not know whether it saw any use in the present ownership, but it has been stored for a number of years. Whilst not pictured, it comes with the detached side panel and seat. Due to the period of storage, it will require re-commissioning and checking over prior to returning to the road with a new owner. Accompanying documentation comprises a photocopy of an old V5, an expired tax disc, and an old MoT certificate (expiry April 1993). The new owner will need to apply to DVLA for a replacement log book.

**£800 - 1,000**

**£940 - 1,200**

**No Reserve**

Bidders must satisfy themselves as to the description and condition of each lot prior to bidding. All lots are sold "as is/where is" with all defects and faults.



104A



104C



104B



104D

104A

**1961 BSA 247CC C15**

Registration no. XUN 791

Frame no. C15 19787

Engine no. C15 18926

BSA announced the C15 Star for the 1959 season as 'Simply marvellous'. Building on the reputation of its predecessor, the C12, it had AC electrics and coil ignition, plus a new compact unit-construction engine, and styling points such as the cowed headlamp and two-tone dual seat. XUN 791 was acquired by the deceased owner at an unknown date, and is thought not to have been used during the present ownership. Having been kept in storage for many years it will require restoration and is sold strictly as viewed. Documentation comprises a current V5C, plus the original RF60 buff log book.

**£600 - 800**

**€700 - 930**

104B

**1962 BSA 247CC C15 PROJECT**

Registration no. 2442 TD

Frame no. C15 34121

Engine no. Various (See text)

In 1958 the C15 was announced as the successor to the C12. Bearing similarities to the layout of the Tiger Cub engine, the new unit-construction machine was a much more compact package than its predecessor. 2442 TD was purchased by the deceased owner at an indeterminate date. It has had no use during the present ownership, and has been barn stored. In need of restoration, it is sold strictly as viewed. Prospective purchasers should note that there are two incomplete engines and assorted parts with this lot (see separate photograph of these parts). There are no documents with this lot.

**£200 - 400**

**€230 - 470**

104C

**1962 BSA 247CC C15**

Registration no. 104 FBF

Frame no. C15 33790

Engine no. C15 30151

In 1958 the C15 was announced as the successor to the C12. Bearing similarities to the layout of the Tiger Cub engine, the new unit-construction machine was a much more compact package than its predecessor. It was well-received by the motorcycling public, finding favour with both road and off-road riders, and remained in production for nine years before its replacement by the C25. This C15 was acquired by the deceased owner at an unknown date, and is thought not to have been used during the present ownership. Having been kept in storage for many years it will require restoration and is sold strictly as viewed. There are no documents with this lot.

**£300 - 400**

**€350 - 470**

104D

**1955 VELOCETTE 192CC LE**

Registration no. VFM 767

Frame no. 20648

Engine no. 200/22092

Introduced in 1949 as a 150cc machine, the LE Velocette was a complete departure from normal motorcycle development. Being a water cooled, flat twin, side valve, shaft drive and monocoque chassis all at the same time could be seen as perverseness, but Velocette had never been a company to exactly follow the herd. Enlarged to 192cc for 1951, it had a model run of over 20 years. VFM 767 was acquired by the deceased owner at an unknown date, and was restored by him. Having been in storage for some years, it will require re-commissioning before returning to the road. Documentation comprises a current V5C, plus the original RF60 buff log book, an old MoT, and a service manual.

**£400 - 600**

**€470 - 700**





105

### 1929 MATCHLESS 246CC MODEL R/S PROJECT

Registration no. EP 4441

Frame no. 9813

Engine no. R/S 6298

Matchless were one of the earliest manufacturers of motorcycles, making their first powered two-wheeler in 1899. They won their first TT in 1907 when Charlie Collier triumphed in the single cylinder race. Charlie had experienced other racing successes before and after that TT, and the Collier brothers discovered that racing not only improves the breed, but also improves sales, as their racing success translated into commercial progress. EP 4441 was purchased by the deceased owner at an indeterminate time. When acquired, it was complete, but in need of restoration, as evidenced by the photographs in the document file. The owner dismantled the machine, and commenced work, painting the frame and forks, and reassembling them. However, it appears that no further progress was made after that point, and the machine remained in a disassembled state. A second engine, number R1846, accompanies the project. An old road tax disc, expiring March 1949, is present on the broken section of the front number plate, suggesting that may be when it was last on the road. In dismantled condition and in need of restoration, this project is offered strictly as viewed, and prospective purchasers should satisfy themselves as to the completeness, or otherwise, of this lot. Accompanying documentation comprises a current V5C, a continuation RF60 buff log book dating from 1945, and the aforementioned old photographs.

£500 - 800

€590 - 940

No Reserve



106

### C.1935 VELOCETTE 248CC MOV PROJECT

Frame no. MA2148

Engine no. M3094

After some early models under the name of Veloce, the Velocette title was rolled out for the first time in 1913. In the boom years of the pre-Great War period the company prospered. Their first appearance at the TT in 1913 was inauspicious however, and, interrupted by the great conflict, their initial victory would not be until the junior race of 1926 with Alec Bennett aboard the firm's radical overhead-camshaft four-stroke Model. Having been firmly committed to two-stroke engines up to this point, the Bennett victory sealed Velocette's change of tack, and thenceforth the company's future would be forever linked mainly to four-strokes, and cammy engines in particular. The MOV was first produced in 1933, and was the beginning of the M-series of singles which included the MAC, MSS, Venom, and ultimately the Thruxton. It remained in production until 1948. This MOV was acquired by the deceased owner at an indeterminate date many years ago. Work has been done to some of the components, the frame has been repainted and the engine appears to have received attention, but there is no evidence as to what may have been done. The machine is incomplete, and prospective bidders are advised to satisfy themselves as to the completeness, or otherwise, of this lot, which is sold strictly as viewed. There are no documents with this lot.

£800 - 1,000

€940 - 1,200

No Reserve



107

### 1957 TRIUMPH 498CC TIGER 100

Registration no. TCD 201

Frame no. 03534

Engine no. T100 03534

Following the introduction of the Speed Twin in 1937, Triumph presented a sports model to the public for the 1939 model year. Effectively a lightly tuned version of the Speed Twin, the Tiger 100 benefited from Edward Turner's flair for styling, and it received a similar treatment to Turner's Tiger 70, 80, and 90 models with a chromed and painted petrol tank, chrome headlamp and bright colour scheme. When it was reintroduced after the war, the Tiger was little changed, except for telescopic front forks in place of the girders, and continued that way with various minor changes (sprung hub, nacelle) until the major change in 1954 when the swinging arm frame was debuted. The other change of significance had been for 1951, with the advent of the all-alloy close-finned engine, also used for the Trophy model, albeit in a different state of tune. TCD 201 was purchased from a family friend by the deceased owner in 1983. It was used for a time after purchase, but then stored. Whilst it has been fitted with alloy mudguards, the rest of the machine remains remarkably untouched, and displays a total mileage on the odometer of 50,942, compared to a 1983 MoT certificate reading of 49,945. A 'matching numbers' example, it will require re-commissioning, or form an excellent prospect for restoration. Accompanying documentation comprises a current V5C, and the aforementioned old MoT certificate (expiry August 1984).

£2,000 - 3,000

€2,400 - 3,500



108

### 1971 TRIUMPH 247CC T25 BLAZER SS

Registration no. XPP 212J

Frame no. CE07904 T25SS

Engine no. CE07904 T25SS

Introduced in 1968, the Triumph Trophy TR25W was a badge-engineered BSA Barracuda, which itself was changed the same year to become the Starfire. Both were adapted from the C15 engine, but with a plain bearing shell big end, alloy conrod, raised compression ratio, and a timing side main bearing to replace the bush assembly. An alloy cylinder barrel aided cooling and enhanced the looks. Towards the end of 1970 the new model range was announced, having been redesigned at the infamous Umberslade Hall. Two models replaced the TR25W; the T25 Blazer SS and the T25T Trail Blazer. The SS was a road-oriented street scrambler, whilst the T was a trail version. The whole model range had been given oil-bearing frames. These two models were destined to be short lived due to the general decline in the company finances, and they were in production for less than a year. The machine offered here is an example of the Blazer SS. Purchased by the deceased owner at an indeterminate time, it appears to have been restored at some point, and the odometer reading of 180 miles may reflect the mileage since that restoration. However, it has been standing for a number of years, and will therefore require re-commissioning, or restoration. There are no documents with this lot, although it appears on the DVLA Vehicle Enquiry system, so a successful buyer may be able to apply for a V5C from Swansea.

£800 - 1,000

€940 - 1,200

No Reserve





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109



111



110



112

109

#### **1961 TRIUMPH 197CC TIGER CUB ROLLING CHASSIS**

Registration no. 61 PMA

Frame no. T72241

In 1952 the idea of a single cylinder model, albeit a lightweight one, was resurrected by Triumph when the 150cc Terrier was introduced. In 1954 it was joined by an enlarged 197cc version christened the Tiger Cub. 61 PMA was purchased by the deceased owner at an indeterminate date. It has had no use during the present ownership and has been barn stored. Missing its engine, it is in need of restoration, and sold strictly as viewed. Accompanying documentation comprises a current V5C, together with the original RF60 buff log book dating from 1961, which suggests that the Cub had only two previous keepers.

**£400 - 600**

**€470 - 700**

**No Reserve**

110

#### **1956 BSA 249CC C12**

Registration no. 67 BFM

Frame no. EC12 7058

Engine no. BC11G 42011

In 1956 BSA replaced the medium weight plunger-framed C11G with the C12. The main differences from its predecessor were the use of a four speed gearbox, a direct rocker oil supply, and swinging-arm rear suspension. With the same alternator-powered electrical system and coil ignition as its C10L sibling, the C12 was a step change for the middle range bikes. 67 BFM was acquired by the late owner around 2005, and has not been used during the present ownership. Stored outside, albeit beneath a tarpaulin, it will require restoration and is sold strictly as viewed. Documentation accompanying the C12 comprises a current V5C, together with a continuation VE60 log book dating from 1968, and a letter from DVLA.

**£600 - 700**

**€700 - 830**

**No Reserve**

111

#### **1961 BSA 596CC M21**

Registration no. RSK 605

Frame no. BM20S 14697

Engine no. XM21 544

Reintroduced post-war in 1946, the M21 continued for many years as a sidecar bike in the BSA range. Used occasionally as a solo machine, they were part of the range until 1963, by which time increasing prosperity and inexpensive four-wheelers had eroded the sidecar market. RSK 605 was purchased by the deceased owner in 1992, and was possibly unused from that date. It appears to have been fitted with an earlier engine at some time. Having been stored outside for a number of years, albeit beneath a tarpaulin, it will require restoration, and is sold strictly as viewed. Documentation accompanying the M21 comprises a current V5C.

**£500 - 700**

**€590 - 830**

**No Reserve**

112

#### **1964 BSA 123CC BANTAM D1**

Registration no. BMA 62B

Frame no. BD2S 74626

Engine no. DDB14926

The Bantam 125 D1 model, with some minor changes, remained in production for many years, alongside larger versions, only being discontinued late in 1963. The example offered here may well have languished in a dealership until being registered in March of 1964. BMA 62B was purchased by the deceased owner at an indeterminate date. It has had no use during the present ownership, and has been barn stored. In need of restoration, it is sold strictly as viewed. Documentation accompanying the Bantam comprises a current V5C, plus the original RF60 log book dating from 1964 which shows that the bike has spent its whole life with a total 5 owners all in the same area.

**£500 - 700**

**€590 - 830**

**No Reserve**



113



115



114



116

113

#### **1954/1956 BSA 249CC C11G/C10L PROJECT**

Frame no. BC11S4 7541

Engine no. BC10L 7490

In 1954 BSA replaced the medium weight rigid-framed C10 and C11 with the C10L and C11G. The main differences from their predecessors were the use of a four speed gearbox on the C11G, plunger rear suspension, alternator-powered electrical system, and coil ignition. This project combines the frame and four speed gearbox of a C11G, with the engine of a C10L. It is incomplete, requires restoration and sold strictly as viewed, and prospective bidders should satisfy themselves as to its completeness, or otherwise, prior to bidding. It should be noted that the front forks accompanying this machine are pictured separately. There are no documents with this lot and sold strictly as viewed.

**£300 - 600**

**€350 - 710**

**No Reserve**

114

#### **1953 BSA 249CC C11**

Registration no. RFM 121

Frame no. BC10S 1613

Engine no. BC11 3108

Solidly built, but not too heavy or too high a saddle height, the C11 was a perfect commuter machine and appealed to the aspiring young rider working his way up to 'the big stuff'. In today's market, one might dare to suggest that a machine such as this could often appeal to some older enthusiasts looking to downsize from taller and heavier mounts. RFM 121 was acquired by the late owner around 2005, and has not been used during the present ownership. Stored outside since that time, albeit beneath a tarpaulin, it will require restoration and is sold strictly as viewed. Documentation accompanying the C11 comprises a current V5C, and an old MoT.

**£300 - 500**

**€350 - 590**

**No Reserve**

115

#### **C.1955 PANTHER 348CC MODEL 75**

Frame no. F8812

Engine no. 55KS320A

The 250 and 350 middleweight Panther models were brought into the range for 1949, and, except for the upright cylinder, bore some similarities to their larger siblings. Initially sold only with a rigid frame, they were available with rear swinging arm suspension as an optional extra in 1953, before it became standard in 1954. This Model 75 was purchased by the deceased owner at an indeterminate date. It has had little use during the present ownership and has been barn stored. Consequently, it will require re-commissioning or restoration by a new owner. There are no documents with this lot.

**£500 - 700**

**€590 - 830**

**No Reserve**

116

#### **1955 PANTHER 248CC MODEL 65**

Registration no. FCP 490

Frame no. F10962

Engine no. 59JS138A

The 250 and 350 middleweight Panther models were brought into the range for 1949, and, except for the upright cylinder, bore some similarities to their larger siblings. Initially sold only with a rigid frame, they were available with rear swinging arm suspension as an optional extra in 1953, before it became standard in 1954. FCP 490 was purchased by the deceased owner in 2005. It has had little or no use during the present ownership and has been barn stored. Consequently, it will require re-commissioning or restoration by a new owner. Documentation accompanying the Panther comprises a current V5C, and an expired MoT certificate.

**£500 - 700**

**€590 - 830**

**No Reserve**



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118



120

117

#### **1957 BSA 348CC B31 PROJECT**

Frame no. FB31 367

Engine no. GB31 341

A popular machine, for most of its span, the B31 was equipped with the Lucas magdyno. However, by 1957 most makers were at least thinking of changing to coil ignition, with a battery and alternator providing the power. So it was that when the 1958 models were announced, the venerable B31 was thus equipped. The machine offered here is an early 1958 model despatched from BSA in November 1957. Factory records confirm it is the original engine and frame, being sent to a dealer in Chorley. The B31 was purchased by the deceased owner at an indeterminate date. Incomplete and in need of restoration, it is sold strictly as viewed. There are no documents with this lot.

**£400 - 600**

**€470 - 700**

**No Reserve**

118

#### **1959 TRIUMPH 197CC TIGER CUB PROJECT**

Registration no. 907 DKC

Frame no. T 54885

Engine no. T20 79394

In 1952 the idea of a single cylinder model, albeit a lightweight one, was resurrected by Triumph when the 150cc Terrier was introduced. In 1954 it was joined by an enlarged 197cc version christened the Tiger Cub. 907 DKC was purchased by the deceased owner at an indeterminate date. It has had no use during the present ownership, and has been barn stored. In need of restoration, it is sold strictly as viewed. Prospective bidders should note that there is an engine and assorted parts with this lot (see separate photograph of these parts). Documentation consists of a continuation VE60 old log book, dating from 1969.

**£100 - 200**

**€120 - 240**

**No Reserve**

119

#### **1962 TRIUMPH 349CC TWENTY ONE**

Registration no. 968 FM

Frame no. H28727

Engine no. 3TA H28727

The Triumph Twenty One was the first Triumph model to feature what was becoming a trend in motorcycling in the late 1950s – streamlining. The 3TA, as most people refer to it, featured a rear enclosure, together with the nacelle from earlier models, and a large and stylish front mudguard. 968 FM was acquired in 1987, and appears to have been used initially, but has not been taxed since 1988/89. Stored outside beneath a tarpaulin for a number of years, it will require restoration and is sold strictly as viewed. Documentation comprises a current V5C, a continuation VE60 log book, an old MoT certificate, and an expired tax disc.

**£600 - 800**

**€700 - 940**

**No Reserve**

120

#### **1965 TRIUMPH 197CC TIGER CUB**

Registration no. CCM 742C

Frame no. 2722

Engine no. T20 2722

In 1952 the idea of a single cylinder model, albeit a lightweight one, was resurrected by Triumph when the 150cc Terrier was introduced. In 1954 it was joined by an enlarged 197cc version christened the Tiger Cub. Both models were aimed at younger riders in the hope that, captured early, they would move on to the larger twins in due course. CCM 742C was purchased by the deceased owner at an indeterminate date. A 'matching numbers' example with the later 'square' cylinder barrel and head, it has had no use during the present ownership and, having been barn stored, will require re-commissioning. Accompanying documentation comprises an original continuation VE60 log book dating from 1970.

**£800 - 1,000**

**€940 - 1,200**

**No Reserve**



121



123



122



124

121

#### **C.1944 TRIUMPH 343CC 3S**

Registration no. CUX 516

Frame no. F1630

Engine no. XWD 3S 434

In 1939 Triumph's range included three side valve singles. These included the 3S model, which was soon to be involved in the war effort. The Triumph singles were based on the designs of Val Page and the 3S became the wartime 3SW. It is not known whether CUX 516 dates from the immediate pre-war period or during wartime. The registration suggests a possible date of 1944, but further research by the purchaser will undoubtedly pay dividends. CUX 516 was purchased by the deceased owner at an indeterminate date. It has had no use during the present ownership, and has been barn stored. In need of restoration, it is sold strictly as viewed. There are no documents with this lot.

**£600 - 800**

**€700 - 940**

**No Reserve**

122

#### **1977 ROYAL ENFIELD 346CC BULLET PROJECT**

Registration no. WCA 347R

Frame no. B/164860/7AX

Engine no. 164860

Royal Enfield had initially set up a partnership arrangement to manufacture the 350 Bullet under licence at a production facility in Madras, India in 1955. The 'Enfield India' concern thereafter produced the 350 Bullet model for government use and the domestic Indian market. Eventually all parts of the machine were manufactured in India. This machine was purchased by the deceased owner at an indeterminate time. It is incomplete, and needing restoration. Prospective purchasers should satisfy themselves as to the completeness, or otherwise, of this lot, which is sold strictly as viewed. Documentation comprises an old V5, and an old MoT certificate.

**£200 - 400**

**€240 - 470**

**No Reserve**

123

#### **1961 ROYAL ENFIELD 248CC CRUSADER**

Registration no. XUN 307

Frame no. 15174

Engine no. 7521

Introduced in 1956, the unit construction Crusader was a departure from the traditional Royal Enfield layout of separate engine and gearbox, and was a compact unit which, coupled with the use of 17 inch wheels, helped to make a nippy, fine-handling machine, with a relatively low seat height and light weight. It was part of a general move by several manufacturers at the time to reinvigorate the previously neglected 250 sector of the market. XUN 307 was acquired by the deceased owner around 2005, and has not been used during the present ownership. Stored outside, albeit beneath a tarpaulin, it will require restoration, and is sold strictly as viewed. Documentation accompanying the Crusader comprises a current V5C.

**£400 - 600**

**€470 - 700**

**No Reserve**

124

#### **1964 ARIEL 247CC LEADER**

Registration no. 6847 FM

Frame no. T33109/B

Engine no. T33109/B

Following the trend for scooters, and enclosures generally, had the added attraction for Ariel of lower production costs due to the use of pressed steel parts and the consequent savings they provided. Designed, as many before, by Val Page, it was released to the press in 1958. Fitted as standard with a screen, there was a range of optional extras available to the purchaser, from indicators to panniers and beyond. 6847 FM was purchased by the deceased owner at an indeterminate date. It has had no use during the present ownership and has been barn stored. In need of restoration, it is sold strictly as viewed. There are no documents with this lot.

**£600 - 800**

**€700 - 940**

**No Reserve**



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125



127



126



128

125

#### **1953 MATCHLESS 347CC G3**

Registration no. OKF 55

Frame no. A2633

Engine no. 53/G3LS 22599

The overhead valve G3 Matchless was first produced in 1935 as the G3 Clubman model. It became thoroughly ingrained in the British consciousness by virtue of its adoption for military use in the Second World War as a dispatch rider's bike. It was part of the Matchless (then AMC) range in an unbroken line stretching through to 1966, and spawned a number of road and competition variants. OKF 55 was acquired by the deceased owner in 2005. It has not been used during the present ownership, being barn stored for many years. It will, therefore, require re-commissioning or restoration. Documentation comprises a current V5C, together with an old MoT certificate, expired April 1986.

**£700 - 1,000**

**€830 - 1,200**

**No Reserve**

126

#### **1962 MATCHLESS 347CC G3 PROJECT**

Registration no. 445 BDM

Frame no. A80892

Engine no. 61/G3 41072

The overhead valve G3 Matchless was first produced in 1935 as the G3 Clubman model. It became thoroughly ingrained in the British consciousness by virtue of its adoption for military use in the Second World War as a dispatch rider's bike. It was part of the Matchless (then AMC) range in an unbroken line stretching through to 1966, and spawned a number of road and competition variants. 445 BDM was acquired by the deceased owner in 2005. It is incomplete, and in need of restoration. Prospective bidders are advised to satisfy themselves as to the completeness, or otherwise, of this lot, which is sold strictly as viewed. Documentation comprises a current V5C, together with the original RF60 log book.

**£400 - 600**

**€470 - 710**

**No Reserve**

127

#### **1957 MATCHLESS 498CC G9 PROJECT**

Registration no. XMA 848

Frame no. A39016 (see text)

Engine no. 55/G9 26582

XMA 848 was acquired by the deceased owner at an indeterminate date. It is incomplete, and needing restoration. Prospective purchasers should satisfy themselves as to the completeness, or otherwise, of this lot, which is sold strictly as viewed. Documentation comprises a V5C, and a continuation VE60 log book. It should be noted that the frame number has been wrongly recorded. Instead of recording the frame identification number, the frame part number (which is on the front downtube) has been recorded. This part number is +016113. The final digit is faint and would not be visible under paint, so the recorded number was L01611. The + digit was also mistakenly recorded as L. The correct number is clearly visible under the seat mounting boss.

**£400 - 600**

**€470 - 710**

**No Reserve**

128

#### **1956 FRANCIS BARNETT 150CC PLOVER**

Registration no. 757 AFM

Frame no. W1405

Engine no. 295B 12594

Francis Barnett were in business from 1919, and their slogan from the outset was 'Built like a bridge', derived from their method of frame construction. However, by the 1950s they had changed and, like a number of other manufacturers, confined their manufacturing to production of lightweight machines powered by proprietary Villiers engines in capacities ranging from 150 to 225cc. This Plover was purchased by the deceased owner at an indeterminate time. The bike has not been used for many years, being barn-stored in recent times, requiring restoration work by the new owner. Accompanying documentation comprises a current V5C, and the original RF60 buff log book dating from 1956.

**£400 - 600**

**€470 - 710**

**No Reserve**



129



131



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#### **1959 JAMES 147CC L15 CADET**

Frame no. BL15 5746

James titled their sales brochure for the 1959 model range 'Money Saving Motor Cycles'. The Cadet model for that year was powered by a Villiers 147cc two stroke engine, and was said to offer 'fine performance plus a standard of comfort worthy of a much more costly machine'. It would certainly not have consumed much petrol per mile. The Cadet was purchased by the deceased owner at an indeterminate time, and required work then. Having been stored outside for a number of years, albeit beneath a tarpaulin, it is in need of restoration, and sold strictly as viewed. There are no documents with this lot.

**£100 - 200**

**€120 - 240**

**No Reserve**

130

#### **C.1948 RAYNAL 98CC DE LUXE AUTOCYCLE**

Registration no. JYN 317

Frame no. TBA

Engine no. R 425/9861

Effectively providing a bicycle with motorised assistance, autocycles had appeared before the war and continued to grow in numbers post-war. Many manufacturers included one in their range, most being powered by Villiers engines. Raynal were somewhat of an exception to the rule, as their post-war output between 1946 and 1950 when production ceased, was exclusively autocycles, and latterly of this model, the De Luxe, which featured a clutch and direct lighting. JYN 317 was purchased by the deceased owner at an indeterminate date. It has had no use during the present ownership, and has been barn stored. In need of restoration, it is sold strictly as viewed. There are no documents with this lot.

**£100 - 200**

**€120 - 240**

**No Reserve**

131

#### **C.1948 EXCELSIOR 98CC AUTOBYK**

Registration no. KMB 818

Frame no. AX/2375

After the Second World War the need for transport for many people was fulfilled by the autocycle. A half-way-house between bicycles and motorcycles, they were cheap to buy, and cheap to run. Effectively providing a bicycle with motorised assistance, they had appeared before the war and continued to grow in numbers post-war. Many manufacturers included one in their range, most being powered by Villiers engines. Excelsior was no exception, and their Autobyk model featured in their range for many years. KMB 818 was purchased by the deceased owner at an indeterminate time and has not been used in the present ownership. It is in need of restoration and sold strictly as viewed. There are no documents with this lot.

**£100 - 200**

**€120 - 240**

**No Reserve**

132

#### **C.1949 JAMES LIGHTWEIGHT MOTORCYCLE**

Registration no. NPK 789

Frame no. TBA

After the Second World War there was a booming industry in the production not only of autocycles, but also lightweight machines, as the bulk of motorcycle production was being sent for export. James produced a range of lightweight machines with engine capacities of 98cc, 125cc, and 197cc, utilising Villiers 1F, 10D, and 6E engines respectively. The 98cc version was equipped with a two speed transmission, whilst the larger capacities had three speeds. It is not known which of the three capacities NPK 789 originally carried, but it has been without its engine/gearbox unit for many years. Purchased at an indeterminate time, it is in need of restoration and sold strictly as viewed. There are no documents with this lot.

**£100 - 200**

**€120 - 240**

**No Reserve**



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134



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#### **ESO-ENGINE GRASSTRACK RACER**

Engine no. 10908

Numerous Speedway and Grass track racers were built as specials by owner/riders for themselves, and sometimes for friends. For many years the popular engine of choice was the J.A.P. This dominance continued for decades until the advent of the Czechoslovakian-made ESO engine took over. Later to be amalgamated with Jawa, ESO/Jawa engines then prevailed for some years in the sport. This machine utilises an ESO engine in a frame manufactured by its late owner. He made frames for his own racing machines, and a few selected customers, in the course of his competition career which stretched from the 1960s to the 1970s. It features an AMC gearbox. Used for racing during the 1960s/70s by the vendor's deceased partner, it has been stored for many years, and will require re-commissioning or restoration. There are no documents with this lot.

**£500 - 600**

**€590 - 710**

**No Reserve**

134

#### **JAP-ENGINE GRASSTRACK RACER**

Engine no. 76770 IR8

It is no surprise that when Speedway and Grass track racing were gaining popularity in the nineteen twenties and thirties, the popular engine of choice was the J.A.P. This dominance was to continue for decades to come, as riders used these motors in proprietary or small-batch production frames. This machine utilises a 4-stud J.A.P. engine in a frame manufactured by its late owner. It features an AMC gearbox, and Amal concentric carburettor. Used for racing during the 1960s by the deceased owner, it has been stored in a large unheated building for many years, and will require re-commissioning or restoration. There are no documents with this lot.

**£400 - 700**

**€470 - 830**

**No Reserve**

135

#### **1974 RICKMAN METISSE MARK V 250CC MONTESA**

Frame no. 2005 4M

Engine no. 73M1558

Derek and Don Rickman were well-known in the 1960s and 70s for their production of off-road competition machines. Capitalising on their early success in off-road competition, they began to manufacture their own frames, and eventually produced both frame kits and complete machines, which were capable of beating the 'big boys' at their own game. As British makers went out of business, they began to experiment with smaller, more modern power plants, such as the Montesa-powered machine offered here. The Rickman has had little use during the present ownership, and none at all for some years whilst it has been barn-stored. In need of re-commissioning or restoration, it is sold strictly as viewed. There are no documents with this lot.

**£400 - 600**

**€470 - 710**

**No Reserve**

136

#### **BSA B25-ENGINE GRASSTRACK RACER**

Engine no. BE06031 B25SS

Numerous Speedway and Grass track racers were built as specials by owner/riders for themselves, and sometimes for friends. For many years the popular engine of choice was the J.A.P. This dominance continued for decades until the advent of other engines in the 1960s and 70s. In the smaller (250cc) class, in the 1960s and 70s, many competitors turned to the compact BSA C15 and B25 engines which were in plentiful supply. This machine utilises a B25SS engine from 1971 in a frame manufactured by its late owner. Featuring an AMC gearbox, it was used for racing during the 1960s/70s by the deceased owner. Stored for many years, it will require re-commissioning or restoration. There are no documents with this lot.

**£400 - 600**

**€470 - 710**

**No Reserve**



Bidders must satisfy themselves as to the description and condition of each lot prior to bidding. All lots are sold "as is/where is" with all defects and faults.



137



139



138



140

137

#### GRASSTRACK RACER ROLLING CHASSIS

Speedway and Grass track racing gained popularity in the nineteen twenties and thirties, and whilst some manufacturers such as Douglas, Rudge, and others, included machines in their ranges specifically for the purpose, many were built as specials by owner/riders for themselves, and sometimes for friends, to offset the cost of racing for themselves. Many different engines were utilised for these machines over time. This rolling chassis was fabricated by its late owner who made frames for his own racing machines, and a few selected customers, in the course of his competition career which stretched from the 1960s to the 1970s. It features an AMC gearbox, but it is not known what type of engine was fitted. It has been stored for many years, and will require re-commissioning or restoration. There are no documents with this lot.

£100 - 200

€120 - 240

No Reserve

138

#### 1958 GREEVES 197CC HAWKSTONE 20SA

Frame no. 8210/SA

Engine no. 626B 3783

Greeves motorcycles were produced by Invacar, a company which manufactured invalid carriages. Under the guidance of Bert Greeves, the move into motorcycle manufacture was decided in 1951, with the first machines available being announced in 1953, and the very first model line-up included a scrambles model, the 20S. This was the forerunner of the model offer here, the Hawkstone 20SA, which entered the range in 1958. This Hawkstone was purchased by the deceased owner at an indeterminate time, and has not been used for many years, being stored in recent times. Missing its rear wheel, it requires restoration, and is sold strictly as viewed. It should be noted that a set of Greeves forks accompany this machine, and are pictured separately. There are no documents with this lot.

£600 - 800

€710 - 940

No Reserve

#### FURTHER PROPERTIES

139

#### 1957 JAMES 197CC CAPTAIN

Registration no. 136 YUX Frame no. 57-K7-168 Engine no. 27942 James had begun concentrating on the manufacture of two-stroke lightweights in the 1930s and continued the policy after WW2. In 1951, the company became part of the Associated Motor Cycles group, joining Francis-Barnett. Villiers engines were used at first, though from 1957 many models were powered by AMC's own engine. James first adopted the 'Captain' name for its (nominally) 200cc model for 1950, and both the cycle parts and engine would be upgraded periodically as the years passed. Restored between 2010 and 2013 by the previous owner, this Villiers-engined Captain was purchased by the current vendor two years ago for use at the Isle of Man TT, and is now surplus to requirements. Presented in generally good condition, the machine is offered with restoration invoices, dating letter, and a V5C document.

£1,400 - 1,800

€1,700 - 2,100

No Reserve

140

*Property of a deceased's estate*

#### 1956 MATCHLESS 348CC G3LS PROJECT

Registration no. SDA 471 Frame no. A46287 Engine no. 32441

Associated Motor Cycles announced its post-war range of AJS and Matchless heavyweight singles in June 1945. Coded Model 16 and G3L respectively, the two 350cc models shared the same 93mm stroke as their 500cc brethren, coupled to a 69mm bore. Housed in a rigid frame with Teledraulic front fork, the rugged overhead-valve engine drove through a four-speed gearbox. Hairpin valve springs were adopted for 1949 and a swinging-arm frame introduced, the latter initially for export only but available in the UK from 1950, machines so-equipped being suffixed 'S'. Sold new via Charles E Cope & Sons of Wolverhampton, this incomplete G3LS was purchased by the deceased (its second private owner from new) in 1962 and has been stored, unused, since 1998. Offered for restoration and sold strictly as viewed, the machine comes with its original old-style buff logbook.

£1,000 - 1,400

€1,200 - 1,700

No Reserve

Bidders must satisfy themselves as to the description and condition of each lot prior to bidding. All lots are sold "as is/where is" with all defects and faults.



141



143



142



144

141

#### **1959 AJS 646CC MODEL 31**

Registration no. 163 KRB Frame no. A68085 Engine no. 59/31 09405  
163 KRB was acquired by the vendor in 1995, at which time it was needing work. He commenced the restoration, fitting alloy rims, hydraulic clutch and front brake conversions by Malcolm Saggars, stainless steel exhaust system, 12 volt electrics, and a electronic ignition system, completing the task in 1997. Thereafter, he used the machine on a regular basis, even taking it on a club tour of New Zealand. In 2009 the machine was becoming heavy for the owner to use, so he fitted a sidecar (since removed) which allowed him a further two years of limited use. Unused since 2011, the AJS will now need re-commissioning. Documentation comprises a current V5C, old V5, and an owners club dating certificate.

**£2,000 - 3,000**

**€2,400 - 3,500**

142

#### **1955 ZÜNDAPP 49CC COMBINETTE MOPED**

Registration no. YSU 601 Frame no. 232247 Engine no. 232338  
A typically well made German moped, the Zündapp Combinette first appeared in the UK in 1954 when Ambassador Motor Cycles began assembling it under license at their Ascot works. The Combinette's 49cc two-stroke engine was suspended beneath the U-shaped tubular frame, and this undeniably handsome machine was further distinguished by elegant chain/engine covers and a sprung front fork. In this form the Combinette lasted only another year, being replaced by a comprehensively restyled model for 1956. Restored while in previous ownership, this beautiful Combinette was in use recently and is described as in generally good condition. However, it should be noted that a seal - located between the fuel tank and carburettor - is missing and needs to be replaced. Accompanying paperwork consists of an old-style logbook and an old-style V5 document.

**£400 - 600**

**€470 - 710**

**No Reserve**

143

#### **C.1950 CAIRNS 49CC 'MOCYC' CYCLE-MOTOR**

Registration no. 513 XUP Frame no. NE 7005661 Engine no. 6258  
In the post-war 'austerity' period of scarcity, there was a need for economical transport, met by the creation of 'clip-on' motor-units for attachment to any serviceable bicycle. One was this ingenious, friction-drive unit, initially made by G.Y.S. of Bournemouth as the 'Motamite' but later marketed as the 'Mocyc' by Cairns Cycles of Todmorden, Lancashire. Unusually, a one-piece alloy casting formed virtually the whole unit, tank included, ignition being by Wipac. Vanishingly rare amongst cycle-motors, this original, registered and fully roadworthy example, complete with V5C and a rare G.Y.S. handbook, is ready for NACC events, subject, of course, to the usual checks.

**£600 - 800**

**€710 - 940**

**No Reserve**

144

#### **1945 ARIEL 346CC NG**

Registration no. HGH 660 Frame no. AP1185 Engine no. BK301  
This NG was first registered on 22nd September 1945, only five weeks after Japan's surrender had brought WWII to a close. A 1946 model, it is based on the wartime W/NG, with the addition of a tank-top panel containing a gearbox-driven speedometer. An Ariel OMCC letter on file confirms matching numbers and reveals that 'HGH 660' was despatched to Godfreys Ltd, London. The Ariel has been in the present ownership since 1984 (see purchase receipt and photographs on file), having previously been last taxed in 1956. Last ridden on the road in 2000, it will require re-commissioning and the customary safety checks before further use. Lighting was fitted in 1991 and the electrics converted to 12-volt, and it should be noted that the speedometer has been changed. Accompanying documentation consists of a quantity of expired MoTs and tax discs, SORN acknowledgements, and old/current V5/V5C documents.

**£1,600 - 2,000**

**€1,900 - 2,400**

**No Reserve**





145



147



146



148

145

#### **1955 ARIEL 649CC FH HUNTMASTER**

Registration no. RYU 605 Frame no. PR 1561  
Engine no. MLF 2623

The Ariel marque was sold to BSA in 1951 and at that point, Ariel's 'twin' models were re-designed to use the BSA range of engines. The duplex frame and re-styled A.10 engine gave the 'Huntmaster' good handling and an over-90mph top speed. All Ariel four-strokes were discontinued in 1959, making them comparatively rare today. This superb example has been newly restored, both mechanically and cosmetically, by the Midland's finest Ariel restorer and is complete with MOT, V5C and the original RF.60 log-book. Ready to go, subject to the usual checks, and is described by the vendor as being close to immaculate.

**£6,000 - 7,500**

**€7,100 - 8,800**

146

#### **1929 SCOTT 596CC SPORTS SQUIRREL**

Registration no. KS 4395 Frame no. 2798 (see text)  
Engine no. Y1525A (see text)

This 1929 two speed Sports Squirrel was acquired by the vendor's late husband in 2006 and nothing is known of its mechanical condition or completeness. Prospective buyers should satisfy themselves on both counts in relation to this machine which is sold strictly as seen. On inspection it was noted that at some point there had been an engine change from the original 498cc unit to the 596cc engine presently fitted (they are totally interchangeable). As the catalogue goes to press a new V5C recording the replacement engine has been requested from the DVLA, and this should have arrived by the time of the sale. The only other document on file is a receipt from a previous owner. It is thought that the frame number may have been over-stamped at some time. Careful re-commissioning will be required before taking to the road.

**£3,000 - 3,500**

**€3,500 - 4,100**

**No Reserve**

147

#### **C.1928 SCOTT 596CC PROJECT**

Registration no. SV 7570 Frame no. SABTVR03529014227 (see text)  
Engine no. DPY4949

This very interesting Scott "project" comprises a 1947 596cc engine, a modified frame, two speeder forks, 3 speed gearbox, wheels with alloy rims, and many other components. It was acquired by the vendor's late husband in 2004, and nothing is known of its mechanical condition or completeness. Prospective buyers should satisfy themselves on both counts in relation to this dismantled machine which is sold strictly as seen. The frame number stamped on the headstock is not of Scott origin, and it is not clear whether the first character is an S or a 5. The accompanying V5C issued in 1999 states "Rebuilt – assembled from parts some or all of which were not new". Three MoT certificates are supplied from the period 1999-2003, as well as a receipt from a previous owner, but nothing is known of its history.

**£500 - 1,000**

**€590 - 1,200**

**No Reserve**

148

#### **1929 SCOTT 498CC FLYING SQUIRREL**

Registration no. GU 4473 Frame no. 2491M Engine no. FZ1793A  
Although recognisably derived from Alfred Angas Scott's earliest designs, the Scott motorcycle of the 1920s gained steadily in both complexity and weight, reflecting improvements in its specification and all-round performance. Dating from 1929, this Vintage-era Flying Squirrel was purchased by the current vendor in 1964 and was last used on the road in the 1960s. It was then subject to a restoration, which like so many such projects has never been fully completed. Works carried out include an overhaul and repaint of the fuel tank by Silk Engineering in 1974, and an engine rebuild in same period by K W Lack (bills on file). Lancashire CC correspondence on file reveals that the Scott's first owner was a Mr R Lispcomb of Welwyn, Hertfordshire. The machine is offered with two old-style green logbooks and a V5C registration document.

**£2,000 - 3,000**

**€2,400 - 3,500**





149

**1952 BSA 123CC BANTAM D1**

Registration no. WYJ 931

Frame no. YDS 74286

Engine no. YDL10365

Developed from the pre-war DKW RT125 and announced in 1948, the Bantam became a top seller for BSA, with more than half a million leaving the factory before production ceased in 1971. Originally of 123cc, the engine grew first to 148cc and then to 172cc. 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' (General Post Office – Royal Mail's forerunner) whose distinctive red-liveried machines – used for telegram deliveries – were a familiar sight on city streets throughout Britain. This BSA Bantam was acquired as a restoration project from Robertsbridge Classic Motorcycles in 1997 (sales receipt on file). The vendor advises us that the machine was partly restored by Sammy Miller Motorcycles, which got it running and applied the GPO decals. Last taxed to the end of May 2001, since when it has been kept in dry storage, the machine would benefit from fine detailing, while only light re-commissioning and the usual safety checks should be required before it returns to the road. Accompanying documentation consists of V5 and V5C registration documents.

**£800 - 1,200**

**€940 - 1,400**

**No Reserve**



150

**1959 NORMAN 197CC B2S ROADSTER**

Registration no. MSK 380

Frame no. B2S/7453

Engine no. 375B/4574

Norman motorcycles were built in Ashford, Kent, well away from the industry's traditional Midlands home. Originally enamellers and platers, Norman turned to bicycle manufacture in the mid 1930s and exhibited its first powered two-wheelers - a 122cc lightweight and 98cc autocycle, both Villiers-engined - in 1938. The post-war range consisted of the autocycle and the B1 and B2 lightweights, of 122 and 197cc respectively. In 1952 the renamed B2S sported swinging-arm rear suspension - at first using long, inclined damper's of Norman's own manufacture - before acquiring conventional upright dampers and Armstrong leading-link front forks in the mid 1950s. The B2S was built in Roadster and Sports versions from 1959, the former available in standard (three-speed) or de luxe (four-speed) forms. Production ceased in 1961.

This B2S Roadster was acquired by the vendor in 1998 and last taxed for the road to the end of January 1999, since when it has been kept in dry storage. Only light re-commissioning and the customary safety checks should be required before returning the machine to the road. Accompanying paperwork consists of V5 and V5C documents.

**£700 - 900**

**€830 - 1,100**

**No Reserve**





151

# **1962 ARIEL 247CC ARROW**

Registration no. 797 NMP

Frame no. T26807/T

Engine no. T-2223-A

The Ariel Leader, and its sports derivative, the Arrow, sought to combine the virtues of speed and agility with those of cleanliness and convenience. Launched in 1958 and powered by an all-new 247cc air-cooled two-stroke twin with unitary gearbox, the Leader also broke with British tradition in its frame and suspension design, employing a stiff, fabricated-steel beam instead of tubes, and a trailing-link front fork. Detachable panels enclosing the engine and most of the rear wheel extended forwards to meet leg-shields and screen, and the rear chain was fully enclosed. Announced late in 1959, the Arrow dispensed with the Leader's enclosure panels and weather protection while remaining mechanically virtually identical. The Arrow was revised for 1961, gaining squish-band, centre-plug cylinder heads while a third model - the Super Sports, universally referred to as the 'Golden Arrow' after its distinctive colour scheme - was added at the same time. First registered in 1962, this 'ordinary' Arrow has been fitted with an engine of earlier date (change not recorded on the registration documents). Acquired by the vendor from Robertsbridge Classic Motorcycles in 1997 and last taxed in 2001, the machine has covered only 254 miles since being restored, though the finish has deteriorated somewhat over time; kept in dry storage for the last 15 years, it will require light re-commissioning and the usual safety checks prior to further use. Offered with V5 and V5C documents.

**£2,800 - 3,200**

**€3,300 - 3,800**



152

# **1960 ARIEL 247CC LEADER**

Registration no. YLK 213

Frame no. T8114/A

Engine no. T8114/A

Designed by Val Page and his team, the Ariel Leader, and its sports derivative, the Arrow, sought to combine the virtues of speed and agility with those of cleanliness and convenience. Launched in 1958 and powered by an all-new 247cc air-cooled two-stroke twin with unit gearbox, the Leader also broke with British tradition in its frame and suspension design, employing a stiff, fabricated-steel beam instead of tubes, and a trailing-link front fork. Detachable panels enclosing the engine and most of the rear wheel extended forwards to meet leg shields and screen, and the rear chain was fully enclosed. Announced late in 1959, the Arrow dispensed with the Leader's enclosure panels and weather protection while remaining mechanically virtually identical. A highly promising design capable of further development, the Leader/Arrow deserved better than to be prematurely axed by BSA in 1965, thus allowing the Japanese to exploit the growing market for 250 two-stroke twins without serious competition. An older restoration that has deteriorated over time, this Ariel Leader was acquired by the vendor from Robertsbridge Classic Motorcycles in 1997 and last taxed for the road in 2000, since when it has been kept in dry storage. Light re-commissioning and the usual safety checks will be required prior to further use. Offered with V5/V5C documents and the 1997 purchase receipt.

**£2,500 - 3,000**

**€3,000 - 3,500**





153  
**1955 ADLER MB250**  
 Registration no. 470 XUC  
 Frame no. 308322  
 Engine no. 308322

One of Germany's lesser known marques, Adler is best remembered for its advanced two-stroke motorcycles of the 1950s. Although designed as a road-going power unit, Adler's unitary construction air-cooled twin proved highly tuneable, enabling Adler-mounted privateers to achieve significant results in national-level road races and even the occasional international success. Interestingly, Yamaha is known to have studied an Adler MB250 before embarking on the design of its own 250cc twin. Sadly, the Adler company was taken over by Grundig in 1958 and its factory turned over to typewriter production. This MB250 was sold new by Avon Autos of Hanwell, London W7 and first owned by one Roy French of Acocks Green, Birmingham, passing to the immediately preceding owner's family in March 1963. The vendor was told that the machine runs well, but he has not started it. Believed original and un-restored, this rare German motorcycle is offered with its original old-style logbook, a quantity of recently expired MoT certificates, a V5C registration document, and an original MB250 instruction book.

**£2,500 - 3,500**  
**€3,000 - 4,100**



154  
**1946 TRIUMPH 349CC 3T**  
 Registration no. KPD 899  
 Frame no. TC 1833  
 Engine no. 46 3T 75578

Triumph's first 350cc vertical twin had been built for military purposes in wartime, and would form the basis for a civilian version when hostilities ceased. The basic engine design followed that laid down pre-war by Edward Turner for the trend-setting Speed Twin, but featured rocker boxes incorporated into the cylinder head casting and a built-up crankshaft with one-piece connecting rods like the military 3TW. The running gear was essentially that of the Speed Twin, and featured Triumph's new telescopic front fork. Lower geared than its 500cc sibling, the 3T was nevertheless capable of reaching 75mph and could return around 80mpg. Unlike the later unitary construction 3TA 350, the 3T possessed a measure of the low-down 'grunt' associated with Triumph's larger vertical twins and as a result is arguably a much more pleasant and charismatic machine to ride. This 'barn find' Triumph 3T was acquired from the vendor's late father-in-law circa 40 years ago and has been in storage ever since. Last taxed/MoT'd in 1976, and apparently complete, the machine is offered for restoration and sold strictly as viewed. Accompanying documentation consists of an old-style continuation logbook (issued 1968) and an old MoT certificate (expired 1977).

**£4,000 - 6,000**  
**€4,700 - 7,100**





155

# **1961 MATCHLESS 348CC G3L**

Registration no. 479 BGJ

Frame no. A78793

Engine no. 61/G3 40166

The Auxiliary Fire Service was originally set up in 1938 to bolster local Fire Services. Being disbanded during wartime, it was subsequently reinstated in 1948, as a safeguard in the event of emergencies, or nuclear attack, in conjunction with the Civil Defence Corps. They were equipped with their own vehicles and fire-fighting equipment. These included, amongst others, motorcycles, Land Rovers, and the famous 'Green Goddess' Bedford fire engines. Motorcycles were invariably Matchless G3Ls, and, whilst there were occasions when the AFS saw action during droughts, strikes, etc., many of the vehicles had an easy life. When the AFS was disbanded, for the second time, in 1968, many of the vehicles were auctioned off. 479 BGJ was acquired by the vendor in 2014, and a check with the owner's club revealed that it had the original engine/frame/gearbox combination, as supplied to the Home Office (see dating certificate on file). Still original in most respects, and with original fittings, the owner gave the G3L a fresh coat of paint, a new exhaust pipe, a set of new piston rings, new battery and a solid state rectifier. Starting with ease, and working satisfactorily in all respects, the owner is selling due to other projects occupying garage space. Documentation comprises a current V5C, 16 old MoT certificates, between 1991 and 2015, plus assorted invoices, 18 old tax discs, miscellaneous papers and aforementioned dating certificate.

**£2,500 - 3,500**

**€3,000 - 4,100**



156 N

# **1955 ARIEL 500CC RED HUNTER**

Registration no. not UK registered

Frame no. DU 7413

Engine no. DU 2204 (see text)

Val Page's arrival at Ariel in 1925 as Chief Designer would trigger an upturn in the Selly Oak firm's fortunes. Page designed new models to replace the existing range, the first of which - a pair of singles displacing 600cc (sidevalve) and 500cc (overhead-valve) - debuted later that year. By 1930 the Ariel single had gained a rear-mounted magneto and its distinctive timing cover, and the engine's basic design - though frequently revised - would stand the company in good stead well into the post-war era. In 1932 the sports versions were christened 'Red Hunter' and, under Page's successor Edward Turner, developed into fast and stylish machines. In mid-1946 the Hunters became the first models to feature Ariel's new telescopic front fork, and the following year could be ordered with the optional Anstey Link plunger rear suspension. A new duplex loop frame with swinging-arm rear suspension was adopted for 1954 and the 500cc VH gained an alloy 'head at the same time (a feature the 350cc NH would not enjoy until the 1956 range was announced). In 1956 full-width alloy hubs were adopted across the range, and the Red Hunters continued in this form until production of Ariel four-strokes ceased in 1959. This beautifully restored Red Hunter is offered with Danish registration papers. It should be noted that the engine number has been re-stamped.

**£2,500 - 2,700**

**€3,000 - 3,200**



157

*Property of a deceased's estate*

## **1946 VELOCETTE 349CC MSS/KSS MARK II (SEE TEXT)**

Registration no. HYA 733

Frame no. KDD 7389

Engine no. KSS 10067

- MSS frame; KSS Mark II engine
- Present ownership since 1973
- Restored by the Sammy Miller Museum



Continuously developed, the innovative Velocette two-strokes had proved reliable, economical and very popular, but by the early 1920s it had become apparent that a more upmarket model was required. Other manufacturers were fielding new overhead-valve and overhead-camshaft machines, and Veloce Ltd followed suit, 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. A Junior TT win in 1926 followed by 2nd place in 1927 and another win in 1928 ensured a healthy demand for Velocette's overhead-cam roadsters and prompted the launch of the KTT, one of the most successful over-the-counter racers of all time.

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.

Consisting of an MSS frame and KSS Mark II engine, this motorcycle was in running order when purchased by the late owner in 1973. Ridden occasionally, it spent most of the time in dry storage before being sent to Graham Drinkwater for initial restoration, which was completed by the Sammy Miller Museum in 2015. The related invoice and correspondence are on file, and the machine also comes with a VOC dating letter and V5C Registration Certificate.

**£6,000 - 8,000**

**€7,100 - 9,400**



158

#### 1954 VELOCETTE 499CC MSS

Registration no. SKP 791

Frame no. RS 3984

Engine no. MSS 10238

The third of Velocette's overhead-valve, high-camshaft, single-cylinder designs, the 500cc MSS was announced in 1935. The first of these new models had been the 250cc MOV of 1933, which was joined for 1934 by a long-stroke 350cc version - the MAC. In creating the MSS, Veloce kept to the basic design, combining the MAC's 96mm stroke with a larger bore to create its new '500'. The MSS engine went into a new frame derived from that of the racing KTT. The model disappeared from Veloce Limited's range in 1948 while the company concentrated on the LE, reappearing in 1954 with a new swinging-arm frame and Hall Green's own telescopic front fork. The engine too was updated, gaining 'square' bore and stroke dimensions of 86x86mm along with an alloy cylinder barrel and 'head'. This MSS was first registered to G E Tunbridge of Tunbridge Wells, Kent on 1st May 1954, and was acquired by the current vendor in August 2009. We are advised that the magneto was rebuilt by W H Day around three years ago and that the front wheel bearings have been renewed. The toothed-belt dynamo drive and an electronic voltage regulator are sensible upgrades. Last ridden in September 2016 and described as in generally good condition, the machine is offered with sundry invoices; a quantity of expired MoTs and tax discs; SORN paperwork; a V5C document; and an original owner's handbook, service manual, and parts list.

£4,500 - 5,500

€5,300 - 6,500



159

#### 1956 VELOCETTE 350CC VIPER

Registration no. KNL 846

Frame no. RS8108

Engine no. VR1141

'One's outstanding impression is of the exceptional flexibility and smoothness of the engine – it seems almost incredible that so much docile punch should be the product of no more than one cylinder and an 8.5:1 compression ratio,' enthused Motor Cycling about its test Viper, summarising characteristics that will be familiar to anyone who has ever ridden one of Hall Green's delightful high-camshaft singles. The high-performance 500cc Venom and its 350cc sibling, the Viper, were launched in 1956. The MSS frame and forks were retained for the newcomers while full-width alloy hubs were adopted to boost braking power and smart chromed mudguards fitted to enhance the models' sporting image. This particular Viper had been laid up in dry storage for 40 years when the current vendor purchased it in 2011. The machine was then restored over a three-year period: 2011 to 2014. Works carried out included powder-coating the frame; fitting taper-roller steering head bearings; installing new swinging-arm trunnions and bushes; rewinding the magneto; fitting stainless steel mudguards; and installing a new wiring harness and battery. Two important upgrades have been incorporated: a Groves Classics anti-wet-sumping device and a solid-state voltage regulator. New tyres were fitted recently to the Borrani alloy rims. Described as in generally good condition, the machine is offered with sundry restoration invoices, an old-style continuation logbook, MoT to April 2017, and a V5C registration document.

£3,500 - 4,500

€4,100 - 5,300



**1958 ARIEL 995CC MARK II 'SQUARE FOUR'**

Registration no. 532 WJH

Frame no. CGM1781

Engine no. to be advised

- *Restored by Tennant-Eyles in the 1980s*
- *Engine rebuilt by Draganfly Motorcycles*
- *Numerous modern upgrades*



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 bigger version being made available for the 1932 model year. In 1937 a total redesign saw it re-emerge as the Model 4G, with 995cc overhead-valve engine, making the Squariel an even more enticing prospect for sidecarists. 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' Mark II with redesigned cylinder head elevated the Square Four into the league of genuine 100mph motorcycles. Square Four production, along with that of all other Ariel four-strokes, ceased in 1959. To date, the innovative Ariel Square Four remains unique in motorcycling history; a true 'gentleman's motorcycle', this refined yet charismatic machine retains an enthusiastic and loyal following, and is highly prized by discerning enthusiasts.

This Ariel Square Four was restored during the mid-1980s by the well-known restorer J W Tennant-Eyles, as evidenced by bills on file totalling circa £9,000, which was followed by an engine rebuild undertaken by marque specialists Draganfly Motorcycles in December 1988. The current vendor acquired the Ariel in July 2007 (purchase receipt on file), since when it has been upgraded with an Iron Horse alternator, electronic voltage regulator, electronic ignition points module, Morgo oil pump, modern oil filter, and flashing indicators. The machine has seen little use since acquisition, and although the tyres were renewed nine years ago, the rear at least will require replacement due to age. Described as in generally good condition, this sensibly upgraded Square Four is offered with an old-style logbook, some expired MoTs, old/current V5/V5C registration documents, and the aforementioned invoices/bills.

**£7,000 - 9,000****£8,300 - 11,000**



161

## 1973 HEALEY 1000/4

Registration no. PHT 161M

Frame no. HEA 101

Engine no. HLBT 102

- Hand built in small numbers
- This rare Healey 1000/4 is the first production model to leave the factory
- Fitted with a high-output alternator, Sparx rectifier, and Newtronic electronic ignition



When the BSA Group axed Ariel's entire four-stroke range in 1959, it brought an end to production of the unique 'Square Four', which had been around in various versions since late 1930. As the supply of spares dwindled, Redditch-based 'Squariel' enthusiasts the Healey brothers – George and Tim – began manufacturing parts, a venture that became a full-time business in 1967.

The Healeys wanted to offer an updated Square Four as a complete motorcycle, and seeking suitable cycle parts turned to Roger Slater, who had obtained the UK manufacturing rights to Fritz Egli's spine-type frame. Metal Profiles supplied the front fork and the large drum brakes were sourced from Italy. Later versions had disc brakes and cast alloy wheels. The Healeys claimed that their new 1000/4 produced 50bhp, some ten horsepower more than the old Square Four, and weighed 80lbs less, all of which added up to a measurable improvement in performance. Hand built in small numbers, the Healey 1000/4 was expensive to make and demand for such a machine was necessarily limited. Production petered out towards the end of the 1970s.

Acquired by the vendor in December 2011, this rare Healey 1000/4 is the first production model to leave the factory. It is understood that the machine has never been restored and as such is the benchmark for all other Healey Square Fours. Since acquisition the machine has been kept on the road, with only routine service items changed as required; it will be freshly MoT'd prior to sale.

Modifications include a high-output alternator, Sparx rectifier, and Newtronic electronic ignition, while the oil cooler has been disconnected (it was over-cooling the engine). The rev counter does not work but a new one is included in the sale. Accompanying documentation consists of an Ariel OMCC dating certificate, old/current V5/V5C Registration Certificates, history sheet, and current MoT.

**£25,000 - 30,000**

**€29,000 - 35,000**



162

### 1961 TRITON 500CC 'CAFÉ RACER'

Registration no. 384 BPO

Frame no. 96631

Engine no. T100 4390

A happy marriage of Triumph power and Norton roadholding, the Triton is rightly regarded by enthusiasts as the quintessential British sports special. This hybrid first emerged in the 1950s and continues to be built by professionals and amateurs alike. Dave Degens, proprietor of Dresda Autos, was one of the first special-builders to put the Triton into what might be termed 'limited production', and today this charismatic hybrid enjoys marque status. Completely restored between 2009 and 2012 and described as in generally good condition, this example consists of a 1957 'pre-unit' Tiger 100 engine, a Triumph gearbox, and a Featherbed frame dating from 1961. We are advised that the engine incorporates Hepolite pistons and an E3134 inlet cam, while other noteworthy features of this unique machine include belt primary drive, new clutch, new dynamo, rewound magneto, and aluminium alloy wheel rims, fuel tank and oil tank. Accompanying paperwork consists of an old-style logbook, sundry restoration invoices, NOC dating certificate, MoT to July 2017, and a V5C Registration Certificate. The machine also comes with a box of miscellaneous parts/spares to include a dual-seat, 'Ace' handlebars, gasket set, Triumph instruction manual, and a Haynes workshop manual.

£3,500 - 4,500

€4,100 - 5,300



163

### 1976 BMW 900CC R90S PROJECT

Registration no. NLA 113P

Frame no. 4091987

Engine no. 4091987

The success of BMW's 900cc horizontal twin is already well chronicled; especially after the launch of the R90S flagship in 1975, which ensured the firm stayed very competitive in the market during the "Superbike era." Following the late owner's tragic and untimely demise earlier this year no work had yet begun on the R90S, which was originally purchased in 1999 as a specific long-term restoration exercise, due to begin after the owner's retirement in 2017. (Some 40 years ago, incidentally, he had bought an R90S from new, but this was subsequently part-exchanged against another BMW.) The NLA machine has been dry stored since acquisition, remaining virtually unused aside from an M.O.T. trip to North Leicester Motorcycles in 2012. The late owner, a widely respected motorcycle industry figure, had already begun purchasing an extensive quantity of new parts in anticipation of undertaking the task of refurbishment. These several items, which include a new seat, are supplied with the machine. Although of little concern to the late owner – in view of the projected rebuild – it should be noted that the machine has deteriorated in several areas; likewise the bodywork is pitted in a number of places, and there is corrosion to some of the bright-work. Fundamentally, however, the bike is worthy of a conscientious restoration. Inspection of the new parts, plus the accompanying technical literature, is strongly recommended. With V5C documentation, and sold strictly as viewed!

£3,000 - 4,000

€3,500 - 4,700





## 1971 BMW R65 RENNSPORT RE-CREATION

Registration no. WPY 105K

Frame no. 2935831

Engine no. 2935831

- Based on an R65 roadster
- Professionally built in 2015
- Featured in *The Classic Motor Cycle* (May 2016 edition)



BMW motorcycles had been raced since the company's arrival on the two-wheeled scene in the early 1920s, but it was not until the late 1930s that they began to make a significant impact outside Germany. The development of supercharging technology in the late 1920s had enabled Ernst Henne to set a string of motorcycle speed records for BMW, so forced induction was a logical choice when the company decided to go road racing. When the new 500cc Rennsport (RS) appeared in 1935 it was powered by an advanced double-overhead-camshaft engine complete with Zoller 'blower' mounted on the front of the crankcase. Targeting the Isle of Man TT, BMW made its first official appearance at the world's most prestigious road race in 1937, works rider Jock West finishing 6th in the Senior race. West followed up this promising performance by winning that year's Ulster Grand Prix but BMW would not achieve its ultimate goal until 1939, when Georg Meier brought the coveted Senior TT trophy back to Munich.

With supercharging banned after the war, the Rennsport engine was reconfigured for normal aspiration and found its true métier as a sidecar power unit, winning 20 Manufacturers' World Championships between 1954 and 1973. Although redesigned with a Norton Featherbed-style frame, the solo Rennsport was outclassed at Grand Prix level, Walter Zeller's win at Schotten in 1953 - an event boycotted by the major title contenders - being the sole World Championship victory. Technological innovations pioneered on the Rennsport sidecar engine, including fuel injection, duly found their way onto Zeller's works bike, which by 1956 had reached the peak of its development.

At that year's Isle of Man TT Zeller finished 4th in the Senior event before going on to claim 2nd place at both the Dutch and Belgian Grands Prix, finishing the season 6th in the World Championship. Intended for supply to selected private owners, the Rennsport, although subsidised by the factory, was an expensive purchase and relatively few were sold. With most either in private hands or in museums, the only option for many enthusiasts is the creation of a replica, such as the machine offered here, which was built in 2015 by Jason Blackiston of Anson Classic Restoration using a 1971 BMW R65 road bike as the basis.

The R65 was comprehensively overhauled during the transformation, which included removing the starter motor and altering the crankcases to make the engine look more like a Rennsport. Surplus lugs were removed from the frame, and a set of new Earles-type leading-link forks acquired from Germany. The original fuel tank was expertly reshaped and a original-style racing seat fabricated, all of this work being carried out in-house. The R65's instruments have been retained, neatly hidden behind the number-plate/fly-screen, and the machine is road legal for daytime use. New Mikuni carburettors are fitted in place of the original Bing units (included in the sale).

After completion, Jason's Rennsport re-creation was featured in *The Classic MotorCycle* (May 2016 edition, copy available) and the machine also comes with a detailed list of the works carried out and components fitted/modified. Offered with a V5C document, and freshly MoT'd, this superb re-creation represents a wonderful opportunity to acquire a convincing Rennsport look-alike at a mere fraction of the cost of an original.

**£11,000 - 13,000**

**£13,000 - 15,000**

**1997 TRIUMPH 955CC T595 DAYTONA**

Registration no. R860 WHJ  
 Frame no. SMTTE502LGV054525  
 Engine no. 054783

- *Combining voluptuous curves with a Spondon-like aluminium frame*
- *Single-sided swingarm and three-spoke alloy wheels*
- *Covered only some 500 miles in the last nine years*
- *Enthusiast owner, surplus to requirements*



Triumph's first attempt at a cutting edge superbike, the T595 Daytona arrived at the start of 1997 and was an immediate success, despite being pitched against Honda's FireBlade and Ducati's 916. In a nod to the old Triumph company's heritage and drawing on the Hinckley firm's more recent experience, the new Daytona was a triple. Displacing 955cc, the fuel-injected 12-valve engine produced around 105-110bhp at the rear wheel, matching the FireBlade while having a character all of its own. The Daytona's looks were something special too, combining voluptuous curves with a Spondon-like aluminium frame, single-sided swingarm, and three-spoke alloy wheels. Top speed was around 160mph.

The enthusiast owner writes: 'This T595 was purchased in 2007 as it was felt that the pillion passenger might prefer a machine larger than our Yamaha FZS600 Fazer; she didn't, thus rendering the Triumph surplus to requirements almost immediately. Indeed, 'R860 WHJ' has covered only some 500 miles in the last nine years. Nevertheless, it has benefited from numerous improvements, including a heavy-duty gel battery, a much lighter stainless silencer, a Power Commander (to restore correct fuelling), a 17T gearbox sprocket (18T standard), and a new gear change linkage with larger spherical joints. It has also been modified with a 'comfort kit' comprising a new front fork top yoke and Renthal handlebar, which results in a more upright riding position and less weight - and strain - on the rider's wrists.

Parts renewed include the front brake pads and rear brake disc, and the machine has also had the valve clearances adjusted. A Datatool alarm/immobiliser had already been fitted.

'In May 2015, the Daytona was despatched to Triumph main dealer Webbs of Lincoln to have an electrical fault fixed (bill on file); new Dunlop Roadsmart II tyres were fitted and the machine MoT'd at the same time (the 'advisory' has been rectified). It was then ridden the 30 miles home but has not been used since apart from a trip to get this year's MoT, though the engine has been started and run up to temperature. Hearing the aggressive growl of the Triumph's brilliant three-cylinder engine makes me think I must be mad to sell it - anyone who thinks modern bikes lack character should ride one of these!'

Accompanying documentation consists of the stamped service booklet, sundry invoices, expired MoTs, SORN paperwork, current MoT, and V5C Registration Certificates. All removed stock parts: silencer (un-scratched), top yoke, clip-on 'bars, etc are included in the sale, and the machine also comes with two new (pattern) front brake discs, two Datatool fobs, an owner's handbook, and a Haynes workshop manual.

**£1,500 - 1,800**  
**€1,800 - 2,100**  
**No Reserve**



166

## 1980 NVT RAMBLER 175 TRAIL

Registration no. EJO 57V

Frame no. 0181

Engine no. 2K4-20325K

- *Comprehensively restored*
- *Fuel tank, side panels, and mudguards have been repainted*
- *Front forks rebuilt by suspension specialists MCT*
- *Enthusiast owned, surplus to requirements*
- *Requires final re-commissioning*



Towards the end of its troubled existence, and following the end of Norton Commando production in 1977, Norton Villiers Triumph (NVT) engaged in some collaborative ventures with Yamaha, which included developing police-specification versions of the three-cylinder XS750 and a pair of identical (badges apart) off-roaders using the DT175MX engine and (mainly) Italian cycle parts: the NVT Rambler and BSA Tracker. Bizarrely, this machine's original supplying dealer got these two models confused and registered it as a BSA!

The current vendor purchased 'EJO 57V' at Bonhams' Stafford Sale in October 2010 (Lot 334). Since then the machine has been comprehensively restored, the engine being rebuilt by two-stroke guru, Ron Phillips (Fahron Engineering); there is no bill but Ron can confirm. In addition, the fuel tank, side panels, and mudguards have been repainted; the front forks rebuilt by suspension specialists MCT; the wheels rebuilt (by Five-One) with Morad alloy rims and stainless spokes; a complete new rear light fitted; the brake pads and shoes renewed; a Falcon rear shock installed (retaining the original spring); and a new gearbox sprocket and drive chain fitted.

The fuel tap and clutch cable likewise are new, while the part-stainless exhaust system was made by a local fabricator. The front brake calliper has been reconditioned with new seals and cut-down RD350LC pistons. The master cylinder is a new Yamaha RD250LC pattern component, and the hose a new braided item. Tyres are new Avon Roadriders. All removed components, including the original exhaust system, air filter box (needs repair), and Grimeca front brake master cylinder are included in the sale together with all receipts for parts, a current V5C document, an owner's handbook, and a Clymer Yamaha workshop manual.

A change in the vendor's personal circumstances has rendered the machine surplus to requirements, hence the decision to sell. While the fuel tank was away being painted, the engine was started using a 'slave' tank to check that it ran OK (it did) but the machine has not been ridden on the road; it needs final re-commissioning, including a fuel pipe and fresh battery, to complete and thus is sold strictly as viewed.

**£800 - 1,000**

**€940 - 1,200**

**No Reserve**



167

**1970 TRIUMPH 490CC DAYTONA T100T**

Registration no. SUH 963H

Frame no. T100T ND29658

Engine no. T100TND29658

This well-presented Daytona was purchased by the vendor in 2009 (receipt on file), having had only three previous owners. When acquired, the machine was fitted with the original twin carburettor arrangement, but for ease of maintaining tune, he converted it to a single carb. The second carburettor, twin manifolds and cable are included with the bike. Giving the machine a thorough check over, the owner decided to refresh the paintwork, and replaced the alternator rotor. New clutch plates were also fitted, together with new front wheel bearings and front brake shoes. A top-end strip revealed that the bores were still standard with little wear, so only new piston rings were fitted. The vendor believes that this tends to suggest that the indicated mileage of less than 9500 miles may be correct. Mushroom tappet adjusters, electronic ignition system, and a new battery were also fitted, as was a remote cartridge-type oil filter, and a pair of Armours silencers. Indicators were fitted to assist with modern traffic conditions, and the wheels have been rebuilt with stainless steel rims and spokes. Since completing the work on SUH 963H, the vendor has covered only approximately 400 to 500 miles, and now has other projects to occupy him, hence the sale. Documentation comprises a current V5C, 17 old MoT certificates between 1983 and 2016, plus assorted invoices, and the aforementioned purchase receipt.

**£4,000 - 5,000**

**€4,700 - 5,900**



168

**1996 HARLEY-DAVIDSON FLSTC HERITAGE SOFTAIL CLASSIC**

Registration no. N666 HOG

Frame no. 1HD1BJL4TY043213

Engine no. BJLT 043213

One of the more significant developments of Harley-Davidson's immediately post-AMF era was the introduction of the traditionally styled Softail featuring a cleverly disguised rear section looking like that of a pre-war rigid framed or 'hardtail' Harley but which was, in fact, sprung. Completing the 'vintage' retro image was a girder-type front fork with bottom link and centre spring. This was the look the die-hard Harley traditionalists had been waiting for, and the Softail and its variants would prove an enduring success. This Heritage Softail Classic was purchased new by the current vendor and has always been very carefully maintained and garaged at all times. Thoroughly reliable, it has covered only 19,575 miles since delivery and comes with 18 MoT certificates and all 19 tax discs from new. Also on file is Stadium Harley-Davidson's original sales invoice for £13,838.17, which did not include the cost of the DVLA 'HOG' number plate. The vendor has since spent many hundred of pounds on accessories such as 'Live To Ride' chrome, H-D instruments including a tachometer, volt meter, oil pressure and temperature gauges, clock, and thermometer, plus heated handlebar grips. The vendor's reason for selling is that he is now in his mid-70s and is beginning to find the Harley heavy to manoeuvre. The machine is offered with MoT to July 2017, old/current V5/V5C registration documents, and both sets of keys.

**£5,000 - 7,000**

**€5,900 - 8,300**





169 N

**1939 ARIEL 599CC MODEL 4F 'SQUARE FOUR'**

Registration no. not UK registered

Frame no. AX633

Engine no. EE668

Designed by the legendary Edward Turner, the Ariel Square Four was first shown at Olympia in 1930. Unique at the time of its introduction, the 'Squariel', as it was swiftly dubbed, featured a single block of four cylinders and twin geared-together crankshafts with pistons phased at 180 degrees. The crankcase was split horizontally, unusually for a motorcycle engine of the period, while the vertical valves were operated by a single overhead camshaft. A supercharged example was raced at the Isle of Man TT in 1931 without success, which was hardly surprising as its makers had envisaged the model as more of a luxury tourer than an out-and-out sports machine. Although launched as a '500', the Squariel was soon enlarged to 601cc with an eye on the important sidecar market, this bigger version being made available for the 1932 model year. In 1937 a total redesign saw it re-emerge as the Model 4G, with 995cc overhead-valve engine, making the Squariel an even more enticing prospect for sidecarists. There was also a 599cc 4F version of this new pushrod Square Four, most of these smaller models being earmarked for export. It is estimated that some 400 examples of the 4F were made. This restored example of the rare '600' Square Four benefits from recently installed new pistons and an overhauled magneto. Offered from a private collection comprised entirely of Ariel motorcycles, the machine was recently registered in France and comes with French Carte Grise.

**£10,000 - 14,000**

**€12,000 - 17,000**



170

**1939 OEC 497CC COMMODORE**

Registration no. GAE 976

Frame no. 1955

Engine no. OEC/90/ 3207

Best remembered for its curious 'duplex' form of steering gear and Claude Temple's record-breaking exploits on the mighty OEC-Temple-Anzani, the Osborn Engineering Company commenced motorcycle manufacture in 1914. The Gosport-based firm began by making motorcycles under contract to engine manufacturer Blackburne before marketing machines under its own name from 1920. OEC also made its own engines under the 'Atlanta' name but mainly relied on proprietary power units from JAP. As well as the patented duplex steering, introduced in 1927, the firm offered rear springing from 1929. An option at first, this looked like a 'plunger' arrangement but in fact used a pivoted fork. By the late 1930s, the rear springing was standard and the duplex steering optional. JAP and Matchless engines were used towards the middle of the decade, then AJS engines from early 1937 onwards. The company's top-of-the-range sports model, this rare OEC Commodore was restored by Sammy Miller Motorcycles in 1998/1999 (invoice available), having been acquired by the vendor from a friend in 1997. Featured in The Classic Motor Cycle (July 2000 edition), 'GAE 976' was last taxed in 2002, since when it has been kept in dry storage. Previously finished in black, the machine has deteriorated somewhat since the restoration but nevertheless should require only light re-commissioning and the customary safety checks before further use. Accompanying paperwork consists of old/current V5/V5C documents and the aforementioned restoration invoice.

**£6,000 - 7,000**

**€7,100 - 8,300**





171

**1936 TRIUMPH 493CC 5/5**

Registration no. WFO 442

Frame no. S.5053

Engine no. 5.S6.2981

The Triumph model range for 1936 featured nine models which comprised seven overhead valve, and two side valve types. This range of singles, and one twin, was designed by the brilliant Val Page and had been introduced in 1934 in 250, 350, and 500 single cylinder models, together with the one 650 twin. In the overhead valve 500 capacity there were three models, all twin port, the 5/2, 5/5, and 5/10. This particular example is the 5/5 sports version, with four speed foot change, and the larger 8 inch front brake. The 250, 350, and 500s would be restyled the following year to become the Tiger 70, 80, and 90. Purchased by the vendor at auction in 2003, the 5/5 had been restored by the previous owner, and was incorrectly catalogued as a 5/2. Since acquisition, the owner has had the dynamo reconditioned, fitted a new regulator, and whilst all the lights etc. are working, the bike is still not charging. It is assumed that the problem lies either with the polarity or the regulator itself. However, the vendor has greatly enjoyed his time with the machine which has been used most years, taking part in many VMCC runs and also the Manx Grand Prix parade lap in 2006, covering some 4,000-plus miles, and is only now for sale due to an impending addition to his stable. Documentation comprises a current V5C, old V5C, old V5, several old MoTs, tax discs, purchase invoice, copy parts book, handbook, and miscellaneous papers. The bike is presently taxed and ready to use.

**£7,000 - 9,000**

**£8,300 - 11,000**



172

**1936 TRIUMPH 348CC MODEL 3/1**

Registration no. HH 8418

Frame no. F1566

Engine no. 8-3S-7731

Just as he had done at Ariel in the 1920s, Val Page transformed his employer's ageing range on his arrival as Triumph's Chief Designer in 1932. The new line-up comprised overhead- 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. Introduced in 1934, the sidevalve Model 3/1 gained a light-alloy cylinder head during 1936 and continued in production, as either the 3S or coil-ignition 3SC, until the outbreak of WW2. Suitably embellished with extra chrome, the OHV models formed the basis for Edward Turner's Tigers from 1936 onwards. This particular Model 3/1 has been fitted with a 3S engine dating from 1938. The Triumph was acquired by the current vendor in January 2009, at which time it was a rolling chassis plus a box of parts, having been in the preceding owner's possession for at least the preceding 25 years. Since acquisition, the machine has been reassembled and overhauled; used for various ride-outs, the last in September 2016, it is described as in generally good condition. Accompanying documentation consists of a dating letter and a V5C registration certificate. An original instruction manual is included.

**£3,000 - 4,000**

**£3,500 - 4,700**





173

# **1920 HARLEY-DAVIDSON 1,000CC MODEL F**

Registration no. BF 7632

Frame no. 20F20885

Engine no. L20T6915

Harley-Davidson re-launched its twin-cylinder motorcycle for 1911 in redesigned form. This time the engine boasted mechanically operated inlet valves (replacing the single's 'atmospheric' type) and production really took off. Known by the sobriquet 'pocket valve', this 'F-head' (inlet-over-exhaust) engine 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 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 twin which, in top-of-the-range form with full electrical equipment, was listed from now on as the Model J, the 'ordinary' version being the Model F. This Model F was purchased, dismantled, in 2014 from a friend of the vendor who had been collecting parts for it since 1970. The machine has since been rebuilt, with components being left in 'as found' cosmetic condition to retain their patina of age. Noteworthy features include acetylene lighting, klaxon horn, speedometer in kilometres, and a leather suitcase on the luggage rack. The magneto has recently been rewound. Accompanying documentation consists of a V5C Registration Certificate and AMCA dating certificate.

**£18,000 - 20,000**

**€21,000 - 24,000**



174

# **1935 AJS 982CC MODEL 35/2 PROJECT**

Registration no. CMF 554

Frame no. 1102

Engine no. 35/2 1188

Following the Matchless take-over of 1931, AJS production was relocated to Plumstead where the existing range continued largely unaltered initially. Indeed, the two marques would retain largely separate identities until the outbreak of WW2. AJS's own 998cc sidevalve v-twin was one of the first models to be dropped, disappearing at the end of the '31 season, and for the next 12 months there was no large-capacity 'sidecar tug' in the range. That changed for 1933 with the arrival of the Model 2, which was powered by the engine of the long established Matchless Model X. Designated 'X/2' on its launch in 1925, this 982cc sidevalve v-twin would remain in production until the outbreak of WW2, its engine being supplied to Brough Superior for use in the SS80 from 1935 onwards. While lesser models came and went, the stately Model X and Model 2 remained fixtures of their respective ranges, progressively updated, until 1940. This AJS Model 2 was one of three v-twins purchased in partially dismantled states from Brian Verrall by the vendor and his brother in October 1979, the other two examples recently selling at Bonhams. It was subsequently dismantled completely and the engine stripped down, the crankshaft was sent away to be professionally refurbished, but then the brother passed away and the AJS has been left untouched for the last 30-or-so years. Sold strictly as viewed, the machine comes with an old-style continuation logbook (1970), an old-style V5 registration document, and a copy 1979 sales invoice.

**£3,000 - 3,500**

**€3,500 - 4,100**

**No Reserve**



**1930 AJ'S 998CC MODEL R2 MOTORCYCLE COMBINATION**

Registration no. not registered

Frame no. 55941

Engine no. 55941

- *Acquired in 1989 from ex-President of the VMCC, Trevor Wooton*
- *Three previous VMCC presidents have owned it at various times*
- *Fitted with Swallow launch sidecar*
- *Ridden and much rallied throughout England, Scotland, Wales, and Eire*



Formerly suppliers of proprietary engines, the Stevens brothers of Wolverhampton diversified into manufacturing complete motorcycles, setting up A J Stevens & Co in 1909. The brothers' first machine was a 292cc (2½hp) single equipped with either direct belt drive (Model A) or a two-speed countershaft gearbox with all-chain drive (Model B), this latter combination being advanced in its day, especially for a lightweight. A 5hp v-twin - the Model D - joined the range in 1912. Intended for sidecar work, the Model D was powered by a 631cc sidevalve engine and came with a 'beefed-up' version of the 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 re-designed along 'A' lines and further enlarged to 748cc. Endowed with an effortlessly flexible motor and built to A J Stevens' traditionally high standards, the v-twin 'A-J' was one of the most effective and popular sidecar tugs of its day. The model remained a fixture of the range into the early 1930s, latterly with a 998cc engine.

Manufactured in 1930, this R2 motorcycle combination has the 998cc engine first introduced for the 1929 season. The current vendor acquired the machine in 1989 from an ex-President of the VMCC, Trevor Wooton. Three previous presidents have owned it at various times. The following week the Swallow launch sidecar was purchased. The machine previously had a sidecar fitted, and had started life without electric lights although it may well have had acetylene lighting. Electric lights were fitted together with the sidecar, and the following week the outfit was ridden to France on holiday with the owner's wife in the 'chair'. The AJS was subsequently ridden and much rallied throughout England, Scotland, Wales, and Eire, winning many competitive events along the way.

The timber frame of the sidecar was replaced in 1998/9 with locally grown Gloucestershire ash as it had deteriorated over the years. With the exception of the floor pan beneath the seat, all the original metal work was reused. The gearbox was overhauled in 2012. The outfit was last run in 2013 and should require little by way of re-commissioning before returning to the road.

**£10,000 - 14,000****€12,000 - 17,000**



176

## 1928 MATCHLESS 495CC V/2 SUPER SPORTS

Registration no. SM 6991

Frame no. 7883

Engine no. V/2 1091

- *Banbury-eligible*
- *Overhead valve 495cc sports machine*
- *Restoration completed 2008*
- *New BTH magneto in 2008*
- *Spare engine and other spares included*



Matchless were one of the earliest manufacturers of motorcycles, founded in 1899, whilst their subsequent partners, AJS were relative latecomers in 1909. Indeed, Matchless had won their first TT in 1907, before the inception of the AJS company, yet it was AJS who arguably went on to achieve greater fame in racing circles with its overhead valve and overhead camshaft models of the 1920s. However, when AJS ran into financial troubles in 1931 they were taken over by Matchless.

Matchless did, however, have their own racing successes, and one such was when Philip Brewster won the Hutchinson Hundred in 1928 at Brooklands on a Matchless V/2 at an average speed of 93.5 mph. In line with the race-on-Sunday, sell-on-Monday philosophy, Matchless were quick to capitalise on the success. Produced only for around eighteen months the V/2 was on a par with anything else of the day, and sporting its dazzling twin port exhaust system, with fishtail silencers, and up-to-the minute saddle tank styling, was cutting edge for the period.

SM 6991 was discovered by a friend of the present owner in a nearby barn where it had apparently been used for a time to provide the motive power for a saw bench. Purchased by the friend, the present owner asked for first refusal if the bike should be sold.

When the previous owner's restoration stalled, it was duly offered to the vendor who snapped it up and, in due course, completed the restoration. Along the way he acquired a spare V/2 engine, and a quantity of other parts, including an electric lighting set, which are also included in the sale. Completed in 2008, the vendor has greatly enjoyed his time with the machine, which has been used regularly and carried him successfully through three Banbury runs and two Brooklands events. It was fitted with a new BTH magneto in 2008, and on consignment fired into life at the second kick, and settled into a steady tick-over.

A substantial history file accompanies the Matchless, and includes a 'before' photograph, four expired MoT certificates, a current V5C, an old V5C, a 1928 sales catalogue, and a quantity of miscellaneous papers and restoration notes. It is currently taxed and only for sale due to the advancing years of the owner, who feels he cannot continue to use it as he has in the past few years.

**£10,000 - 14,000**

**€12,000 - 17,000**

177

## 1924 CROFT-CAMERON 996CC SUPER EIGHT

Registration no. BC 9811

Frame no. 145

Engine no. MC8 499

- *Very rare survivor of a short-lived make*
- *Known ownership history from new*
- *Present family ownership since 1957*
- *Restored in 1962*





# LOOK!

**Speedmen, Hard Riders, and all such Sportsmen.**  
**At last you have the Ideal of your dreams.**

**The Croft Anzani "Super Eight."**



**Price £140**

**Brief Specification :**  
*Engine.*—The famous British Anzani, no further comment needed.  
*Gear Box.*—Sturmey-Archer any ratio; or Jardine four speed.  
*Frame.*—Of special design, to take the full range of British Anzani Engines, and as rigid as a Pill Box.

**A Frame worth Framing.**



**Don't miss the tide, and be disappointed, place your order now.**  
 — AGENTS' ENQUIRIES INVITED. —  
 FULL DETAILS SENT ON REQUEST.

**CROFT CAMERON,  
 ST. MICHAEL'S ROAD,  
 STOKE, COVENTRY.**

'Look! Speedmen, Hard Riders, and all such Sportsmen. At last you have the Ideal of your dreams. The Croft Anzani "Super Eight".' – Croft Cameron.

There is very little known about the short-lived Croft Cameron company, which was based in Coventry and existed for only a few years: 1923 to 1926. Pitching itself at the very top of the market, Croft Cameron effectively built only one model (with detail variations); this was the mighty 'Super Eight', a Vintage-era superbike powered by a 996cc overhead-valve v-twin made by British Anzani - 'The famous British Anzani, no further comment needed'.

The Croft Cameron Super Eight was available in eight-valve form at £140, or four-valve at £125; there was also the option of a slightly larger 'Plus Power' engine (£145 and £130 respectively). The standard gearbox was a three-speed Sturmey Archer unit with kick-starter, a Jardine four-speeder being optional. The silencer was placed behind and below the gearbox - a common practice today, adopted in the interests of 'mass centralisation' – which just goes to show that there really is nothing new under the sun when it comes to motorcycle engineering.



'BC 9811' as found circa 1957



1962 Earls Court Show, following restoration  
 © Mortons archive









Its magnificent power unit aside, one of the Croft Cameron's most striking features was its advanced duplex loop frame that completely encircled the engine. Its manufacturer claimed that this frame was 'as rigid as a Pill Box', while Motor Cycling reckoned it made 'for great lateral rigidity and, consequently, for good steering'.

The leaf-sprung front fork was by Montgomery, and contemporary photographs of the Croft Cameron show that it was built with various combinations of dummy belt rim and drum brakes, eventually ending up with the latter at both ends, as seen here. A (probably optimistic) weight of 300lbs was claimed.

With its bulbous, tapering saddle tank, Montgomery fork, and low swept-back handlebars, the Croft-Cameron Super Eight was undeniably handsome and a worthy rival for the Brough Superior, which it matched on price. The reasons why Croft Cameron failed while Brough prospered will, probably, never be known.

This rare survivor of a long-forgotten British make was purchased new from a Leicester showroom in 1924 by a Mr Bert Henson, a railway locomotive driver. Supplied in solo trim, the machine was attached to a sidecar in the 1930s. Mr Henson, who lived at 3 Sheffield Street, Leicester, moved to Feltwell in 1952 and shortly thereafter to Thetford. The Croft Cameron was a regular sight on Thetford's streets during the mid-1950s, still attached to the sidecar.





By 1956, the Croft-Cameron had been taken off the road and stored in Burrell's old traction engine works in St Nicholas Street, Thetford. It was there that the machine was discovered and purchased in 1957 by the current vendor's father.

The machine was restored in 1962 (the modifications made to the lubrication system and exhaust were already present). Following its restoration, the Croft Cameron was a regular entrant in VMCC events such as the Banbury Run and Tour of Birmingham throughout the 1960s, and was displayed at the Motor Cycle Show in London. It also features in Damien Kimberley's book, 'Coventry's Motorcycle Heritage' (page 38). The machine was last run approximately five years ago and is described by the vendor as in generally good condition. Accompanying documentation consists of a number of old-style RF60 logbooks, including the original of 1924.

**£160,000 - 200,000**

**€190,000 - 240,000**



1965 VMCC Banbury Run © Brian Woods

178

## 1937 BROUGH SUPERIOR 1,096CC 11-50HP MOTORCYCLE COMBINATION

Registration no. DWJ 812

Frame no. M8/1854

Engine no. LTZ/F 57029/SN

- *Delivered new to Sheffield Police*
- *Original sidecar chassis*
- *Matching frame, engine, and oil tank numbers*
- *New fuel tank*



'It (the 11-50) had been produced in response to requests from abroad, particularly from overseas police forces, for a machine with SS100 levels of performance but with the simplicity of the side valves and at a lower price.' - Peter Miller, 'Brough Superior - The Complete Story'.

Launched in 1933, the 1,096cc 11-50 was the largest Brough Superior to enter series production. Powered by a sidevalve v-twin (of unusual 60-degree configuration) supplied exclusively to the Nottingham factory by J A Prestwich, the 11-50 fitted into the Brough price range between the SS80 touring and SS100 super-sports models. Facilitating its sale abroad, the 11-50 featured sidecar mounts on both sides of the frame. It had been conceived as a long-legged, effortless tourer and was claimed by its maker to offer 85mph performance in solo form and pull a heavy sidecar at a comfortable 70mph; indeed, in the latter role it was one of the finest sidecar mounts of its day. Production lasted until 1939, by which time the 11-50 was the only JAP-powered machine in the Brough Superior range.

Police forces that purchased the 11-50 included those of Cheltenham, Rotherham, Sheffield, Stockport, Yorkshire West Riding, Glamorgan and, of course, the City of Nottingham, while foreign purchasers included police forces in Canada and Australia. Sheffield Police were the first owners of 'DWJ 812', which was one of a batch of seven identical sidecar outfits consecutively registered 'DWJ 808' to 'DWJ 814'. They were delivered between mid August and mid September 1937 and all collected by road. The photograph opposite features a line-up of the outfits at the Sheffield Police sports stadium, with the Station Superintendent stood to the rear. 'DWJ 812' has the rigid frame and Monarch front fork that characterised the 'standard' offering for sidecar use (Castle forks and rear suspension were options) and retains its original police leg shields.

Almost certainly, 'DWJ 812' left Sheffield Police service in September 1939 when they purchased a batch of Matchless-engined SS100 outfits. From that time, the Brough disappeared from view, only resurfacing in 1986 in the ownership of one Paul Metcalfe of Nottingham. The machine then passed to an unknown owner in Nottingham, who sold it to dealer Andy Tiernan in 1990.



Sheffield Police '11-50' line-up, 'DWJ' second from left



Later that same year, the Brough was purchased by John Fisher of Mutford, Suffolk, who sold it back to Andy Tiernan in 2000. The current vendor then purchased the combination from Andy Tiernan and restored it, the completed machine making a first appearance at the Brough Superior Club's Annual Rally in 2003. Since then 'DWJ 812' has been a regular participant in Brough Club events, and also in rallies in Italy and Germany.

The 11-50 retains matching frame, engine and oil tank numbers, while the gearbox has a later shell. The original fuel tank had long gone; however, a new tinplate and soft-soldered tank was made by Ernie Rowe - regarded as an exceptional tank maker, but sadly now not in business. Plated, painted, and lined as original, it was fitted in July 2016. The 11-50 is a heavy motorcycle, so the decision was made during the rebuild to manufacture and fit a roll-on stand to Brough Superior specification.

Several years ago the opportunity arose to obtain this 11-50's original Sheffield Police petrol-tube sidecar chassis, number '151'. The special police sidecar body had long vanished, but a replica was constructed using measurements and drawings from the BSOC and another original police sidecar body.

The police body's main difference is its blunt nose, contrasting with the pointed deck of the 'standard' Brough Superior Cruiser body - one joke is that they needed the blunt nose to get the policeman's boots in! There is also a slightly taller and more upright windscreen.

As of 2016, five of these ex-Sheffield Police Brough Superior 11/50s survive, though only three now remain in the UK. 'DWJ 812' is the only one of the five survivors with its original police sidecar chassis. It should be noted that the Brough has not been ridden as a sidecar outfit, and will need final setting up if used in this way (it still has solo gearing). It boasts the enormous flexibility typical of all 11-50s, the torque curve being virtually flat across the rev range. A top-gear machine, it wafts along, and with deft use of the left-hand ignition advance/retard twist-grip, can drop to 15mph and still pull away on hills. As a solo, its 'party piece' is to start in top gear with rider and pillion passenger aboard!

Described as in generally very good condition, the machine is offered with copy Works Record Card and a V5C registration document.

**£55,000 - 65,000**

**€65,000 - 77,000**

179

## 1925 ZENITH 981CC SUPER 8

Registration no. PM 1060

Frame no. 8890

Engine no. KTCY/1 88991/S

- *Mid 20s Zenith updated before the war to late 20s spec.*
- *JAP KTCY 4 cam engine from a Brough Superior SS80/100*
- *Long term ownership of over 50 years*
- *Rare and desirable model*



In their early years Zenith were perhaps most famous for their Freddie Barnes designed Gradua variable gear which was so successful against the fixed gear machines that they were banned from many competitions. Zenith turned this to their advantage and "Barred" became a prominent part of their advertising. However, as countershaft gearboxes and chain drive with all their advantages became almost universal, they were forced to follow suit. The company had many notable track successes in the mid twenties, and by 1925 Zenith machines had won more Brooklands Gold Stars than any other manufacturer. According to Brooklands expert Dr. Joseph Bailey, Zeniths ridden by Joe Wright held the Brooklands outer circuit lap record for ten years from 1925. They also twice held the motorcycle world land speed record.

The motorcycle offered here is a Zenith Super 8 which was first registered on the 24th March 1925. It was acquired by the vendor in the 1960s as a swap with Arthur King for a Scott. The Zenith has a number of modifications, all carried out before 1939, which effectively updated it to a much more usable late vintage specification. The original beaded edge wheels and dummy belt rim brakes have been replaced with Enfield components from a Brough Superior. It is thought that the very distinctive braced forks with dampers on the top front spindles were fitted at the same time. The gearbox is Sturmey Archer.

The original JAP KTC engine was replaced with an extremely desirable 1927 KTCY 4 cam unit from a Brough Superior SS80/100, the Zenith timing cover being cleverly grafted on. (The engine's provenance has been confirmed by Brough Superior Club registrar Mike Leatherdale). In 2001 the engine was rebuilt by Brough Superior expert Dave Clark, whilst the magneto was restored by the excellent Tony Stairs. The vendor reports that the engine runs beautifully and the bike will do 50 mph on a quarter throttle, but if the twistgrip is opened wide it bogs down. No doubt this would have been sorted out had there not been a stable of other machines to ride. As it is the Zenith has not been ridden for about eleven years, and general re-commissioning will be required in addition to sorting out the running.

It is accompanied by two old continuation log books as well as a current V5C, various old tax discs, MoTs, spare transfers, a notebook, old photographs including some black and white shots of the bike when acquired, and a letter from Zenith marque specialist Tony Donnithorne. It is offered for sale only because of the vendor's advancing years.

**£28,000 - 34,000**

**€33,000 - 40,000**

**No Reserve**



180

## 1923 ROYAL ENFIELD 8HP MOTORCYCLE COMBINATION

Registration no. CJ 5810

Frame no. 2050/2749 W

Engine no. 20837

- *Present ownership for over 30 years*
- *Restored condition*
- *Engine rebuilt two years ago*



The origins of the Royal Enfield marque can be traced back to a small light engineering firm - George Townsend & Company - founded in Redditch, Worcestershire in mid-Victorian times. The firm moved into bicycle manufacture and by the turn of the century had been reorganised as the Enfield Cycle Company, makers of the 'Royal Enfield'. The Redditch company built its first powered vehicles - De Dion-engined tricycles and quadri-cycles - in the closing years of the 19th Century, and its first motorcycle around 1900.

By 1904 the firm was concentrating on car production, resuming motorcycle manufacture in 1910 with a Motosacoche-powered lightweight. Two years later came the successful 6hp motorcycle combination complete with JAP v-twin sidevalve engine, two-speed gear, and all chain drive. Enfield's characteristic cush-drive rear hub appeared for the first time on this model. When motorcycle production resumed after WWI, the Enfield combination re-appeared with an 8hp JAP engine, though this was soon superseded by one of Enfield's own designs, manufactured for them by Vickers.

Displacing 976cc, the 8hp engine had been redesigned and was being built at Enfield's Redditch works by 1925, at which time the three-speed Sturmey Archer gearbox and hand clutch were adopted for all models except the two-stroke lightweight. Enfield's 8hp twin continued in production as the Model K until 1936, latterly alongside an 1,140cc export version.

Boasting Enfield's own single-seat sidecar, this 8hp motorcycle combination has been in the current owner's hands for over 30 years. Described by the vendor as in generally good condition, the machine has been restored and further benefits from an engine rebuild (including a re-bore) carried out two years ago, while the magneto was overhauled last year. Accompanying documentation consists of a V5C Registration Certificate, VMCC valuation letter, copy old V5, and an old MoT certificate (expired 2013).

**£18,000 - 20,000**

**€21,000 - 24,000**

181

## 1907 VINDEC SPECIAL 5HP & GRAHAM BROTHERS SIDECAR

Registration no. ASJ 655

Frame no. 188510

Engine no. 188510

- *Ultra-rare survivor of a little-known German make*
- *Rediscovered in the 1960s and subsequently restored*
- *Present ownership since 1997*
- *Pioneer Run, Banbury Run, and Cartier 'Style et Luxe' participant*



Not to be confused with the British-made Vindec, the Vindec Special was built in Cologne by the Köln-Lindenthaler Metallwerke AG, which also marketed its products - both cars and motorcycles - as 'Allright' (Allreit). Vindec Special was distributed in the UK by the South British Trading Company under the guidance of William 'Billy' Wells, who was later to handle the import and sales of Indian motorcycles with great success in Britain, Europe and the Colonies. The Vindec Special was first exhibited at the 1903 Stanley Show in London. That machine was powered by a 2¾hp Fafnir engine, but by 1907 the 5hp Peugeot v-twin engine had been adopted. The French-made Truffault leading-link front fork was a notable feature, as was the newly introduced Bosch high-tension magneto.

Thanks to Billy Wells' competition successes, and favourable press reports by journalists such as Ixion, who described the machine in glowing terms, the Vindec Special earned itself an enviable reputation. It was in the 1907 Tourist Trophy race on the Isle of Man that the Vindec Special first caught the public's attention, when Billy Wells rode his Peugeot-engined, 5hp v-twin to a distinguished 2nd place in the Twin-Cylinder class behind Rem Fowler's similarly-powered Norton. Another Vindec Special, ridden by J A Dent, finished 4th.

This Vindec Special motorcycle combination is believed to be the earliest example of the marque in the UK. It was purchased from King & Harpers in Cambridge in 1965 in an incomplete and dismantled state. Missing parts included the con-rods, which delayed the restoration's completion until such time as suitable replacements could be found, with modified Indian components eventually providing the answer. The Vindec two-speed gear was rebuilt, and new handlebars manufactured; a trace of green paint, found on the frame, provided a colour match, while the tank badge was painted by a local artist. When discovered, the machine was without the sidecar, which was finally located and reunited with it; it is understood that the 'chair' had been attached circa 1908 or 1909.

The wickerwork sidecar was designed by Graham Brothers of Enfield, Middlesex, a patent being granted in January 1903. Their sidecars were built for the Grahams by the Cycle Components Manufacturing Company Limited, makers of Ariel motorcycles. Cycle Components soon acquired the production rights, and later in 1903 began producing their own more modern-looking designs. Viewing this machine, it is obvious where the expression 'chair' came from when referring to a sidecar. The Vindec Special combination was featured in the January 1989 edition of *The Classic Motor Cycle* while still in the hands of the original finder, Colin Christy.





The current vendor purchased the combination in 1997 from Colin Christy, who had carried out much work including the cosmetic restoration. There followed many hours of additional effort to restore the engine's full engine performance. Since the restoration, the Vindec Special has been ridden many times on the Pioneer Run to Brighton, and as team leader on the coveted Dutch Horse Power Trophy, which it has won on three occasions. The machine has also participated in the Banbury Run on many occasions, winning that event and a Gold Medal in 2010.

It has also competed on the Continent in both Belgium and Holland, and has twice been honoured with an invitation to appear at the Cartier 'Style et Luxe' competition at Goodwood, in 2003 and again in 2015.

In the 2007, the present owner rode this machine in its solo form in the re-enactment of the first Isle of Man TT race, emulating Billy Wells' feat of 1907 100 years to the day. He tells us that the Vindec has been a great joy to own and run, and will sadly be greatly missed by both himself and his wife.

**£30,000 - 40,000**

**€35,000 - 47,000**

**1914 SCOTT 532CC STANDARD**

Registration no. BM 5934

Frame no. 547

Engine no. 1800

- *Veteran superbike*
- *Completed Lands End – John O’Groats & over 30 Pioneer Runs*
- *Long term ownership of 46 years*
- *Surely the most successful veteran Scott of the last 50 years*



The two speed Scott is undoubtedly one of the most radical and advanced veteran motorcycles, remaining in production in substantially unchanged form as late as 1931. This was a true superbike of the veteran era, winning the Senior TT in 1912 & 1913, leading it in 1914 when the special four spark Bosch magneto failed on the last lap, and setting the fastest lap in each of those races. These were the glory years for the Scott factory.

A sizable proportion of the veteran manufacturers were based in the West Midlands, and doubtless there was much cross-fertilisation of ideas which resulted in broadly similar design principles. The Scott was different. The factory was far away in Yorkshire, and Alfred Scott's approach to motorcycle design was the product of an independent mind. The 1914 catalogue outlined 'The Scott Ideals':

The 1909 'Scott' specification included: the open 'straight tube' frame and 'one piece' spring fork, the water-cooled twin cylinder valveless two-stroke engine, the central chain drive, the foot operated frictionless two-speed clutches, the original foot starter, the long luxurious spring footboards, the straight tube handlebars, the half compression lever device and complete handlebar control etc. It has not been necessary in 1914 to alter, or to withdraw any of the original Scott features....

Over several pages the catalogue goes on to explain and justify why these features are superior to the competition.

The vendor, an ex President of the Scott Owners Club, is well known and highly respected in the world of Scotting. One of his trademark miniature 'potties' adorns BM 5934 which must surely be the most successful veteran Scott of the last 50 years. As 'a rusty and much altered lump' it had been passed to the vendor by the late Frank Banks in the early sixties. Following Frank's death in 1970 the vendor bought it from Frank's very elderly mother for £20 (receipt on file).

In 1983 he entered the VMCC's Lands End to John O'Groats Six Days Trial. This was a commemoration of the ACU 1910 event and followed the original 1,019 mile route and included various town centres, now congested with modern traffic which must have been a nightmare for the riders. The same overnight hotels and lunch stops were used, and there were observed climbs of the same hills tackled in 1910 including the famous Amulree.

He had entered the event intending to ride a different veteran Scott which had been on long term loan, but this other machine was unexpectedly recalled by its owner shortly before the event, and BM 5934 which was then in a rather distressed state became the subject of a very rapid rebuild over just six weeks. The present engine (see below) was fitted at this time.





2005 Banbury Run



Climbing Shap Fell, 1983 Lands End  
- John O'Groats SDT



For some reason many of the frame and fork lugs had been removed and their replacement must have been challenging to say the least. Unsurprisingly there were some problems en route, mostly because there hadn't been enough time before the event to attend to the old wheels and tyres. Nonetheless the Scott completed the whole 1,019 mile course over the allotted six days, and was apparently the only bike to 'clean' all the observed hills. This was an astonishing achievement after such a brief and hurried rebuild. One of the two scrapbooks accompanying the machine is devoted to this event. One of the official pre-event seals linking the frame to the right hand top rear engine mount remains in place.

It has completed over 30 Pioneer Runs and innumerable Banbury Runs resulting in many gold awards. It won the 1986 Levis Cup Trial, and was 'best overall' twice in the Felix Burke Memorial Cotswold Road Trial. In 1986 this was the first time the top award had been taken by a veteran machine. It won the Premier Award at the 1991 Scott Owners Club Gathering.

The maintenance notes reveal that a new square tube radiator (correct for a veteran Scott) was supplied by Jack Butterworth in 1993 at a cost of £600. The magneto was overhauled by the great Tony Stairs in about 2008. The barrel and pistons were replaced in 2010. The only entry in the notebook for 2012 reads: "Pioneer - fantastic. Banbury gold award".

This outstanding motorcycle was first registered on July 5th 1924, and holds Pioneer Certificate no. 1019. It is a 1914 model fitted with engine no. 1800 which dates from 1913. The original engine was no. 2686 and this crankcase, which has an old repair to the top right engine mount, and the rusty old barrel are included in the sale. Following a minor tumble at the start of this year's Pioneer Run, attention is required to a rear stand lug, and the (non original) rear stand needs straightening. The front tyre is displaying signs of deterioration and should perhaps be replaced. To this end a new Durandal 650 x 65 beaded edge tyre, and an older new old stock tyre of the same size are included in the sale.

It is also accompanied by a substantial history file including the aforementioned scrapbooks and maintenance notebook, Pioneer Run certificates for the 50th, 60th, and 75th anniversary events, two old style logbooks, a current V5C, a large number of old MoT certificates dating from 1983 – 2012 (2009 is missing), and many old tax discs, photos etc.

This much campaigned & hugely successful machine is offered for sale only because of the owner's advancing years.

**£16,000 - 20,000**

**€19,000 - 24,000**

**No Reserve**

183\*

**1904 RALEIGH 3HP NO. 1  
LAND'S END TO JOHN O'GROATS MODEL**

Registration no. not registered

Frame no. 08959

Engine no. 2161

- *One of the earliest Raleigh motorcycles known*
- *Fafnir engine*
- *An older restoration*
- *Offered with photocopied period literature*



Britain's best-known bicycle maker, Raleigh also manufactured motorcycles from circa 1902 to 1905, and again from 1919 to 1933. More recently, the Nottingham company offered a range of mopeds plus a scooter in the late 1950s/1960s. Raleigh's first powered two-wheeler looked very much like the contemporary Werner, carrying its engine in front of the steering head with drive being transmitted via belt to a large diameter pulley clipped to the spokes of the front wheel. Within a year or so Raleigh had adopted what is now considered the conventional position within the frame.

Powered by a German-made Fafnir engine, this remarkably original machine represents Raleigh's first truly practical motorcycle, contrasting with the earlier Werner type. The design of Raleigh's 1903 model is sometimes attributed to Mr G P Mills. Whether or not that is correct, Mr Mills was a high-profile racing cyclist who won various events including John O' Groats to Land's End. His feat in 1904 of riding a specially built Raleigh motorcycle over the same route certainly suggests an involvement with Raleigh. That motorcycle was a two-speed model, which was available from 1903. The Mills machine, however, had no pedals; as likely as not a marketing ploy to prove them unnecessary on a Raleigh. Other options included all-chain drive, which was criticised by the motoring press of the day as being too harsh.

Raleigh dealt with that by fitting the earliest cush drive, which consisted of a large coil spring on the engine shaft and rubber blocks in compression in the rear sprocket.

The handlebar controls used Bowden cables; one twistgrip operated the throttle and also Fafnir's exhaust lift regulator to control very slow running (a system licensed to De Dion who used it on their engines up to 1907). The other 'twisting handle', as described in the 2nd December 1903 edition of 'The Motor', controls the high/neutral/low gear if fitted. The usual reversed control levers at the 'bar ends operate the front rim brake and the exhaust lifter. By 1905, a 500cc model was available but sales slumped. Advertisements show that machines were offered at knock-down prices, no doubt at a substantial loss. So ended Raleigh's first venture into motorcycle manufacturing.

Dating from Raleigh's pioneering days as a motorcycle manufacturer, the wonderful machine offered here is an evocative reminder of those heroic times. An older restoration, it represents an exciting opportunity to acquire a rare survivor from the British motorcycle industry's formative days of the early 1900s.

**£14,000 - 18,000**

**£17,000 - 21,000**



184\*

## C.1909 MATCHLESS 6HP MOTORCYCLE COMBINATION

Registration no. not registered

Engine no. 6275

- *Delivered new to Australia*
- *Restored in the late 1960s/early 1970s*
- *Concours winner*



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 motorcycles were JAP powered but in 1912 the firm introduced a 500cc single of its own design. Nevertheless, within a short time it had gone, along with all the other singles, and for the next several years Matchless built only v-twins. By 1913 there were no fewer than six different models on offer ranging from 3½hp to 8hp in nominal rating. These included twin-cylinder 8hp models, one of which was fitted with a Matchless engine (the 7B) and the other a proprietary MAG. The latter was typed '8B' and later would form the basis for the legendary Model H motorcycle combination.

This 6hp Matchless was discovered at Lochiel in South Australia in the mid/late 1960s and purchased for £10 by the current vendor, who has carried out a painstaking restoration. In 1972 the restored Matchless won the concours event held for the opening of the National Motor Museum at Birdwood, South Australia, and in 1982 took top honours in the Concours d'Élégance at the 2nd 'Bay to Birdwood Run', awarded for the 'best presented combination of vehicle and occupants dressed in the period and style of the vehicle' (see certificate and press cuttings on file).

We are advised that the Sturmey Archer three-speed rear hub gear is an after-market fitting, making it feasible to ride the machine in today's conditions with a sidecar fitted. It has a 1909 ball bearing magneto fitted; the plain-bush original, a spare motor, and a Sturmey Archer hub are available as separate lots. Other noteworthy features include a Miller headlamp, Jones 60mph speedometer, P&H rear light, Lycett saddle, and leather tool boxes.

£20,000 - 30,000

€24,000 - 35,000

185\*

## C.1906 FN FOUR

Registration no. not registered

Frame no. 17220

- *Rare early four-cylinder motorcycle*
- *Present ownership since 1973*
- *An older restoration*



Like BSA in Britain, La Fabrique Nationale d'Armes de Guerre ('FN', for short) began as a munitions manufacturer, turning to the production of motorcycles in 1900. Today the Belgian company is best remembered for its sensational four-cylinder models, the first of which appeared in 1904 and was first exhibited publicly at the 1905 Paris Cycle Show. Designed by Paul Kelecom, the FN was the world's first practical four-cylinder motorcycle, its smooth, almost vibration-free operation setting it apart from rival singles and v-twins.

Advanced for its day, the 363cc air-cooled four featured 'atmospheric' inlet and mechanical (side) exhaust valves; a robust five-bearing crankshaft; individual crankcase oil wells ensuring adequate lubrication for the connecting rods; and reliable Bosch magneto ignition. Shaft final drive was another innovation. Supported on ball bearings, the drive shaft ran inside the right-hand frame member to a bevel gear on the rear axle. At first there was no clutch, the direct-drive machine being started by pedalling away until the engine fired. Two brakes (drum and rim-type) both operated on the rear wheel. The engine was enlarged (to 410cc) in 1906 and again in 1910, on this occasion to 498cc, and in 1911 the factory introduced its own two-speed transmission, similar to that already offered by Horstmann in Britain, which was contained within the drive-shaft housing.

This 1906 FN Four is one of a number of Veteran motorcycles purchased in November 1961 by Warren Hicks from Leadbetter's Garage, West Wyong, NSW, Australia; the FNs among them went to collector Laurie Wienert. The Wienert collection was sold circa 1970, and this FN Four was acquired from Doug Bennets by the current owner in 1973. It was then restored, a process the vendor describes as relatively straightforward given that it was mainly still assembled. The original engine though, was beyond repair; the current motor dates from 1907. In 1983 the restored FN was ridden back to the Bennets' residence that it had left ten years before.

Noteworthy features include Bowden controls, Germania headlamp, Watford speedometer, and the oil tank, which bears the badge of its maker, Lempereur & Bernard of Liège, Belgium. The pedalling gear was made under licence from Columbia in the USA, while the magneto, number '195731', was made by Bosch specifically to mount upside down on the timing case. The machine is offered with a spare parts list, FN brochures (x2), and a (reproduction) instruction manual. There is a spare crankshaft and camshaft, drive shaft with gears, timing gears, and the original leather tool boxes available as a separate lot.

**£24,000 - 28,000**

**€28,000 - 33,000**



186\*

## 1912 JAMES 4¼HP

Frame no. 9228

Engine no. T2822

- *Rare early James*
- *Highly original*
- *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, a Minerva-powered machine, in 1902. The first model to be powered by James's own engine followed in 1908; this was the 'safety' James, a radical design featuring wheels carried on stub axles, scooter-fashion. More orthodox designs followed, with two-stroke, sidevalve, overhead-valve, single-cylinder and twin-cylinder models featuring in the range before the end of the 1920s.

In 1912 a conventional and well made 4¼hp machine with a 557cc engine appeared. It was on this model that the so-called 'pineapple' cylinder finning was first seen, where each successive fin was staggered at 90 degrees. According to the handbook, this arrangement provided more efficient cooling, with the extremities having more air available than with conventionally arranged fins. From 1912 a Villiers hub clutch was available (Model 2) or a three-speed Sturmey Archer hub (Model 3). James's connection with Villiers would become important in the future.

This early James was discovered in the UK by a local dealer around 1975; it was disassembled and some components had been sent away for repair. The owner had passed away and had not told anyone where the parts had gone. It arrived at the vendor's home in boxes, and was re-assembled with a new piston, sourced locally. The James remains very original, with Bowden controls, lamps, taps and even the original number plates intact.

The James catalogue lists Senspray, AMAC or B&B carburettors, this machine's being a B&B with top fuel feed. Other noteworthy features include a Lucas 'King of the Road' headlamp, Clayrite bulb horn, Bonniksen 100mph speedometer, and a Brooks leather saddle. The machine is offered with a photocopied 1913 brochure.

**£8,000 - 14,000**

**€9,400 - 17,000**

187\*

## 1908 TRIUMPH 3½HP MOTORCYCLE COMBINATION

Registration no. not registered

Frame no. 138826

Engine no. 4802

- *Exported new to Australia*
- *Off the road, dismantled, for many years*
- *Extremely original and with good provenance*
- *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 engine was not without its weaknesses, pistons and bores wore out quickly and the curious 'tandem down-tube' frame in which it was installed broke, but these shortcomings were soon sorted and within a couple of years 'Triumph' was a byword for reliability. The famous 3½hp model first appeared in 1907. Originally of 453cc, its sidevalve engine was enlarged to 476cc in 1908 and finally to 499cc in 1910 before being superseded by the 4hp model in 1914.

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.

This 3½hp Triumph was first registered in 1908 to J Cuming of Underdale, South Australia, and was rediscovered in 1975 at Hardy's Road in neighbouring Torrensville (see 'as found' photographs on file). A Mr McAskill had bought and partly dismantled the Triumph before WWI, with the intention of reconditioning it, but was enlisted in the Australian Army. His wife said that by the time he returned, the machine was considered too old fashioned to be worth rebuilding. The removed parts were spread around a large workshop, and to ensure that nothing was lost the current owner purchased its entire contents.

The Triumph was found to be complete to the last detail except for the wicker sidecar body, so a replica of the latter was made. The sidecar was produced by the Adelaide Bullock cycle and motorcycle works, and still carries their transfer on the mudguard. The Adelaide Triumph agent was Eyes & Crowle, whose silver badge is on the rear of the machine. Other noteworthy features include a Jones 60mph speedometer, rear hub gear (possibly Sturmey Archer), bulb horn, and a P&H headlamp. A spare period-correct magneto and crankcase are available as separate lots.

**£8,000 - 14,000**

**€9,400 - 17,000**



188\*

## 1905 NSU 460CC

Registration no. not registered

Frame no. 194362

Engine no. 16560

- *Rare early German motorcycle*
- *Restored in the 1960s*
- *Formerly on display at the National Motor Museum, South Australia*
- *Offered with an original NSU instruction book*



Yet another motorcycle manufacturer with its roots in the bicycle industry, NSU built its first powered two-wheeler in 1900. The firm had originally been founded in Neckarsulm, Germany by Christian Schmidt to manufacture knitting machines, its initials standing for Neckarsulm Strickmaschinen Union. Zédel proprietary engines were used initially but within a few years NSU was making its own power units and was one of the first manufacturers to fit two-speed transmission.

Designed by its late founder's son, Karl Schmidt, the first all-NSU model of 1903 was powered by a 329cc engine rated at 2½hp and would turn out to be a huge success by the standards of the day, in excess of 2,000 being sold up to 1905. A host of different models was introduced up to the outbreak of war, including a range of v-twins in various sizes. The marque established a strong presence in overseas markets, being exported widely throughout Europe and even to the USA. Prior to WWI, NSU ranked second only to Indian among imported makes in the UK.

This single-cylinder NSU was recovered from Milang, South Australia in 1961 by Warren Hicks. Discovered partly dismantled in a chicken shed owned by a Mr Lewis Perry, it was bought for £2, lent by Warren's grandfather. The NSU was restored over the next few years, and attended rallies from 1965. It was painted orange, the colour found inside the coil compartment, which later was suggested to be red lead primer. The NSU was subsequently repainted black while on extended loan to the National Motor Museum at Birdwood, South Australia. Noteworthy features include a Germania headlamp and generator, bulb horn, and a Jones 50mph speedometer.

An NSU two-speed engine gear is fitted, which makes riding in traffic possible. There is another two-speed gear, which was acquired for spares, together with an engine, timing gears, and other spares available as a separate lot.

**£9,000 - 14,000**  
**€11,000 - 17,000**

189\*

## 1912 PEERLESS 500CC

Engine no. 14811

- *Rare Australian make*
- *Fafnir engine*
- *An older restoration*



Not to be confused with the English and American manufacturers of the same name, the Australian Peerless - as seen here - was built by Healing & Co of Melbourne, a firm originally set up to import cycle components. This obscure make does not appear in Tragatsch but it is mentioned in Robert Saward's book, 'A-Z of Australian-made Motorcycles: 1893-1942'. Alfred George Healing's involvement with motorcycles began in 1903 when he imported some FNs from Belgium, after which he announced his own Minerva-powered machine: the Petrel. Within a few years Healing had adopted the name 'Peerless' for his products, which now used the German-made Fafnir engine and featured a distinctive fuel tank - semi-circular in section - that wrapped around the frame's lower top tube.

Healing also obtained the Australia and New Zealand distribution rights to the UK-built Precision engines, which were used for models marketed simply as 'Precision'. After WWI, Healing expanded the components side of its business and became a major supplier to other Australian motorcycle manufacturers, some of whose products were assembled entirely by Healing. The company took on the agency for JAP engines, but soon fell out with the British engine supplier. Healing's other business interests gradually began to assume greater importance, and the company had effectively ceased making motorcycles by the mid 1920s.

Powered by a single-cylinder Fafnir engine, this particular Peerless was owned by Jack A P Kaines and kept at his property 'Rotting Dene' in Aldgate, South Australia before he acquired the Pflaum flour mill buildings at Birdwood to establish what is now the country's National Motor Museum. Warren Hicks became owner of the Peerless when he swapped a White steam car chassis with Kaines in exchange for several motorcycles. Hicks repaired the Peerless and rode it at his Greenhill Road property before passing it to Laurie Wienert, who already owned the remains of another. Around 1975, Bill Moseley bought the machine and commenced its restoration, but a serious accident prevented him from completing the work. He offered the Peerless for sale in 1995 when it passed to the present owner, who finished the restoration and rode it on a Birdwood rally in 1996, back to where it started. Noteworthy features include a Bosch magneto, P&H lighting, and a Brown & Barlow carburettor.

This rare Australian motorcycle is offered with period photographs (x2) and an illustrated marque history.

**£7,000 - 10,000**

**€8,300 - 12,000**



190\*

## 1907 MOTO-RÊVE 2½HP V-TWIN

Registration no. not registered

Frame no. none visible

Engine no. 923

- *Rare early Swiss motorcycle*
- *An older restoration*
- *Unfinished project*



Founded in Geneva, Switzerland, Moto-Rêve (literally: 'dream bike') made complete motorcycles and proprietary engines for sale to other manufacturers between 1904 and 1925, setting up a UK-based subsidiary that manufactured motorcycles under the 'Alp' name. Pioneers of the small-capacity v-twin, Moto-Rêve made much of its products' lack of weight, advertising a complete machine weighing just 39kgs (86lbs), of which the power unit complete with magneto and carburettor accounted for just 13kgs (29lbs). In common with many of their contemporaries, early Moto-Rêve engines used 'atmospheric' inlet valves, the side exhaust valve being opened mechanically, and were secured to the frame by clamps, an arrangement that facilitated their installation by other manufacturers. Extremely well made, these jewel-like little engines incorporated gear drive for cams and magneto.

Moto-Rêve motorcycles were imported by Frank Feeney's firm, The Motor Supply Company based in Lewisham, South London, which was the sole concessionaire for the UK and Colonies.

However, it was found that the machines infringed on Bowden's patents relating to cables, leading to future imports being restricted to engines only. Feeney then changed his firm's name to The Moto-Rêve Co Ltd and assembled and sold complete machines using UK-sourced cycle parts. In 1912 Moto-Rêve established the 'Alp' brand in the UK to produce their motorcycles, though whether Feeney participated in that venture or was merely a distributor is unclear.

This Moto-Rêve dates from 1907 and was acquired, partly dismantled, following its sale at an auction in the 1980s. After a frustrating few years, caused by a poorly overhauled magneto, the machine was eventually made to run properly using another magneto. Noteworthy features include a Hella headlamp and P&H acetylene generator. The old magneto is available as a separate lot together with a spare set of timing gears (including the magneto drive gears), a Moto-Rêve plug spanner, and the inlet cages. Some photocopied literature, including a parts list, is included in the sale.

**£5,500 - 7,500**

**€6,500 - 8,800**

191\*

## C.1906 LEWIS 350CC

Registration no. not registered

Frame no. none visible

Engine no. 19511

- *Delivered new to Australia*
- *Minerva engine*
- *Offered for restoration*



Of more than 300 makers of motorcycles that had come and gone in Australia by the 1920s, only Lewis of South Australia and Healing of Melbourne achieved volume production. As in other parts of the world, motorcycle manufacture in Australia grew out of the bicycle industry. Again, as elsewhere, the small Minerva clip-on engine found favour, as did those produced by De Dion and MMC. However, in 1904 the similarities with overseas developments ceased abruptly with a patent design for water cooling. Why a colonial manufacturer adopted the complexities of water cooling can only be a matter of speculation. Perhaps the hot climate of southern Australia was the reason, or the knowledge that more power is obtained from the same sized engine when water cooled. Whatever the reason, the Lewis certainly stands apart amongst Veterans.

By 1905 the first water-cooled Lewis models were to be seen the streets of Adelaide, along with an air-cooled model of the same 2¾hp rating. Lewis operated a well-equipped foundry and machine shop, and produced stationary engines and even a car, so producing water-cooled cylinders presented little difficulty. Longuemare carburettors and Eisemann magnetos were standard while the cycle parts were generally Chater Lea.

The Precision 500cc engine was adopted in 1910 in its air-cooled form, but Lewis continued to fit water-cooled cylinders to keep their now famous model in production. Roc and Sturmey Archer geared hubs were available. Precision v-twin engines were used, replacing the Minerva twin of some years earlier, and as time moved on, JAP and AKD engines were adopted. Lewis's motorcycle business did not flourish after the 1918 Armistice, as European peacetime production flooded the Australian motorcycle market, and cars became cheaper.

This Lewis was discovered in March 1963 at Monarto, close to Sevenhills in South Australia where it was first registered in 1907 to one J M Wyman, who had purchased it from the agent W Lawson of Blyth, a firm that also assembled Clipper bicycles. Registration was first required in South Australia in 1907, so it would have spent its first years unregistered.

Offered for restoration, the machine appears original and is substantially complete. Noteworthy features include a Chater Lea No. 5C frame, 30mph Jones speedometer, P&H headlamp, and a Brooks leather saddle. The machine is offered with a Lewis brochure (distressed) and a letter regarding the aforementioned W Lawson, a Swede who arrived in Blyth around 1899. There is a spare Minerva motor and Eisemann low-tension magneto available as a separate lot.

**£2,500 - 3,500**

**€3,000 - 4,100**



192 \*

**C.1909 FN 225CC SINGLE**

Registration no. not registered

Frame no. 30667

Like BSA, La Fabrique Nationale d'Armes de Guerre ('FN' for short) began as a munitions manufacturer, turning to the production of motorcycles around 1900. Best known for its sensational four-cylinder models, the first of which appeared in 1905, the Belgian company demonstrated the same innovative spirit in the design of its singles, being among the first to adopt unitary construction of engine and gearbox, permitting the use of geared primary drive. FN produced both chain- and shaft-driven bicycles and soon applied the latter transmission system to its motorcycles. In 1900 the firm's first powered two-wheeler was produced by mounting a clip-on engine in a bicycle frame, and in December the following year the first production model arrived, powered by a 133cc single-cylinder engine. FN's single-cylinder lightweight models evolved gradually, growing in size firstly to 188cc and then 225cc, before arriving at 285cc in 1913. Variable-pulley transmission had been introduced on the belt-driven singles in 1907 but would be superseded by shaft drive in 1909, its introduction coinciding with that of the two-speed gearbox. This shaft-driven FN dates from circa 1909 and would be an ideal 'Brighton' bike, subject to acceptance by the Pioneer Register. The current vendor acquired this machine in 1970 from the collection belonging to Laurie Weinert. An older restoration, it features a Brevet carburettor, Bosch magneto, Phares Bernard headlamp, and a bulb horn.

£7,000 - 12,000

€8,300 - 14,000



193 \*

**C.1907 FN 225CC SINGLE PROJECT**

Registration no. not registered

Frame no. 21833

Like BSA, La Fabrique Nationale d'Armes de Guerre ('FN' for short) began as a munitions manufacturer, turning to the production of motorcycles around 1900. Best known for its sensational four-cylinder models, the first of which appeared in 1905, the Belgian company demonstrated the same innovative spirit in the design of its singles, being among the first to adopt unitary construction of engine and gearbox, permitting the use of geared primary drive. FN produced both chain- and shaft-driven bicycles and soon applied the latter transmission system to its motorcycles. In 1900 the firm's first powered two-wheeler was produced by mounting a clip-on engine in a bicycle frame, and in December the following year the first production model arrived, powered by a 133cc single-cylinder engine. FN's single-cylinder lightweight models evolved gradually, growing in size firstly to 188cc and then 225cc, before arriving at 285cc in 1913. Variable-pulley transmission had been introduced on the belt-driven singles in 1907 but would be superseded by shaft drive in 1909, its introduction coinciding with that of the two-speed gearbox. Dating from circa 1907, this belt-driven FN single was part restored in NSW, Australia and is sold as a restoration project, with most of the parts needed for completion.

£1,800 - 2,600

€2,100 - 3,100



## THE GILKS COLLECTION

The following 13 machines are offered from the Gilks collection, each requiring restoration to a greater or lesser extent and are therefore sold strictly as viewed.

194

### C.1903 WYATT-MINERVA 331CC MOTOCYCLETTE

Registration no. H 338

Frame no. 8133

Engine no. 9244

- *Previously owned by H L 'Bert' Fruin*
- *Present family ownership since 1953*
- *Pioneer Certificate*



Although a late comer to bicycle manufacturer, the Belgian Minerva concern was among the first to offer a viable proprietary engine for motorcycles. Nominally of one horsepower, the 211cc unit was designed for attachment ahead of the cycle's front down-tube - a location which became known as the 'Minerva position'. As well as building complete powered machines of its own, the company served the much larger proprietary engine market, supplying many Continental manufacturers as well as those in Britain, notably: Ariel; Matchless; Phoenix; Quadrant; Royal Enfield; and Triumph.

Larger-capacity engines, including v-twins, were developed, though the inevitable increase in bulk meant that these were mounted conventionally within the frame. The marque achieved numerous victories in motorcycle racing, yet despite its commercial and competition successes on two wheels, Minerva's plans for the future lay elsewhere, and the company abandoned motorcycle manufacture after 1909 to concentrate on cars.

This Minerva-engined machine is badged as a 'Wyatt Minerva', though whether 'Wyatt' refers to the make of bicycle or the shop that assembled the machine is not known. Driving directly by belt, the engine displaces 331cc and has the 'atmospheric' type of inlet valve and a mechanical exhaust valve.

An older restoration, 'H 338' was previously registered to independent engineer H L 'Bert' Fruin of Hillingdon, Middlesex, constructor of a series of technically interesting 'specials' in the 1950s and 1960s, including a DOHC 125cc twin-cylinder racer and a modular V4/V8 engine. Bert Fruin rode the Wyatt-Minerva on the Pioneer Run at least once, and sold it to Stan Gilks in February 1953 (see documentation on file). The machine was last taxed in April 1966. Offered for restoration, it comes with an old-style V5 document, RF60 logbook, Sunbeam MCC correspondence, and a 1992 reissued Sunbeam Pioneer Certificate.

**£8,000 - 12,000**

**€9,400 - 14,000**



195

## C.1906 NSU 620CC TOURING TWIN PROJECT

Registration no. LN 5933

Frame no. 9351

Engine no. 9351

- *Rare Veteran-era NSU twin*
- *Single family ownership for over 50 years*
- *Offered for restoration*



Yet another motorcycle manufacturer with its roots in the bicycle industry, NSU built its first powered two-wheeler in 1900. The firm had originally been founded in Neckarsulm, Germany by Christian Schmidt to manufacture knitting machines, its initials standing for Neckarsulm Strickmaschinen Union. Zédel proprietary engines were used initially but within a few years NSU was making its own power units and was one of the first manufacturers to fit two-speed transmission.

Designed by its late founder's son, Karl Schmidt, the first all-NSU model of 1903 was powered by a 329cc engine rated at 2½hp and would turn out to be a huge success by the standards of the day, in excess of 2,000 being sold up to 1905. A host of different models was introduced up to the outbreak of war, including a range of v-twins in various sizes. The marque established a strong presence in overseas markets, being exported widely throughout Europe and even to the USA.

This rare Veteran-era NSU is powered by v-twin engine with inlet-over-exhaust valve gear, which drives the rear wheel directly by belt (or would, if one was fitted). Believed restored many years ago, it has seriously deteriorated and requires another thorough rebuild.

'LN 5933' was purchased by Stan Gilks in July 1955 from Mr J Redhouse, previous owner of some of the other machines in the collection, and comes with the purchase receipt (for £18). It appears that Mr Gilks may have sold the NSU and then repurchased it, as there is a letter on file from the NSU factory, dated 17th January 1957 and addressed to a Mr G Shellers of Hove, Sussex (presumably the owner at that time), while the RF60 logbook on file shows that the machine was first registered to Stan Gilks in February 1959. Offered with an old-style V5 registration document.

**£8,000 - 12,000**

**€9,400 - 14,000**

196

## C.1907 NSU

Registration no. LX 1018

Frame no. none visible

Engine no. 13509

- *Rare Edwardian era NSU*
- *An older restoration*
- *'Coffee grinder' gear*



Yet another motorcycle manufacturer with its roots in the bicycle industry, NSU built its first powered two-wheeler in 1900. The firm had originally been founded in Neckarsulm, Germany by Christian Schmidt to manufacture knitting machines, its initials standing for Neckarsulm Strickmaschinen Union. Zédel proprietary engines were used initially but within a few years NSU was making its own power units and was one of the first manufacturers to fit two-speed transmission.

Designed by its late founder's son, Karl Schmidt, the first all-NSU model of 1903 was powered by a 329cc engine rated at 2½hp and would turn out to be a huge success by the standards of the day, in excess of 2,000 being sold up to 1905. A host of different models was introduced up to the outbreak of war, including a range of v-twins in various sizes.

The marque established a strong presence in overseas markets, being exported widely throughout Europe and even to the USA; indeed, prior to WWI, NSU ranked second only to Indian among imported makes in the UK.

This rare, Edwardian-era NSU is powered by a single-cylinder engine (believed to displace 410cc) with inlet-over-exhaust valve gear. The engine drives the rear wheel directly by belt, while there is a 'coffee grinder' type variable-ratio engine pulley affording a limited range of gearing. An older restoration, somewhat deteriorated, the machine boasts an acetylene lighting set and appears complete apart from its pedals, which are missing. The machine was purchased from Mr Redhouse, who also sold the vendors some of the others in the collection. There are no documents with this Lot, which is sold strictly as viewed.

**£8,000 - 12,000**

**€9,400 - 14,000**



197

### 1912 BRADBURY 4HP PROJECT

Registration no. AP 4590

Frame no. 34335

Engine no. none visible

Established in Oldham, Lancashire in 1852, Bradbury & Company Limited claimed to be the first manufacturer to build an 'All-British Motor Cycle and Tri-Car', its products having been ridden successfully as early as 1898. Although destined not to survive beyond 1925, Bradbury had amassed an impressive tally of awards and records prior to WWI. 'Speed and Reliability' were claimed as special qualities. The 4hp Bradbury employed a single-cylinder sidevalve engine of 554cc and could be ordered in single-gear belt-driven form or with the refinements of hub gears and chain drive. Perhaps the model's most unusual feature was a crankcase integral with the frame 'ensuring better balance, greater strength and rigidity'. Offered for restoration and sold strictly as viewed, this rare Veteran-era Bradbury appears substantially complete apart from the missing pulley/belt drive system and front mudguard rear section. The machine is offered with an old-style V5 document and also comes with an RF60 logbook listing three owners: the first in 1926, the second in 1935, and the vendor's father (change undated). The RF60 records the date of original registration as 7th February 1921, this being shortly after the introduction of the Roads Act of 1920, which required local councils to register all vehicles at the time of licensing and to allocate a separate number to each. (Many vehicles, although in existence for several years in some cases, were only registered for the first time after the Act's passing).

**£5,000 - 7,000**

**€5,900 - 8,300**



198

### C.1910 TRIUMPH 3½HP PROJECT

Registration no. not registered

Frame no. none visible

Engine no. 13151

The first Triumph motorcycle of 1902 used a Belgian Minerva engine, but within a few years the Coventry firm - originally a bicycle manufacturer founded by German immigrants Siegfried Bettman and Maurice Schulte - was building its own power units. The first of these - a 298cc single-cylinder sidevalve - arrived in 1904. This first engine was not without its weaknesses: pistons and bores wore out quickly and the curious 'tandem down-tube' frame in which it was installed broke, but these shortcomings were soon sorted and within a couple of years 'Triumph' was a byword for reliability. The company was soon involved in racing, and the publicity generated by competition success - Jack Marshall won the 1908 Isle of Man TT's single-cylinder class for Triumph having finished second the previous year - greatly stimulated sales. By the outbreak of The Great War the marque's reputation for quality and reliability was well-established, leading to substantial orders for 'Trusty Triumphs' for British and Allied forces. 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 model in 1914. This Lot consists of a frame, rear stand, engine, magneto, forks and front wheel together with a spare frame (no. 127801), a fuel tank, and mudguards.

**£1,500 - 2,000**

**€1,800 - 2,400**

**No Reserve**



199

## C.1914 GRANDEX SPECIAL 500CC MOTORCYCLE COMBINATION

Registration no. LK 2770

Frame no. G21

Engine no. 4918

- *Rare survivor of a short-lived marque*
- *Present family ownership since 1960*
- *Many-times Pioneer Run participant*



Founded in 1910, the Grandex company was located in London's Grays Inn Road, an area more readily associated with the legal profession than motorcycle production. Grandex's first motorcycle was powered by a 2½hp JAP engine, and there were soon others using power units supplied by Precision and Peco. Druid forks were used; single and twin-cylinder models were offered; and there was a choice of direct drive or the two-speed Enfield gear, while the Precision-engined Pup lightweight came with a two-speed counter-shaft gearbox. The company built motorcycles for only some six years, its products being marketed as 'Grandex-Precision' towards the end.

This rare, Edwardian-era representative of a long-forgotten marque is powered by a single-cylinder JAP sidevalve engine. The engine drives the rear wheel directly by belt via a variable-ratio pulley affording a limited range of gearing.

Other noteworthy features include horn handlebar grips and a Miller acetylene headlamp. An older restoration, now somewhat deteriorated and requiring extensive refurbishment, the machine nevertheless appears complete.

Acquired by Stan Gilks in 1960, 'LK 2770' comes with Pioneer Run medals dating from 1961, '63, '64, '65 and '67. The machine is offered with an old-style V5 document and an RF60 logbook issued in 1960, which records licensing up to 1967. The RF60 records the date of original registration as 31st January 1921, this being shortly after the introduction of the Roads Act of 1920, which required local councils to register all vehicles at the time of licensing and to allocate a separate number to each. (Many vehicles, although in existence for several years in some cases, were only registered for the first time after the Act's passing).

**£6,000 - 9,000**

**€7,100 - 11,000**



200

## BELIEVED 'COVENTRY EAGLE' PROJECT

Frame no. none visible

Engine no. none visible

- *Believed to be an early Coventry Eagle*
- *Present family ownership for many years*
- *An older restoration*



Established in Victorian times as a bicycle manufacturer, Coventry-Eagle built a diverse range of motorcycles using proprietary engines from the late 1890s onwards. Engine suppliers during the company's formative years included MMC, De Dion and Buchet, and one of its first products was a 2¼hp forecar. After 1903, motor cycle production appears to have dwindled, and it was not until after WWI that machines began to leave the factory in significant numbers.

For 1923 there were six Coventry-Eagles on offer, all JAP-powered except for a Blackburne-engined 350, ranging from the formidable Flying Eight to the diminutive S14 Ultra-Lightweight. Most famous of these was the Flying Eight which, with its 1.0-litre JAP v-twin engine and muscular good looks, was a worthy rival for the Brough Superior and a formidable Brooklands racing machine. Introduced in 1923, the Flying Eight was not Coventry-Eagle's first v-twin but it was the first to establish a sporting reputation thanks to its special 976cc sidevalve engine that guaranteed a top speed of 80mph, an exceptional performance at the time. In 1926 the sidevalve version was joined by a new and even faster overhead-valve engined Flying Eight, again JAP powered.

Coventry Eagle entered the 1930s with a varied line-up of models powered by Villiers, JAP and Sturmey Archer engines. Within a few years however, the onset of the Depression had forced Coventry-Eagle to change tack, the firm concentrating mainly on bread-and-butter lightweights until it ceased motorcycle production in 1939.

Believed to be a Coventry Eagle, this very early motorcycle has been owned by the Gilks family (proprietors of Stan Gilks Ltd, a motorcycle dealership in Ickenham, Middlesex) for many years. Although badged as a Coventry Eagle, it has not been positively identified (further research is required) and prospective purchasers should satisfy themselves with regard to the machine's manufacturing date and authenticity prior to bidding.

The single-cylinder engine has 'atmospheric' inlet and mechanical exhaust valves, and drives the rear wheel directly via a belt, while the handlebar-mounted Lucas Petroleum Silver King cycle lamp is particularly worthy of note. Restored circa eight years ago, the machine is beginning to show some signs of deterioration. There are no documents with this Lot, which is sold strictly as viewed.

**£12,000 - 16,000**

**£14,000 - 19,000**

**C.1917 SPARKBROOK 8HP TWIN**

Registration no. SP 1765

Frame no. 134

Engine no. L64286

- *Present family ownership since 1955*
- *Previous ownership from circa 1923 to 1955*
- *An older restoration*



Although based in Coventry, Sparkbrook took its name from the Birmingham suburb where its progenitor – the National Arms & Ammunition Co – had been founded in 1872, diversifying later into the manufacture of bicycles. Acquired by William Hillman - founder of the eponymous car company - the firm relocated to Coventry where it began experimenting with motorcycles around 1912. The firm began with a range powered by v-twin engines of JAP manufacture, though after WWI only single-cylinder machines were made. A variety of two-stroke and four-stroke power units was specified, the lightweights all using the reliable Villiers two-stroke. Manufacture of the Sparkbrook motorcycle ceased in 1925.

An earlier restoration showing some signs of deterioration, this rare Sparkbrook twin was previously owned, from at least April 1923, by one Joseph Redhouse of London N9, as evidenced by correspondence (and receipts) on file between Mr Redhouse and the Sparkbrook factory.

Dated 24th August 1955, another receipt records the machine's sale for the sum of £20 - as a motorcycle and sidecar - from Mr Redhouse to Mr Stanley Gilks (the vendor's father), proprietor of Stan Gilks Ltd, a motorcycle dealership in Ickenham, Middlesex. The machine also comes with an old-style V5 registration document and an RF60 logbook, the latter recording licensing from 1925 to 1929.

'SP 1765' has been fitted with a replacement JAP engine dating from 1917, and was previously registered as a sidecar. Noteworthy features include a Sturmey Archer gearbox, and a Lucas 'King of the Road' headlamp (detached).

**£10,000 - 14,000**

**€12,000 - 17,000**



202

### C.1919 DOUGLAS 2¾HP

Registration no. NMY 172

Frame no. to be advised

Engine no. 42815

The Bristol-based Douglas Foundry took up motorcycle production in 1907 with a machine powered by a horizontally-opposed, twin-cylinder engine, and the company would keep faith with this layout until it ceased motorcycle production in 1957. Fore-and-aft installation made for a slim machine with a low centre of gravity, and the design's virtues were soon demonstrated in competition, 2¾hp Douglas machines taking 1st, 2nd and 4th places in the 1912 Junior TT in the Isle of Man. Douglas were quick to realise the advantages of the countershaft gearbox, its three-speed entries gaining the Team Prize in the 1914 Six Days Trial, a conspicuous success that resulted in the firm obtaining a wartime contract for the supply of military machines. Douglas' competition successes continued after The Great War. An earlier restoration, offered for re-restoration, this 2¾hp Douglas was acquired by Stan Gilks in 1963. Noteworthy features include a two-speed 'coffee grinder' gear, a Lucas headlamp, and P&H rear lamp. Sold strictly as viewed, the machine comes with an old-style V5 document and an RF60 logbook.

**£5,000 - 7,000**

**€5,900 - 8,300**



203

### C.1922 TRIUMPH 249CC JUNIOR

Registration no. not registered

Frame no. none visible

Engine no. 11399 ORU

The first Triumph motorcycle of 1902 used a Belgian Minerva engine, but within a few years the Coventry firm - originally a bicycle manufacturer founded by German immigrants Siegfried Bettman and Maurice Schulte - was building its own power units. The first of these - a 298cc single-cylinder sidevalve - arrived in 1904. This first engine was not without its weaknesses, pistons and bores wore out quickly and the curious 'tandem down-tube' frame in which it was installed broke, but these shortcomings were soon sorted and within a couple of years 'Triumph' was a byword for reliability. One of Triumph's new introductions for 1914 was the Junior, a 225cc two-stroke single. Weighing only 129lb, the Junior featured chain-cum-belt transmission and a two-speed gearbox - the latter being an unusual feature among contemporary lightweights - but there was no clutch and the machine was push-started. Known as the 'Baby' Triumph by the motorcycling public, the Junior reappeared after The Great War and was produced up to 1925, being enlarged to 249cc in 1923. Fitted with a Bosch ZA1 magneto and reproduction fuel tank, this Triumph Junior is an older restoration requiring re-commissioning or further light restoration. The machine is offered with a parts list.

**£2,500 - 4,000**

**€3,000 - 4,700**







204

#### 1929 SUNBEAM 4 1/4 HP MODEL 7 PROJECT

Registration no. GU 2908

Frame no. to be advised

Engine no. 350/20613

The first Sunbeam motorcycle - a 350cc (2 3/4hp) sidevalve single - left the Wolverhampton premises of John Marston Ltd, hitherto a manufacturer of finest quality enamelled goods, bicycles and - latterly - cars, in 1912. Like Marston's other products his motorcycles soon established a reputation for sound construction and exemplary finish. The marque quickly established a reputation for sporting prowess, achieving second place in the 1914 Isle of Man Senior TT and winning the 1920 race. Overhead-valve engines were introduced in the mid-1920s but early successes were achieved with sidevalve-engined machines, most notably the 492cc (3 1/2hp) 'Longstroke', which secured a debut win at the 1921 French Grand Prix ridden by Alec Bennett. In road-going form this remarkable engine remained in production right up until WW2. Built alongside it from 1922 was a 4 1/4hp (599cc) model using the same 105.5mm stroke but a larger bore: the Model 7, which was intended for sidecar use. This Model 7 was first purchased by Stan Gilks (almost certainly in his capacity as a motorcycle dealer) in August 1953, as evidenced by the old-style RF60 logbook on file. Apparently highly original and compete, the machine is offered for restoration and sold strictly as viewed. A V5 registration document comes with it.

£3,500 - 5,500

€4,100 - 6,500



205

#### 1924 P.V. 247CC MODEL B

Registration no. BJ 9457

Frame no. 2132

Engine no. S.761

P.V. motorcycles were built at Perry Vale in the Southeast London suburb of Forest Hill by Messrs Elliston & Hill, commencing in 1911. The firm soon changed its name to P.V. Motorcycles Ltd. Pivoted fork rear suspension was an unusual feature right from the start, and machines so-equipped sported a 'Spring Frame' logo on the fuel tank. Forks were sourced from Druid or Chater Lea, while engines were supplied by JAP. Single and twin-cylinder models were offered. After 1912 the firm favoured the latter for a few years before adding a Villiers-engined lightweight to the range. The lightweight was its sole offering immediately after WWI. As far as production models were concerned, lightweight two-strokes predominated until a 2 3/4hp four-stroke single and 5/6hp v-twin were added to the range for 1921. There were soon no fewer than ten models on offer, powered by Villiers, JAP, and Barr & Stroud engines. One R V Crauford entered P.V. motorcycles in both the 1923 Lightweight and 1924 Junior TT races in the Isle of Man, with a best finish of 12th in the former. P.V. built its last motorcycle in 1924, and survivors of this little known London marque are rare. An earlier restoration, this rare P.V. lightweight is offered for re-commissioning or more extensive refurbishment. The machine comes with an old-style RF60 logbook and old-style V5 registration document.

£2,000 - 4,000

€2,400 - 4,700



206

### C.1919 AUTOPED 162CC SCOOTER PROJECT

Registration no. AY5595

Frame no. none visible

Engine no. none visible

One of the very first attempts to build a viable motor scooter, the Autoped was manufactured by Autoped Corporation of Long Island, New York and presumably intended as a means of countering congestion in that overcrowded metropolis. It first appeared at the New York Auto Show in January 1914 but did not enter production until 1916, having undergone a partial redesign. Powered by a 1½hp four-stroke engine driving the front wheel via a multi-plate clutch, the Autoped weighed around 110lbs and cost \$110, with a toolbox, lights, and horn available as extra cost options. The handlebar stem could be folded down, attaching to the rear mudguard and thus acting as a carrying(!) handle. Production had effectively ended by 1920, although the design was revived - in improved form - by Krupp in Germany in 1921. Looking remarkably modern in conception, this ultra-rare early scooter is an example of the Autoped in its original no-saddle form, predating the Krupp version. Apparently complete, the machine is offered for restoration and sold strictly as viewed. There are no documents with this Lot.

**£800 - 1,200**

**€940 - 1,400**

**No Reserve**



### FURTHER PROPERTIES

207

### 1914 ALLDAYS 2¼HP 'MATCHLESS'

Registration no. OA 2999

Frame no. M4098

Engine no. 0943

A firm that could trace its origins as far back as the 17th Century, the Alldays & Onions Pneumatic Engineering Company of Birmingham built its first automobile in 1898 and its first motorcycle in 1903. Car production ended around 1918 but that of motorcycles continued until the late 1920s. Early and late types were marketed as Alldays but from 1915 to 1924 the firm's products were known as Allons. The bulk of production consisted of the 293cc (2¾hp) Allon two-stroke. Introduced shortly before the outbreak of WWI, the Allon was one of the first British machines to feature a sloping top tube, post-WWI versions being among the earliest to adopt saddle tanks. Prior to the Allon's introduction, the firm also offered the 'Matchless', a lightweight powered by a 269cc Villiers two-stroke engine; single-gear, direct-drive and two-speed versions were available. This direct-drive Alldays Matchless had been in dry storage for some 15 years before being restored recently to a good standard. Original parts were retained, the brightwork being re-plated (in nickel) and all cables replaced. Now running and ready for the road - it was last ridden in August 2016 - the machine may require further 'fine tuning' before regular use. An ideal Pioneer Run or Banbury mount, this rare Alldays lightweight is offered with a Pioneer Certificate and VMCC dating document. A spare engine, crankcases, crankshaft/con-rod, and carburettor are included in the sale.

**£6,000 - 8,000**

**€7,100 - 9,400**







208

### 1914 ROYAL ENFIELD 2 3/4 HP TWIN

Registration no. BP 2750

Frame no. 4492

Engine no. 2C1V 27335

Royal Enfield, a firm making bicycles in the 1880s and, arguably, Britain's longest-lasting motorcycle make, produced a series of very well-engineered and finished V-twins in the Veteran period. Powered by the Swiss-made M.A.G. high-precision units and fitted with 2-speed transmission, they had an excellent record in competition and would go on to serve in World War One. This 1914 2 3/4hp, 344cc example was first registered in 1921, in West Sussex under the then revised system. Believed to have had one owner until it was found pre-WW2 by Ken Sutherland, who kept it until it passed to the current vendor. While in the vendor's ownership, BP 2750 has been re-plated and re-painted, both to original specification, and has had the two-speed gear, the magneto and the carburettor overhauled as well as having its engine bearings renewed. A participant in many Banbury and Pioneer runs, it won the Ivor Mutton Trophy at this year's Banbury. Described by the vendor as running 'like a Swiss watch', the twin comes with a history file containing an original photograph, Royal Enfield dating letter, Bonniksen correspondence for the speedometer, Pioneer Certificates, old MOTs and relevant papers together with a V5C and the original RF.60 Log-book. Ready for its next and fourth owner in over a century, this lovely little twin will no doubt be welcomed at relevant events.

**£9,500 - 12,000**

**€11,000 - 14,000**



209

### 1919 DOUGLAS 4HP MODEL A

Registration no. DU 1045

Frame no. 9315

Engine no. 8412

First introduced in 1915, Douglas's 4hp model was intended primarily for sidecar pulling. This sidevalve-engined machine employed over-square bore/stroke dimensions of 74.5x68mm for a capacity of 593cc, and like its smaller siblings used the new three-speed gearbox. This rare 4hp Douglas was purchased by the vendor's grandfather circa 1919/1920 and used extensively with a sidecar attached until circa 1929 (a 1929 tax disc survives). The machine was then dry stored until 1968 when all the black-finished cycle parts were re-enamelled. In 1986 the vendor returned the Douglas to the road with a BSA sidecar chassis attached, and passed his motorcycle driving test on it in 1988. 'DU 1045' was then used extensively until 2002 when the crankshaft broke, and remained off the road for the next 13 years. A new crank was installed in 2015, and the machine is said to run very well on its 18T crankshaft sprocket (16T had been employed for sidecar use). Ongoing maintenance has included re-bushing the front forks; re-covering the original saddle and foot boards; re-plating the handlebars (retaining the original grips); rebuilding the wheels (retaining the original hubs and rims); and fitting aluminium pistons from a Douglas Aero 600. Last ridden in September 2016, this wonderfully original Douglas is offered with a V5C registration document.

**£7,000 - 9,000**

**€8,300 - 11,000**





210

**C.1959 NORTON 498CC MODEL 30 MANX RACING MOTORCYCLE**

Frame no. 11M 81865

Engine no. see text

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, though only the presence of Roadholder telescopic front forks distinguished the post-war bike from the '39 version. The first significant change in engine specification occurred in 1949 when the Manx gained a double-overhead-camshaft cylinder head like that enjoyed by the works bikes, but the major development was the arrival for 1951 of the Featherbed frame that enabled Norton works rider Geoff Duke to take the 350cc and 500cc world titles that year. The cycle parts remained essentially unchanged from then on, apart from the adoption of a double-sided, TLS front brake for 1962. Manx engine development though, continued steadily until production ceased at the end of '62, the most significant design change being the adoption of 'square' bore and stroke dimensions for 1954. This 'barn find' Manx was acquired from the vendor's late father-in-law circa 40 years ago and was last used around 20 years ago. Apparently complete, the machine is offered for restoration and sold strictly as viewed (close inspection advised). There are no documents with this Lot. It should be noted that the engine number was not stamped at the Norton factory.

**£10,000 - 12,000**

**€12,000 - 14,000**



211

**1950 VINCENT 499CC SERIES-C COMET**

Registration no. LLD 484

Frame no. RC/1/6354

Rear frame no. RC/1/6354

Engine no. F5AB/2A/4454

Crankcase mating no. 3K

Effectively a Rapide v-twin minus its rear cylinder, the Series-C Vincent Comet built from 1949 to 1954 offered the same degree of refinement as its bigger brother, albeit with reduced performance. Even so, the Comet combined a 90mph potential with excellent fuel economy, and was the ideal touring mount for the discerning rider who placed civility of manners and quality of construction above outright performance. An expensive machine to produce, the single-cylinder Vincent did not sell as well as its maker had hoped, and the Comet was dropped when the Series-D range was introduced for 1954. According to VOC records, Vincent Comet with frame '6354' and engine '4454' was despatched to the famous Claude Rye dealership in Fulham, West London on 26th July 1950. Presented in 'barn find' condition, the Comet was acquired from the vendor's late father-in-law circa 40 years ago and has been in storage ever since. Last taxed/MoT'd in 1976/77, and apparently complete, the machine is offered for restoration and sold strictly as viewed (close inspection advised). Accompanying documentation consists of an old-style continuation logbook (issued 1970) and an old MoT certificate (expired 1977).

**£10,000 - 12,000**

**€12,000 - 14,000**



**1948 VINCENT-HRD 998CC BLACK SHADOW SERIES-B**

Registration no. WFX 428  
 Frame no. R3273B  
 Engine no. F10AB/1B/1283  
 Rear Frame no. R3273B

- *Present ownership for 44 years by VOC member*
- *Matching numbers example*
- *Comprehensive history file*
- *One of 76 Series B Black Shadows*



The Black Shadow Series B was announced in the early part of 1948, and was the first genuine two-miles-per-minute production bike, with a top speed of around 125 mph. The Series B Shadow was supplanted by the Series C version after only around one year and, with only 76 examples produced, is on a par with the series A Rapide in terms of rarity.

The owner of this Series B Shadow went to work in the Copperbelt in Zambia in 1969 and happened upon this machine, which he purchased in 1972. At the time it was not in use, although in due course he re-commissioned it and had it useable by 1974 (see 1974 Zambian tax disc on file). In 1976 he managed to ship the Shadow back to the UK in three crates, where it languished awaiting a full restoration, whilst the owner continued to work abroad. Eventually returning to live and work in the UK in 1979, he was able to commence the restoration proper in 1981, completing the work in 1983, when it was granted the registration WFX 428 by DVLA.

Since completion of the restoration, the vendor has used WFX 428 most years for club rallies, events, and regularity runs. The speedometer was refurbished in 1986 (invoice on file) and reset at 999 miles, the reading now being 35,557.

The machine has been regularly maintained by the vendor, as evidenced by the various invoices in the history file, and in 2000, when the owner had detected some vibration, the crankcases and crankshaft were entrusted to respected Vincent engineer Bob Dunn for rectification work, details of which are on file. The machine is fitted with an anti-wet-sumping valve, an AO regulator, gel battery, and a multi-plate clutch conversion. Frame and engine numbers are all matching, although the first two digits of the rear frame number are not now decipherable. Factory records show that the bike was despatched new to Van Rooyen's, South Africa, on 9th December 1948. Van Rooyen's were based in Bulawayo, Southern Rhodesia (now Zimbabwe). A copy of the works order form is included with the documentation.

An extensive history file accompanies the Shadow, and includes the purchase receipt, the Zambian registration book, VOC Certificate of Authenticity, 26 expired MoT certificates, 26 expired road tax discs, current V5C, old V5C, old V5, and a myriad of receipts, invoices, correspondence and associated papers. A much-loved member of the family, it is currently taxed and only for sale due to the advancing years of the owner, who feels he cannot continue to give it the attention he has hereto.

**£50,000 - 60,000**

**€59,000 - 71,000**



213

## 1946 VINCENT-HRD 998CC RAPIDE SERIES-B

Registration no. 984 XUW

Frame no. R2011

Engine no. F10AB/1/12

- *Believed to be the oldest complete and original post-war Vincent in existence*
- *Exported new to Denmark*
- *Enthusiast owned and maintained*
- *Present ownership since 2009*



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

Only in his retention of the pre-war Brampton girder fork did Phillip Vincent appear to be lagging behind other manufacturers, almost all of which had switched to telescopes, but this apparent shortcoming would soon be addressed by the adoption of the famous 'Girdraulic' fork.

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

This 'matching numbers' Series-B Rapide is believed to be the oldest complete and original post-war Vincent; it was exported to Denmark on 20th October 1946 and remained there until 2009. Always in the hands of enthusiasts, the Rapide was very carefully maintained by its last Danish owner - a Vincent enthusiast and the editor of a technical engineering magazine - for 20 years. Illness forced the Vincent's sale and the current owner bought it in 2009. Since then it has run faultlessly and seen only a little use, with maintenance limited to the usual fuel/oil change at the beginning of each season. It appears entirely original, as far as can be ascertained, except for the exhaust; the previous owner fitted an after-market pipe to relish the engine's roar. Kept in a heated garage as part of a private collection since purchase, the machine is offered with a V5C document.

**£38,000 - 45,000**

**£45,000 - 53,000**

## 1949 VINCENT 499CC PARKIN SPECIAL PROJECT

Frame no. RC3931

Engine no. F5AB/2A/6004

Crankcase mating no. 19U

- *Rare Vincent-based competition special*
- *Fully rebuilt engine*
- *Offered for restoration*



Ken Chamberlin aboard his Parkin 500cc Special

Inspired by the success of George Brown's Vincent-based Nero, Derek Parkin, racer and frame builder from West London, built and campaigned his own lightweight frames for Vincent engines in the 1960s. Between 12 and 14 were built for twins, and it is believed just two frames for 500cc units. The other is in regular use in the UK. Like the Egli, the Parkin frame replicates the Manx Norton in rake, trail, and wheelbase but is based around a Vincent headstock.

According to the Vincent special site, Egli-Vincent.net: 'The original prototype was built in 1962 and Derek Parkin piloted the bike himself. Out of ten events up to 1967, Parkin scored six firsts, three seconds and one third place, so his recipe was obviously quite good. The Vincent Owners Club awarded him the "Eve Neave Trophy" in 1963 for the most outstanding performance during the season by a club member.'

Parkin's bikes featured Norton Roadholder forks, and Norton or Italian Oldani brakes. Bultaco works rider Brian Kemp scored the last ever Vincent national championship race victory on a Parkin-Vincent in 1969. Entered in the Southern 67 Racing Club's Brands Hatch meeting, against a field of younger machines, he finished first and lapped most of the other riders while riding Derek Parkin's own bike.

In 1988, the machine offered here (with a different Comet engine installed) participated in the Classic Manx Grand Prix but did not finish. This particular frame was bought from a long-standing Vincent racer who had helped Parkin build the frames. The headstock on this bike, with its correct factory number, is from a 1949 Rapide, while other parts include a believed Suzuki front brake; Metal Profiles fork legs (no yokes); Norton Commando gearbox; alloy wheel rims; Hagon shock absorbers; and a Vincent T-bar and engine plate. The 1951 Comet engine, with correct mating numbers, has been rebuilt by Ian Hutchinson with a twin-plug head and parts supplied by Dave Holder and Maughan's. Bills and worksheets are included.

There is no V5 document, but a period UK registration should be obtainable from the DVLA using the original Rapide headstock number. Boasting a fully rebuilt engine, this near complete Parkin-Vincent represents a wonderful opportunity to own one of the rarest of Vincent-based motorcycles.

**£8,500 - 12,500**

**€10,000 - 15,000**



215

*Property of a deceased's estate*

**1936 NORTON 490CC CJ1/INTERNATIONAL (SEE TEXT)**

Registration no. YVL 465

Frame no. 5/59686

Engine no. G11/45515

- *Fitted with a 490cc Model 30 International engine*
- *Engine gearbox and forks rebuilt by George Cohen*
- *Restoration completed by the Sammy Miller Museum in 2015*



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

Towards the end of the 1930 season, a new overhead-camshaft engine began to be seen in the works Nortons. Designed by Arthur Carroll, this replaced the original 'cammy' motor drawn up by Moore, recently departed for NSU, and first appeared in production Nortons made for the 1931 model year. The existing CS1 (490cc) and CJ1 (348cc) model designations were carried over from the Moore era, and the pair continued as Norton's top-of-the-range sports roadsters until 1932 when the arrival of the competition-orientated International models saw them re-branded as refined sports-tourers.

Despatched from the factory on 20th January 1936 to dealer Victor Horsman in Liverpool, this CJ1 has been fitted with the 490cc engine from a 1952 Model 30 International. Details of the factory records, supplied by the Norton Owners Club (see file), reveal that the machine was originally equipped with International forks, narrow mudguards, magdyno, and speedometer.

It is not known when the late owner acquired the Norton; however, correspondence on file reveals that he had completed most of its restoration - the engine, gearbox, and forks having been rebuilt by respected marque expert, the late George Cohen - before entrusting the renowned Sammy Miller Museum with finishing the project for him early in 2015. Works carried out by SMM include fitting new mudguards; aligning the front wheel and forks; making new mounts for the seat front, speedometer, and rev counter; and refitting the fuel tank, André steering damper, reproduction oil tank, Amal 10TT9 carburettor, BTH magneto, etc (see correspondence/invoices on file). There is no registration document with this Lot.

**£10,000 - 12,000**

**€12,000 - 14,000**

216

*The ex-J Shaw, 1921 Isle of Man TT*

## **1921 NORTON 490CC MODEL 16H RACING MOTORCYCLE**

Registration no. OH 7083

Frame no. 3595

Engine no. 6173

- *Works entry at the 1921 Isle of Man TT*
- *Ridden in 1921 by J W Shaw*
- *Formerly part of the Autokraft Collection*
- *Restored in 2012*



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

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

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

When motorcycle racing resumed after WWI, the first post-war Isle of Man TT being held in 1920, it became obvious that the sidevalve's days as a competitive racer were numbered. The best Norton could manage in the 1921 Senior TT was 6th place, prompting James Lansdowne Norton to come up with a new overhead-valve design - the Model 18, which first appeared in 1922. One of Norton's works team in 1921 had been J W Shaw, who had retired from the race following a fall from the machine offered here: 'OH 7083'. Shaw had placed 7th for Norton in the previous year's Senior race, and in pre-war days had won the Irish 50-miles championship for Norton. His last outing at the TT was in 1929.





The current owner purchased 'OH 7083' from Brooks' sale of the Autokraft Collection at the RAF Museum, Hendon in March 1999 (Lot 17). The only known previous owner is Reginald Briggs, who bought the Norton from Victor Horsman's shop in Liverpool (see letter on file).

Restored in 2012, the machine remains in commensurately good condition and was ridden on the last two Banbury Runs. One of the last of the factory's sidevalve racers, this rare ex-works Norton is offered with copies of period photographs, a V5C Registration Certificate, and the aforementioned letter.

**£34,000 - 38,000**

**€40,000 - 45,000**



*The ex-Dan Shorey*

## 1960 NORTON 499CC MANX RACING MOTORCYCLE

Frame no. R 11M 86385

Engine no. R 11M 86385

- Originally owned and raced by Dan Shorey: 'The Banbury Flyer'
- Matching frame and engine numbers
- Ray Petty engine and gearbox
- Present ownership since 2007



Dan Shorey, race and date unknown

The vicissitudes of racing being what they are – crashes, blow-ups, rebuilds, component swaps, etc – it is not at all surprising that so many old racing motorcycles no longer have their original engines, which makes this 'matching-numbers' Manx something of a rarity.

This particular machine was delivered new to the Taylor Dow dealership in Banbury, Oxfordshire on 27th April 1960 and was originally owned and raced by short circuit star and local hero, Dan Shorey: 'The Banbury Flyer'. Dan won many races aboard this '500' Manx, and in its first year of racing finished 9th in the Manx Grand Prix on it. In 1967, Dan sold the Norton to American racer Lance Weil, whom older enthusiasts may remember for his successful exploits on UK circuits riding an iron-engined Harley-Davidson, much to the embarrassment of the established home-grown stars. The Manx subsequently passed into the ownership of prominent UK-based collector Anthony Blight, and thence to one William Page. Its next owner was American former racer Ron Hazlehurst, winner of the 1948 Junior Clubman's TT on a Velocette, who took the machine back to the USA with him.

The Manx sat unused in a shop in California for many years before the current vendor, who was working in California at the time, was able to purchase it from Ron Hazlehurst. Since then, the vendor has paraded the ex-Shorey Manx at classic events around the UK. Tuned by noted Manx specialist, Ray Petty, the engine also incorporates a Bill Stuart modification of the main bearing collar, while the SU float chamber, fitted to prevent frothing, is another recognised modification. The gearbox is a five-speed Petty PGT. Other than having the fuel tank repainted, the machine is as purchased in 2007, and remains in highly original condition.

Accompanying documentation includes period photographs of Dan Shorey (1961 and 1965), magazine articles on Dan Shorey and Ray Petty, a CD of photographs, and the machine's CRMC Machine Registration Certificate (Group 1, Period 1).

**£24,000 - 26,000**

**€28,000 - 31,000**



218

**C.1956 AJ5 7R 350CC RACING MOTORCYCLE**

Frame no. none visible

Engine no. none visible

Built from 1948 to 1963, Associated Motor Cycles' AJ5 7R - known as the 'Boy Racer' - was one of the most successful over-the-counter racing motorcycles of all time. Although a new design by Phil Walker, the 7R, with its chain-driven overhead-camshaft, was very reminiscent of the AJ5 'cammy' singles of pre-war days. Despite the fact that the 7R was not, initially, as powerful as its main rivals - the Velocette KTT and Junior Manx Norton - its robust and simple construction endeared the model to the privateer responsible for his own maintenance. While the duplex loop frame and Teledraulic front fork remained essentially unchanged throughout production, the engine underwent almost continuous revision: the valve angle being progressively narrowed, the crankshaft made stronger and, in 1956, engine dimensions changed from the original long-stroke 74x81mm bore/stroke to the 'squarer' 75.5x78mm, permitting higher revs. AMC's own gearbox replaced the previous Burman in 1958 while engine development continued almost to the end of production, by which time the 7R was putting out around 41bhp. This 'barn find' AJ5 7R was acquired from the vendor's late father-in-law circa 40 years ago and was last used around 20 years ago. Apparently complete, the machine is offered for restoration and sold strictly as viewed (close inspection advised). There are no documents with this Lot.

**£8,000 - 12,000**

**€9,400 - 14,000**



219 N

**1956 NSU 247CC GELÄNDEMÄX REPLICA**

Registration no. not UK registered

Frame no. 3211173

Engine no. 1816523

NSU produced some outstanding and influential motorcycles during the 1950s, foremost of which was the 250cc Max. Announced in September 1952, the Max used a pressed-steel frame and leading-link front fork like its Fox and Lux predecessors, but its most unusual feature was the Albert Roder-designed 'Ultramax' connecting-link drive for the overhead camshaft. This idea was not new, Bentley had used a similar arrangement in the 1920s/1930s, but Roder's overcame the design's previous shortcomings. Special Max, Max 300, Supermax, Geländemax, and racing Sportmax versions followed. Quick for a 250 (top speed was 75-80mph) and endowed with exceptional handling thanks to its superior cycle parts, the Max could show many a larger machine the way home over twisty terrain. Originally a Supermax, this Netherlands-registered machine has been expertly converted into a replica of the works Geländemax enduro model using information and photographs from the factory. The project was started in 2000, then put on hold for 14 years, and was only completed earlier this year. The engine has been completely overhauled and fitted with a Geländemax camshaft, while the cycle parts likewise have been restored and brought up to Geländemax specification, complete with lengthened front fork, 21" front wheel, high-level exhaust system, widened swingarm, wider rear mudguard, etc.

**£10,800 - 11,800**

**€13,000 - 14,000**





220

**1966 BSA 441CC VICTOR GP MOTO-CROSSER**

Frame no. B44 241

Engine no. B44 252

Its 420cc engine developed from that of the humble C15 250 roadster, Jeff Smith's works BSA moto-crosser produced more power than it could reliably handle, resulting in a comprehensive engine redesign for 1964. For the new season the works '420' had a much stronger crankcase with revised main bearings; the C15's drive-side ball race and timing-side plain bush being superseded by a roller bearing and ball race respectively. Also new was a light-alloy cylinder with chromium-plated bore, which allowed a useful increase in compression ratio thanks to its superior heat dissipation. Installed in the Brian Martin-designed all-welded frame, developed on the works 250s, this heavily revised engine made the new Victor Grand Prix a world-beater - Smith taking the 1964 Moto-Cross World Championship with seven wins in the 14-race series. The new crankcase permitted a further lengthening of the stroke to 90mm for a capacity of 441cc, and in this form the Victor GP moto-crosser went into production in 1965. Smith took the world title again that year on the works B44GP. One of approximately 468 built, this original and un-restored Victor GP has been in the present ownership for circa 30 years. We are advised that the (original) engine has just been rebuilt by RTS, leaving the fortunate new owner of this ultra-rare machine to complete its sympathetic re-commissioning.

**£4,000 - 5,000**

**€4,700 - 5,900**



221

**1972 BSA 247CC VICTOR ENDURO**

Registration no. CCV 684K

Frame no. AE 03565 B25T

Engine no. BD 07459 B25S

BSA-Triumph's revamped range for 1971 included five BSA singles, all sporting the new oil-bearing frame and conical-hub brakes. The two 250s continued to use the B25 engine in virtually unchanged form, while the larger B50 models were now a full 500cc. In both capacities there was an 'SS' - Street Scrambler - and a broadly similar Victor Enduro, differences amounting to the sizes of the front brake, tyres, and fuel tank, and also the position of the front mudguard, which in the Victor's case was bolted to the bottom fork yoke. Despite adequate performance and excellent handling, the newcomers were swamped by the tide of financial failure that soon overtook BSA-Triumph - the 250s disappearing in August 1971 and the 500s the following year. A UK model, this 250 Victor was purchased from the Brookside Garage dispersal sale in Penzance, Cornwall circa 25 years ago. Kept in dry storage since acquisition, it is described as totally original and un-restored. Careful re-commissioning will be required before the machine returns to the road. Offered with a V5C registration certificate.

**£3,000 - 4,000**

**€3,500 - 4,700**





222

# **1976 OSSA 244CC MAR TRIALS MOTORCYCLE**

Registration no. SNP 929P

Frame no. B 231 842

Engine no. M 231 842

Founded in 1951, Ossa first achieved worldwide recognition when works rider Santiago Herrero came close to winning the 250cc World Championship in 1969. However, the off-road market was by far the more important for Ossa, as it was for rivals Bultaco and Montesa. In a bid to emulate the latter's competition successes, Ossa hired English trials star Mick Andrews in 1967. Then only 23 but already a proven winner, Andrews set about developing Ossa's existing trail bike into a competitive trials mount, a process that culminated in the MAR - Mick Andrews Replica - that carried its creator to consecutive European Trials Championships in 1971 and '72. The MAR put Ossa on the trials map with a vengeance and proved so successful that it remained in production until the late 1970s. Acquired by the current vendor in 2009, this totally original and un-restored MAR has been kept in dry storage since acquisition, and although not used has been started regularly. Last taxed in 2008, the machine is described as in generally excellent condition, its undamaged sump guard and engine cases indicating that it has seen relatively little - if any - competitive use. The odometer reading of 310 miles is believed genuine.

**£2,000 - 3,000**

**€2,400 - 3,500**



223

# **1964 BULTACO 125CC TSS125**

Frame no. M100-110-6 (See text)

Engine no. M100-110-6

This Bultaco racer was provided by the Factory for well-known rider Tommy Robb to use. Tommy has confirmed that this machine was supplied to him by the Factory via the Irish Bultaco Concessionaire, and that he raced it for at least a year in national and international events (see copy email on file). After this time it was returned to the Concessionaire. Whilst the history subsequent to that it is uncertain, it was presumably sold by the Concessionaire and remained in Ireland, where it was purchased by the present owner from a racer named Jim Mullen in 1977. Mullen had, in turn, purchased it from another racer named Bertie Wesson. The ownership between the Concessionaire and Wesson is unknown. After purchase, the vendor had the engine rebuilt by Derek Huxley, and the machine remained untouched until around 2012 when he started a 'sympathetic' restoration of the cycle parts, this being completed in 2015. A new Seletta ignition system was purchased and the bike was started and run. However, if the machine is to be used, it will require further re-commissioning and safety checks to be carried out. The Bultaco's frame also carries a second number, M600 470 D6, referred to in the papers, although it is not known where, or why, this number came to be on it. Documentation comprises the aforementioned email, plus another, earlier, email to the vendor.

**£8,000 - 10,000**

**€9,400 - 12,000**





224

**C.1975 YAMAHA 347CC TZ350**

Frame no. 383-994887

Engine no. R5-994887

Having experienced racing success with their very earliest 125 model, which translated satisfactorily into improved sales, Yamaha retained their interest in competition and continued to take part in racing. Entering 250cc races in 1957, they made a special bike for the job. Further racing followed, and factory machines had to compete with the all-conquering Honda multi-cylinder racers of the day, but developments led to the TD1, TD2 and TR2 air-cooled over-the-counter racers which formed the backbone of club racing the world over. These machines were eventually superseded in 1973 by the TZ models which featured water cooling – deemed necessary to prolong the racers' longevity. The TZ350 offered here was purchased by the deceased owner in 1991 from well-known dealer and collector Brian Verrall (purchase receipt on file), who had apparently obtained it from the Rochester Museum, where it had been on display. It is believed not to have been used during the present ownership, and, having been dry stored for a number of years, will require re-commissioning before further use by a new owner. Whilst the physical features of this machine indicate that it is of the earlier type of TZ350, made before 1976, the matching frame and engine numbers suggest that it may be later. For this reason, prospective bidders should satisfy themselves as to the age, prior to bidding. Documentation comprises the aforementioned purchase invoice, and a letter from Brian Verrall.

**£4,000 - 6,000**

**€4,700 - 7,100**



225

**1996 SUZUKI 800CC GSX-R750 TO 'BSB' SPECIFICATION**

Registration no. N507 NFB

Frame no. JS1GR7DA000502702

This very special GSX-R750 was built in 1997 for the vendor by TTS Performance, who were the engineers running Suzuki's official British Superbike Championship team together with Crescent Suzuki. It is a road bike to - broadly - BSB racing specification and not an out-and-out racer. When the new GSX-R750 SRAD was released by Suzuki in 1996, the vendor bought this one new from Fowlers Motorcycles Bristol and gave it to TTS. Apart from the Suzuka 8 Hours-style carbon/Kevlar endurance fairing (to accommodate headlights) and road going essentials like indicators and mirrors, this bike is very close to BSB specification, incorporating a lot of 1996 BSB parts that were surplus to requirements in 1997. The engine has been bored out (to 800cc) to provide more torque without the need for high revs. It also has raised compression and a gas-flowed cylinder head, and benefits from many hours of dynamometer setting up. The list of special parts includes WPS front forks, AP brakes and callipers, 42mm flat-slide carburettors, and lots of Yoshimura race parts including a full exhaust system. Only a few hundred miles have been covered since the 1997 rebuild (plus around 1,800 miles beforehand). In 2015, the Suzuki went back to TTS for a check-up, and it now has new tyres and modern all-electronic KOSO racing instrumentation in place of the previous bicycle-style speedometer.

**£4,000 - 6,000**

**€4,700 - 7,100**



**1999 HONDA CBR900RR FIREBLADE EVOLUTION TT100**

Registration no. X171 KBO

Frame no. JH2SC33A9XM300023

Engine no. SC33E2300034

- Number '10' of the limited edition
- Present ownership since June 2001
- 5,917 miles from new
- Honda main dealer serviced



In 1998 Honda won its 100th Isle of Man TT race when Jim Moodie rode a FireBlade to victory in the Production event despite stiff opposition from Yamaha's newly introduced R1. Knowing that things would be much tougher the following year, and with a new FireBlade some way away, Honda Britain commissioned Mick Grant and Russell Savory, the men in charge of its production racing programme, to develop an evolution of the stock Blade that would keep them in the hunt. The result was the FireBlade Evolution TT100.

First seen towards the end of 1998, the Evolution Blade featured a Marchesini single-sided swinging arm, Öhlins rear shock absorber and USD forks, Brembo brakes, 'ram air' induction, restyled bodywork, Stack instrumentation, HRC close-ratio gear cluster, gearbox quick shifter, Dymag wheels and a 22.5-litre fuel tank, the latter essential for two laps of the TT course. Savory's RS Performance tuned the engine, which retained the stock 918cc capacity but incorporated a balanced bottom-end, special camshafts, an up-rated ignition system and Keihin 41mm flat-slide carburettors. RS Performance quoted power as 165bhp at the crankshaft with 150bhp at the rear wheel; this compared with a standard machine on the same dynamometer giving 118bhp. In short: no expense was spared in building the Evolution FireBlade, a fact reflected in its £22,350 price tag.

It was intended that 250 Evolution models would be made to meet the homologation requirements but actual production fell far short of that, estimates of the numbers built ranging from as many as a quarter to as few as 20.

This example was delivered new by RS Performance of Hoddesdon, Hertfordshire to Thunder Road Motorcycles of Bridgend, Glamorgan in May 1999, and was purchased new from Thunder Road by one Mark Dunlop in January 2001. A few months later, with 599 miles recorded, the Honda was sold back to Thunder Road, from whom it was purchased by the current vendor in June 2001 (sales invoices on file).

Serviced and maintained by the same dealership throughout the vendor's ownership, the machine has covered 5,917 miles in total and is completely original, with no repairs or restoration. It has the limited edition plaque on the top yoke and comes complete with its original supplied extras: alternative rear shock spring; sprockets (15T and 43T); dual-seat kit; road exhaust can; short gear change rod; rear footrest hangers; Öhlins spanner and manual; rear paddock stand; bike cover; and relevant data sheets.

Accompanying documentation consists of a current MoT certificate, V5C Registration Certificate, and the aforementioned sales invoices.

**£8,000 - 10,000**

**€9,400 - 12,00**

227 N

## 2001 SUZUKI GSX-1300R HAYABUSA 'YOSHIMURA X1' BY KAINZINGER

Registration no. not UK registered

Frame no. JS1A1111200108691

Engine no. W701-126130

- *Unique specification*
- *Cost in excess of €100,000 to build*
- *Only 6,488 kilometres (approximately 4,000 miles) from new*
- *198bhp (at rear wheel)*
- *Standing ¼-mile in 9.851 seconds at 150.93mph*



The Japanese factories' abandonment of their voluntary 125bhp upper horsepower limit in the mid-1990s paved the way for a new generation of 'hyper-sports' bikes, the first of which was Honda's CBR1100XX Super Blackbird, launched in 1996. However, the 178mph Blackbird's reign as world's fastest production motorcycle only lasted until the arrival of Suzuki's Hayabusa in 1998. Boasting 1,300cc to the Honda's 1,100, the Hayabusa aced the Blackbird courtesy of a whopping 150-plus brake horsepower and a top speed of 193mph, at which velocity the speedometer would be registering over 200mph... Despite exploring limits hitherto unknown to production road bikes, the wind tunnel-styled Hayabusa proved as stable at 170mph as it was at 70. 'Riding the Hayabusa is like grabbing a surface-to-air missile by its fins and riding the mother at a distant target,' enthused Bike magazine. However, scare stories in the press about 200mph road-going motorcycles soon caused a rethink in Japan, and today's hyper-sports roadsters are electronically limited to a top speed of 300km/h (186mph) which, if nothing else, made the early pre-limited examples all the more collectible.

Shortly after the Hayabusa's launch, legendary tuning firm Yoshimura developed a very special 'X1' version to race in the prestigious Suzuka 8-Hours race's prototype class in 1998, which it won.

A road-going replica of the race bike soon followed, albeit one that retained most of the stock Hayabusa, only 100 of which were made. Producing a measured 190bhp at the rear wheel and weighing under 200kg dry, the Hayabusa X1 possessed a mind-boggling power-to-weight ratio. When one was tested by Performance Bikes magazine in 2006, the resulting 0-100mph time of 5.44 seconds and 188.73mph top speed made the X1 the fastest machine they had tested at that time.

But for some people, too much is never enough, which explains the rationale behind the machine offered here. The owner wanted a powerful and unique motorcycle, very close to the Suzuka class-winning X1 but one that nevertheless could be used at weekends on the roads surrounding the Italian lakes. Based on a brand new Suzuki Hayabusa, taken straight from the crate, this machine has been extensively upgraded using only the best parts available, including many from Yoshimura, the aim being to surpass the specification and performance of the X1.

The Hayabusa was specially built (in 10 months) and delivered to the current owner in Milan in November 2001 by tuning guru Herbert Kainzinger of Hockenheim, Germany, who had been entrusted with this ambitious project.





Yoshimura parts fitted include a full Tri-Oval titanium exhaust system, aluminium fuel tank, camshafts, and a footrest kit. Cooled by a larger aluminium radiator, hand-made by a German Formula 1 specialist, the engine was bored out to 1,400cc and fitted with a modified cylinder head, Pankl titanium con-rods, and a lightened, balanced, and nitrided crankshaft. A reworked air box, complete with BMC filter, enables the motor to breathe more efficiently. The engine has since been returned to the stock 1,300cc in the interests of long-term reliability, a move that has made almost no difference to its performance.

The chassis benefits from a reworked and stiffened rear sub-frame and a (shorter) GSX-R750 swinging arm. Machined from billet, adjustable triple-clamps hold Öhlins FG170 superbike forks, while the rear shock absorber and steering damper are also by Öhlins. Brake discs are by Spiegler, front callipers and radial master cylinder by Nissin (Honda WSBK specification), and the racing rear calliper by Brembo. The Marchesini wheels were specially made for this machine. The fairing and seat are X1, and the Hayabusa positively drips with titanium fastenings and carbon-fibre goodies. Kainzinger's detailed invoice for in excess of €100,000 is on file together with a full listing of the machine's specification (far too lengthy to reproduce here).

We are advised that the Kainzinger Hayabusa weighs less than 200kg (440lbs) in road trim and handles like a Supersport 600. Maximum power/torque figures - at the rear wheel - are 201PS (198bhp) at 10,400rpm and 155Nm (114lb/ft) at 8,300rpm respectively (dynamometer printout available). This unique machine has covered only 6,488 kilometres (approximately 4,000 miles) from new and is presented in exceptional condition.

This Hayabusa has been featured in three magazines: 'PS' in Germany, 'Option Moto' in France, and 'Motociclismo' in Italy. In its September 2004 edition, 'Motociclismo' said: 'Our dyno was shocked as it never registered 200PS at the wheel... Our tester was fired out to the ¼-mile at 242.9km/h (150.93mph) in only 9.851 seconds, absolute record in our testing history....' Copies of these magazines are on file together with extensive documentation and Italian registration papers. This unique motorcycle also comes with a cover, a battery charger, and front and rear stands.

**£16,000 - 20,000**

**€19,000 - 24,000**



228

**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 but in the event needed no work. Tested by Rick Parkington for Classic Bike magazine (copy on file), 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 (original supplied). Kept in a heated garage as part of a private collection since purchase, the machine is offered with a V5C document.

**£3,800 - 4,500**

**€4,500 - 5,300**



229

**1968 HONDA 49CC Z50M 'MONKEY BIKE'**

Registration no. YYY 93F

Frame no. Z50M-103273

Engine no. Z50ME-113224

With the launch of the CZ100 in 1960, Honda created the class of machine known as 'monkey bikes', so called because of their diminutive stature. The power unit was the C100 step-thru's reliable four-stroke single. An ultra-short wheelbase, small wheels and a vestigial fuel tank were all features of a machine which, in the case of the folding handlebar version, could be fitted into the boot of a car. An important milestone in Monkey development was reached in 1974 with the launch of the Z50J, which featured front and rear suspension like a 'proper' motorcycle while retaining the overhead-camshaft engine and 8" wheels, first seen on the Z50M and Z50A respectively. Immensely popular as paddock transport the world over, Monkeys are currently much in vogue, with a flourishing owners club in the UK. This Z50M Monkey was sold new via Tippetts Motors of Tolworth, and in July 1972 was purchased from its first private owner by the lady vendor's late father. Last taxed to the end of June 1973, it has been kept in dry storage and will require re-commissioning and the usual safety checks before further use. The machine is offered with its original old-style logbook, an owner's manual, correspondence, and an invoice for a new seat.

**£1,800 - 2,200**

**€2,100 - 2,600**

**No Reserve**





230

**1977 HONDA CB400F**

Registration no. RPJ 273R

Frame no. CB400F-1070486

Engine no. CB400F-E-1066284

Now regarded as one of the classics of the 1970s, the Honda 400 Four first appeared in 1974. The motorcycling press described the CB400F as 'the poor boy's muscle bike', its combination of a four-cylinder, overhead-camshaft engine in a 250-sized package endowed it a performance better than many 500s. With a stylish 4-into-1 exhaust, six gears, and rear-set footrests, it was every boy-racer's dream and a huge commercial success. Comparing it to the opposition, Bike magazine reckoned the CB400 'represents a brilliantly engineered concept. It retains its appeal on several fronts: it's a four-stroke, and an awful lot of people are biased towards four-strokes; it's as quick as the two-strokes, yet on average road use will give considerably better fuel consumption; its handling is noticeably better than the two-strokes; and who can dispute that it's easily the best sounding 400?' Clean, rust free, completely original, and in generally excellent condition, with under 9,000 miles recorded since new, this CB400F was owned for several years by a young lady whose motorcycling ambitions outstripped her courage, so it stayed in her garage. Other than un-seizing the front brake calliper and a polish, nothing was required to make the machine roadworthy when bought in November 2011. It has had a few short outings since then, starts 'on the button', and is much admired by motorcyclists of all ages when parked up. Kept in a heated garage as part of a private collection since purchase, the machine is offered with a V5C document.

**£4,500 - 5,000**

**€5,300 - 6,000**



231 N

**1974 HONDA CB350F**

Registration no. not UK registered

Frame no. CB350F 1070159

Engine no. CB350FE 1068436

Honda followed its sensational CB750 of 1968 with a range of smaller fours, the first of which - the CB500 - appeared in 1971. The half-litre newcomer was just as well specified as its larger brother, boasting an overhead-cam engine, five-speed gearbox, electric starter, and disc front brake. A 347cc version appeared the following year catering for riders who valued the refinement of a four yet wanted the lower running and insurance costs of a 350. Apart from a reduced cylinder bore and detail changes to tyre sizes, gearing, silencers and rear brake, the CB350F was almost identical to the 500. At the time, the CB350F was the smallest capacity multi-cylinder motorcycle ever to enter volume production. Produced into 1974, the model was sold in Europe but never officially imported into the UK where the CB350 twin was the preferred offering. Currently displaying a total of 32,160 kilometres (approximately 20,000 miles) on the odometer, this example of a Honda four only rarely seen in the UK was purchased from the first owner earlier this year. Serviced in 2015, the machine is described by the vendor as in generally very good condition and un-restored apart from a new exhaust system. Accompanying documentation consists of the original purchase invoice and Netherlands registration papers. The machine also comes with two sets of keys and an owner's manual.

**£3,000 - 4,000**

**€3,500 - 4,700**





232 N

**1974 YAMAHA 347CC YR5**

Registration no. not UK registered

Frame no. R5-132544

Engine no. R5-041697

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 exciting 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 those of the TD2 and TR3 racers, so good handling was assured. Introduced in 1970, the YR5 was superseded by the reed-valve induction RD350 in 1973. This beautiful YR5 was purchased this year from a collector (its third owner) having been restored in 2012. Serviced approximately 3,000 kilometres ago (the current odometer reading is 42,920 kilometres - approximately 26,700 miles), it is described by the vendor as running and in generally very good condition. The machine is offered with Netherlands registration papers and comes with keys. It should be noted that the engine is of earlier manufacture than the frame.

**£3,000 - 4,000**

**€3,500 - 4,700**



233

**C.1974 SUZUKI GT750**

Registration no. JHU 125N

Frame no. GT750 63824

Engine no. GT750 70126

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. This example was imported from the USA circa 2012. Since then the engine has been rebuilt by a member of the 'Kettle Club' using genuine Suzuki parts, and the carburettors overhauled by another Club member. Rather than restore them, it was decided to leave the paintwork and chrome original as they were in such good condition. A total of 32,124 miles is currently displayed on the odometer. Offered with V5C registration certificate and fresh MOT.

**£4,500 - 6,000**

**€5,300 - 7,100**





234

**1980 HONDA 1,047CC CBX**

Registration no. NFA 262W

Frame no. CB1 2015233

Engine no. CB1E 2015369

Introduced in 1978 to a motorcycle public already in thrall to the superb Honda CB750 'Four', Honda produced another brilliant bike, the CBX, a twin-overhead-cam, transverse six-cylinder road bike, with a mechanical specification hitherto reserved for exotic super-cars. The appearance, 130 mph performance, presence and sound-track matched the specification. This original example was previously owned by a fastidious CBX Club member who rebuilt it to show standards (complete specification on file), doing only around 2,000 miles in 14 years! Purchased by the vendor in 2009, it was intended for 'best' alongside a companion CBX, but remained virtually unused, kept in a heated garage and carefully maintained. In absolutely splendid condition and with 31,800 miles shown, complete with V5C, this lovely example is ready to resume its concours career, subject to re-commissioning for the road.

**£9,500 - 10,500**

**€11,000 - 12,000**



235

**1989 HONDA 850CC VFR750R RC30**

Registration no. F21 EGN

Frame no. RC30-2100061

The vendor purchased this RC30 in March 1996 and was told by the previous owner that it was an ex-race bike tuned by Paul Mascal and refitted with its original road-going parts. The Honda was then sent for a full restoration to TTS Performance where it was discovered that the engine had an increased compression ratio and a home-made enlarged sump. The cylinder bores were in poor condition so it was decided to increase capacity to 850cc using JE pistons. In addition, the cylinder head was gas-flowed and the original carburettors cleaned and rejetted. Super Unleaded petrol is mandatory, and the engine runs a little better at low revs with a little Sunoco race fuel added. After the machine had been stripped, the frame and swingarm were polished, the front and rear suspension replaced with custom parts from WPS, and the brakes upgraded with Harrison Billet 6-pot callipers. When the Honda returned home, the vendor was amazed at the improvement in performance and handling. Since the rebuild, the RC30 has been to the Isle of Man for TT fortnight twice and has done two track days, all back in 1997/1998. Since then it has had very occasional use and has sat unriden for six-plus years after a house move. It was recently fully serviced by Louigi Moto and has new tyres.

**£10,000 - 14,000**

**€12,000 - 17,000**





236 N

**1987 HONDA XBR500**

Registration no. not UK registered

Frame no. PC15-5001023

Engine no. PC15E-0000712

In its formative years as a motorcycle manufacturer, Honda had always preferred twin-cylinder (and later multi-cylinder) engines for capacities above 250cc, single-cylinder engines being the norm for road models with a capacity of 125cc or less. With the increasing importance of the North American off-road market - where the single-cylinder engine reigned supreme - Honda and its Japanese rivals began to manufacture singles in capacities of 500cc and upwards, a state of affairs that led to the development of a succession of purely road-going derivatives. One of the most interesting of these new Hondas was the XBR500 of 1985, the styling of which was unashamedly 'retro', apart from the Comstar wheels. The dry-sump, radial four-valve motor featured electric starting and delivered its claimed 44bhp via a five-speed gearbox, while the entire ensemble weighed in at around 380lbs. Representing a rare opportunity to acquire one of these collectible Honda singles, the one-previous-owner example offered here is described by the vendor as standard and in generally very good condition. A total of 39,125 kilometres (approximately 24,300 miles) is currently displayed on the odometer. The machine is offered with Netherlands registration papers.

**£2,000 - 2,500**

**£2,400 - 3,000**



237

**1989 KAWASAKI 748CC ZXR750**

Registration no. F597 MBU

Frame no. ZX750H-008135

Engine no. ZX750FE-034264

In common with other Japanese manufacturers, Kawasaki produced a number of small-capacity machines, which were popular enough at home, but failed to enthrall the international market. In an attempt to crack the export market, they then tried reviving some of the old Meguro models, but again failed to make a dent. It was only when they came up with the 250cc Samurai that things began to change in their favour. Following with the 350cc Avenger and then the mercurial 500cc Mach III 'widow-maker', they had discovered the magical formula to captivate the international motorcyclist's heart; ultimate performance. With their range of triples, followed by the Z900 four, they continued the success, and eventually came up with the Ninja series of machines in 1983. The name was used on various machines of differing capacities from that time, and is still current today. The ZXR750 was a race-replica version of the 16-valve GPX750R, with higher performance, an E-box frame, and full fairing. F597 MBU was purchased by the deceased owner in 1992 from Knott Mill Kawasaki (purchase invoice on file) and appears to have seen only limited use in his ownership. It displays an odometer reading of 16,635 miles, but has been standing for a number of years, and will therefore require re-commissioning before further use by a new owner. Documentation comprises an old type V5, together with a sales brochure, an owner's manual, and the aforementioned purchase invoice.

**£1,000 - 1,500**

**£1,200 - 1,800**

**No Reserve**





238 N

**2000 MV AGUSTA 750CC F4 S**

Registration no. not UK registered

Frame no. ZCGF400ABYV001139

Engine no. Y00600

Introduced to the public at the 1998 Milan Show, the F4 has already become part of MV legend. In a publicity masterstroke, the factory announced that, most unusually, production would commence with a limited edition run of just 300 very special F4s: the 'Serie Oro' (Gold Series). Production, at the leisurely rate of just three machines per day, commenced late in 1999 at MV's new factory at Cassinetta di Biandronno, Varese. Once the batch of Serie Oro models had been completed, the factory commenced manufacture of the mainstream F4 S (Strada). The F4 was designed by the late Massimo Tamburini, creator of the Ducati 916, and its inspired styling stands out above all else. Now almost 20 years old, the F4 would still look futuristic if it were to be released as a new model today. It is a most fitting tribute to Tamburini's genius. This MV Agusta F4 S was purchased this year from a collector (its second owner). Currently displaying a total of 36,020 kilometres (approximately 22,400 miles) on the odometer, the machine was fully serviced circa 16,000 kilometres ago and is reported to be in 'as new' condition. Netherlands registered, the machine comes with two keys and an owner's manual.

**£7,000 - 8,000**

**€8,300 - 9,400**



239 N

**2000 APRILIA 997CC RSV MILLE**

Registration no. not UK registered

Frame no. ZD4MEA000YS000940

Engine no. V990-690455

Having grown steadily throughout the 1980s, Aprilia entered the 1990s with ambitious expansion plans that included a top-of-the-range, 1,000cc superbike. Rather than face the expense of developing a four, Aprilia commissioned its engine supplier, Rotax, to draw up a v-twin, choosing a compact 60-degree layout rather than the 90-degree arrangement favoured by rivals Ducati and Honda. Twin balancer shafts were included to tame vibration, while the use of dry sump lubrication enabled the engine to be mounted lower in the aluminium-alloy, beam-type frame. The RSV Mille debuted at the Milan show towards the end of 1997, with deliveries commencing in 1998. Ever since then the RSV has earned consistent praise from professional journalists and enthusiastic owners alike for its unique blend of superlative high performance, Italian character and Japanese build quality. The current (first) owner purchased this RSV from a dealer in 2010. Fully serviced in the summer of 2016, the machine displays a total of 37,657 kilometres (approximately 23,400 miles) on the odometer and is described by the vendor as in generally very good, 'as new' condition. A sports exhaust system is the only notified deviation from factory specification. Offered with Belgian registration papers.

**£2,000 - 2,500**

**€2,400 - 3,000**





240

**1997 DUCATI 996CC 916 SPS**

Registration no. R12 SPS

Frame no. ZDMH100AAVB000113

This bike is number '177' from the original homologation run of only 200 916 SPS models produced for the 1997 season. The vendor was at the Isle of Man TT in 1997 when Gleave Engineering's Ducati 916 SPS crashed at Union Mills in the production race. Their bike was a mess but repairable. Gleave were clearly out of the TT, but a friend told the vendor that they were thinking of selling their spare SPS (new and still in its original shipping crate) to raise funds for the rest of the season. The vendor jumped at the chance to get hold of one of these all but unobtainable machines. After collection from Gleave, the Ducati sat in its crate for a while, but in March 1998 was registered, unpacked, fuelled, fitted with the carbon race exhausts (which came with it) and taken to a local Ducati dealer for PDI. Since then it has covered around 1,800 dry miles and remains in mint condition; it even has the original tyres. 'R12 SPS' has been maintained by the vendor's local Ducati specialist, Louigi Moto, and has recently had a major service (receipts available) and is ready to go. The original road exhausts, crate-stand and a side panel from the Ducati packing crate are included in the sale.

**£8,000 - 10,000**

**€9,400 - 12,000**



241

**1996 DUCATI 955 SPA**

Registration no. N113 WPA

Frame no. ZDM916S007106

Engine no. ZDM955W4\*000023

Introduced for 1994, the Massimo Tamburini-styled 916 superbike and its subsequent evolutions captured the motorcycling public's imagination and established Ducati as one of the world's foremost brand names. Within a short time the original 916 Strada was superseded by the Biposto (two-seat) version and the higher specification SP ('Sport Production'). In 1996 Ducati offered the broadly similar SP3, which was followed by the ultra-exclusive 916 SPS ('Sport Production Special') that used a 996cc engine. Also during 1996, a small number of 955 SPA ('Sport Production America') models was completed for homologation in AMA Superbike racing. Although the 955cc engine also went into the over-the-counter racers, its only use in a road-going Ducati was in the US-only 955 SPA of 1996. Independently imported as a new motorcycle and first registered in June 1996, this rare and highly collectible Ducati 955 SPA was purchased by the vendor's late father, its fourth owner, in August 2004 (sales invoice on file). The machine has been securely stored since its owner passed away in August 2015, and has been started regularly. The odometer reading is circa 14,000 miles. Accompanying documentation consists of a quantity of expired MoTs, a V5C Registration Certificate and sundry invoices, including some from marque specialists, Pro Twins. Carbon-fibre fairing panels are fitted.

**£13,000 - 15,000**

**€15,000 - 18,000**

**No Reserve**



242

## 1983 DUCATI 864CC MIKE HAILWOOD REPLICA

Registration no. A243 GLN  
Frame no. DM900R1 905188  
Engine no. 908099

- *Iconic race replica*
- *Featured in Motor Cycle News in 1983*
- *Present ownership since 2006*



A landmark model that kept Ducati afloat during the 1980s, the Hailwood Replica owes its existence to Mike's legendary Isle of Man TT comeback victory in the 1978 Production Race riding an ex-works NCR bike entered and prepared by Manchester-based Ducati dealer, Sports Motor Cycles. Out of top-flight bike racing for seven years and away from the Island for eleven, Mike took on and beat the might of the Honda works team to win the Formula 1 TT at record speed. Ducati lost little time in capitalising on this outstanding success, launching a road-going replica the following year.

Like the race-bike, the MHR was based on the production 900SS, but - inevitably - had much more in common with the latter than the former. Most obvious difference was the full fairing finished in red, green and white, complemented by a glassfibre tank and racing seat. In fact, on the very earliest examples the 'tank' hid a steel fuel reservoir, glassfibre being illegal in the UK for tanks. Mechanical changes were confined to lighter wheels, usually by Campagnolo, and improved Brembo brakes, while the MHR's performance was pretty much the same as that of the 900SS: around 135mph flat-out.

The MHR offered here, registered 'A243 GLN', is the machine tested by Motor Cycle News for the report published in their edition of 19th October 1983 (copy on file). Captioning one of the photographs MCN said: 'Whatever you think about Ducatis, you can't escape the fact (that) the Hailwood, resplendent in its bright red and green livery, is among the most handsome machines on the road.'

The Ducati was acquired by the current vendor in 2006 and has not been used since 2008. It features a Harris twin-headlamp bikini 'endurance' fairing (a contemporary after-market accessory); a 'bevel gazer' transparent cam cover; braided stainless steel brake hoses; an aircraft-style fuel filler cap; and a Keihan SS exhaust system. Described by the vendor as in generally good condition, the machine will nevertheless require re-commissioning and the customary safety checks before returning to the road. Offered with a V5C document.

**£10,000 - 14,000**  
**€12,000 - 17,000**

Please note this lot is subject to 20% import tax

243 Ω

## 1978 MV AGUSTA 750 AMERICA MAGNI

Frame no. 221 05 55

Engine no. 221 04 19

- *Rare Magni-converted MV Agusta*
- *Modified in the 1980s and in 2008*
- *Registered in Switzerland*



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

In 1949 Count Domenico Agusta tempted Remor away from Gilera to design MV Agusta's first four-cylinder race engine. Magni followed him in 1950 as chief mechanic and later managed the racing department during MV's Grand Prix 'golden age'. At the height of its powers the Italian team could command the services of the world's finest riders, among them Sandford, Ubbiali, Surtees, Provini, Hailwood, Read and Agostini, and under Magni's direction MV won no fewer than 75 World Championships.

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

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





First registered in Germany in April 1978, this MV Agusta America was imported from Germany into Switzerland in 1985, and since then has had only two owners. In the early 1980s the machine was sent to the Magni workshop for its initial modification, being upgraded with a Magni chrome-molybdenum frame, bored out cylinder block (its present capacity is not known), and a Magni exhaust system.

In 2008 the machine returned to Magni and was further upgraded with a chain drive conversion kit, Magni magnesium wheels, and a race fairing with the 'Magni' logo incorporated into the paintwork. This Magni-converted MV has participated in numerous classic events including the Retro-Moto de Saint Cergue at Vaud, Switzerland (2009, 2011, 2013, 2015); the Coupes Moto Légende at Dijon, France (2010); and the Sunday Ride Classique at Le Castellet, France (2009, 2013, 2015, 2016). The machine is offered with a Swiss Carte Grise, while the following original parts are included in the sale: a set of aluminium wheels, Magni chain cover, transmission case and parts, light mounts, front mudguard, brake lines, rear sprocket, and a pair of silencers.

**£45,000 - 55,000**

**€53,000 - 64,000**



The ex-works, NCR, Sports Motor Cycles,  
Roger Nicholls, Isle of Man TT Formula 1

## 1977 DUCATI 905CC PRODUCTION RACING MOTORCYCLE

Frame no. 014

Mike Hailwood's 1978 Isle of Man TT comeback ride is the stuff of legend. Out of top-flight bike racing for seven years and away from the Island for eleven, he took on and beat the might of the Honda works team to win the Formula 1 TT at record speed.

Hailwood's machine was entered by Manchester-based Ducati dealership, Sports Motor Cycles Ltd, which had come tantalisingly close to victory in the previous year's inaugural Formula 1 race with the machine offered here. It was ridden by Roger Nicholls (Mike's team-mate in '78) and led Phil Read's works Honda on the penultimate lap by 20 seconds. With weather conditions worsening, Honda gambled that the race would be stopped and waved Read through after seeing Nicholls stop to refuel. Shortly afterwards the race was indeed stopped, so Read won despite his Honda being destined to run out of fuel! Thus the first TT F1 World Championship went to Read and Honda.

The Hailwood and Nicholls bikes were part of a small batch of around 25 such machines built by the legendary NCR race shop in Italy for TT Formula 1 and FIM Coupe d'Endurance racing. 'NCR' stood for the names of its founders, ex-factory race mechanics Giorgio Nepoti, Rino Caracchi and Luigi Rizzi, although after Rizzi's early departure the 'R' stood for Racing.

NCR was founded in 1967 in the small town of Borgo Panigale on the outskirts of Ducati's hometown of Bologna. Situated a stone's throw from the Ducati factory, NCR functioned as the semi-official race team from the early 1970s, there being no direct works involvement at that time, although factory engineers and mechanics routinely assisted favoured privateers. The Nepoti/Caracchi philosophy was that everything could be improved, lightened or made more powerful, and like all truly great tuners they paid attention to the smallest detail in the knowledge that racing would inevitably expose any weaknesses. Their emblem, a speeding cartoon dog wearing a helmet, is known the world over.

- Originally a works endurance racer
- Purchased directly from Sports Motorcycles
- Present ownership since 1982
- Rebuilt in 2010



Roger Nicholls, 1977 Formula 1 TT © FoTTofinders



Loading at the border © Pats Slinn

Greg Pullen began a lifelong love affair with motorcycles in the sports tripped and Barry Sheene era, growing up in rural Wiltshire during the 1960s and 1970s. An obsession with motorcycles and faster foot soon led to a Ducati obsession that has included winning far too many to admit to his wife.

Trained as a chartered surveyor specialising in old buildings, these days Greg still lives in Wiltshire, riding and writing for magazines that have included Ches, Air Bike, Classic Bike Guide and his own publication, Borgo. He is also the author of books for the Crowood Press on Ducati, Grand Prix racing, MotoGP and Honda V4s.

Pat Slinn, like his father before him, started at BSA and worked in their export market department. An accomplished all-rounder, he has competed in many international like Day Trips on self-built motorbikes, even competing against Steve McQueen.

Pat eventually moved to Ducati, culminating in being part of Mike Hailwood's 1978 and 79 TTs and working with Tony Patten to bring Ducati three Formula Two World Championships. He also participated, retirement in hand, in the 1978 Isle of Man TT motorcycle event including annual pilgrimages to the Isle of Man where he shared handshakes with many of motorcycle racing legends.

Beginnings, part 1: an island race

Beginnings, part 2: the Ducati legend is born

Ducati people and the TT

The single years and Ducati's first TT wins

A TT in decline

Developing the 750 for racing

A change of direction – and withdrawal from racing

The race to 1978

Mike Hailwood and Ducati reunited

The big show, part 1

The big show, part 2

Dogged determination

Where are they now?

Ducati's TT results 1958-1980

EAS ISBN 978-0-9602583-0-5



## DUCATI & THE TT

- TWO LEGENDS. ONE STORY -

Ducati and the Isle of Man TT: two legends, one story? Not necessarily that much. In the mid-1970s, the TT was thought to be too long on gas, too slow, and unable to attract the top of the Japanese motorcycle industry and the new found glamour of Grand Prix racing. Despite this, Ducati and the TT persevered and, despite both almost disappearing, started growing again largely thanks to the efforts of a few individuals that they could win a TT with a Ducati.

In fact, almost nobody, but a few good men led by Steve Wynne, believed. Ducati could rise to the pinnacle of respected back in the 1970s. The glorious achievements of the Sports Motorcycles team and Mike Hailwood in 1978, and their subsequent rebuilding offered its regular that glory are the climax of this book that brings from perspective and insight into a story many find odd, despite the crossing the fascinating truth.

This story starts with the surprising victory that the first Isle of Man TT races were for each, and that Ducati had been in business for over 20 years before they built their first motorcycle. Yet now they are both successfully associated with two people racing and have built themselves, far regularly created paths, bringing four World Championships to Ducati.

This, then, is the history of both these wonderful icons of the motorcycle world and how their world's collided. It also tells in full for the first time how the reluctant returned to motorcycle racing in Australia before attempting his TT comeback, along with new insights into the motor, along with the race and the people he inspired.

- FROM BEGINNINGS TO 1980 -  
BY GREG PULLEN WITH CONTRIBUTIONS AND FOREWORD BY PAT SLINN  
© BENZINA PUBLISHING





Nicholls' 1977 TT F1 Ducati - '014', the machine offered here - was collected from the Ducati factory in the spring of that year by Sports Motor Cycles' co-director, Pat Slinn, who at that time was working from the UK importer, Coburn & Hughes. It was originally built as an endurance racer and has a special frame incorporating eccentric chain adjusters at the swinging arm ends and similar mounts for the footrests. These arrangements are quite unlike those of the production frame and were intended to speed up pit-stops, the adjustable footrests making it easier to accommodate riders of different heights.

In 1973 Benjamin Grau and Salvador Canellas had scored an emphatic victory at the Barcelona 24 Hours race riding a works bike entered by Ducati's Spanish offshoot, Mototrans. Contemporary photographs of the Grau/Canellas machine show a frame identical to the Nicholls one and also the same cats bevel towers that mate specifically to the 60-degree cylinder heads. Pat Slinn, a frequent visitor to both the Ducati factory and NCR, tells us that he never saw these on another machine. Sadly, the Ducati factory no longer retains any records relating to the 1970s endurance-racing programme.

Before the Ducati was loaded into the van to bring it back to the UK, factory tester/engineer Franco Farné fired it up and rode up and down outside the race shop to show that it worked! The machine had not been touched since its last endurance race and the Sports Motor Cycles team had plenty of work to do to prepare it for the TT.

As collected in 1977, the ex-endurance racer was fitted with Scarab callipers (soon replaced by Brembo), Campagnolo alloy wheels, contact-points ignition, a high-level exhaust system, separate seat and tank, and a Ducati fairing complete with quick filler. The fairing and seat/tank unit currently fitted are Sports Motor Cycles' copies of the works items fitted to Hailwood's 1978 TT-winning Ducati, and were on this machine when the current vendor purchased it from Sports Motor Cycles' proprietor, Steve Wynne, in 1982.

The accompanying bill of sale, dated 20th October 1982, lists Mike Hailwood, Phil Read, Tom Heron, Alex George, Tony Rutter, Roger Marshall, Steve Tonkin, Steve Manship and Eddie Roberts as having ridden the ex-Nicholls Ducati, though by no means all of them raced it.

As received, the Ducati came with Brembo Goldline brake callipers, Dymag alloy wheels and a different exhaust system. When raced by Roger Nicholls, the bike wore the earlier black Brembo 'shaved' callipers and Campagnolo wheels, and had longer silencers. When campaigned by the factory it would have had Scarab callipers, matching black Marzocchi forks and different bodywork.

The engine is particularly worthy of note. There are no crankcase numbers but superficially it looks like a normal 750cc 'round case' (i.e. no spin-on oil filter or narrowed oil reservoir). NCR preparation included the crankshaft being lightened and polished, and the cylinders bored out to take larger liners. We are advised that the latter have an 88mm bore which, combined with the stock 74.4mm stroke, results in a capacity of 905cc. Thicker-than-standard cylinder studs were fitted by Sports Motorcycles.



The cylinder heads have a narrower-than-standard valve angle of 60 degrees while several parts are magnesium (i.e. the clutch cover, camshaft end-support bearing covers, upper bevel bearing housings, tappet covers and supports for the lower bevels). The oil breather is made entirely from aluminium – normally there is a plastic cover and plastic internal ‘gallery’. It has the stock oil feed to an oil cooler taken from behind the points. The points housing itself has had the condenser clamps machined off (presumably to make it easier and quicker to change). In addition, the alternator cover and gear selector cover have been lightened by removing the ‘DUCATI’ lettering, and the location of the kick-start shaft has an aluminium plug.

The gearbox is a close-ratio, three-dog unit with hollow layshaft and split bushes for 2nd and 5th gears. A sintered bronze dry clutch is housed in the early-style magnesium clutch cover. Primary/secondary drives are by straight-cut gears, radically lightened by NCR. Front suspension is by Marzocchi and uses the early fork leg that has only two mounting studs per side.

During 1982/83 the Ducati was ridden by Gordon Farmer at Mallory Park, Donington Park, Brands Hatch and the Isle of Man, but has not been run since. Because of the high compression ratio, Avgas was used and special (quieter) exhausts made to satisfy the scrutineers.

The Ducati was then stripped and the crankshaft rebuilt with new con-rods/big-ends in approximately 1984/85 by Alec McFazden. It was at this time that new Asso pistons were obtained (see bill on file) and new cylinder liners made and fitted. The frame was checked by Brian Capper/Anthony Ainslie and then it and the swinging arm were re-coated as the paint was particularly poor.

From 1985 to 2002 the vendor was working overseas and the dismantled Ducati was kept in boxes at his house. The rebuild commenced in July/August 2010 and was finished by September, including refitting the previous exhaust system. The vendor advises us that he started the machine a few months ago and that it sounded wonderful! Included in the sale is a spare Solec ignition pack that needs repair; it only fires one spark plug and needs a set of new NiCad batteries.

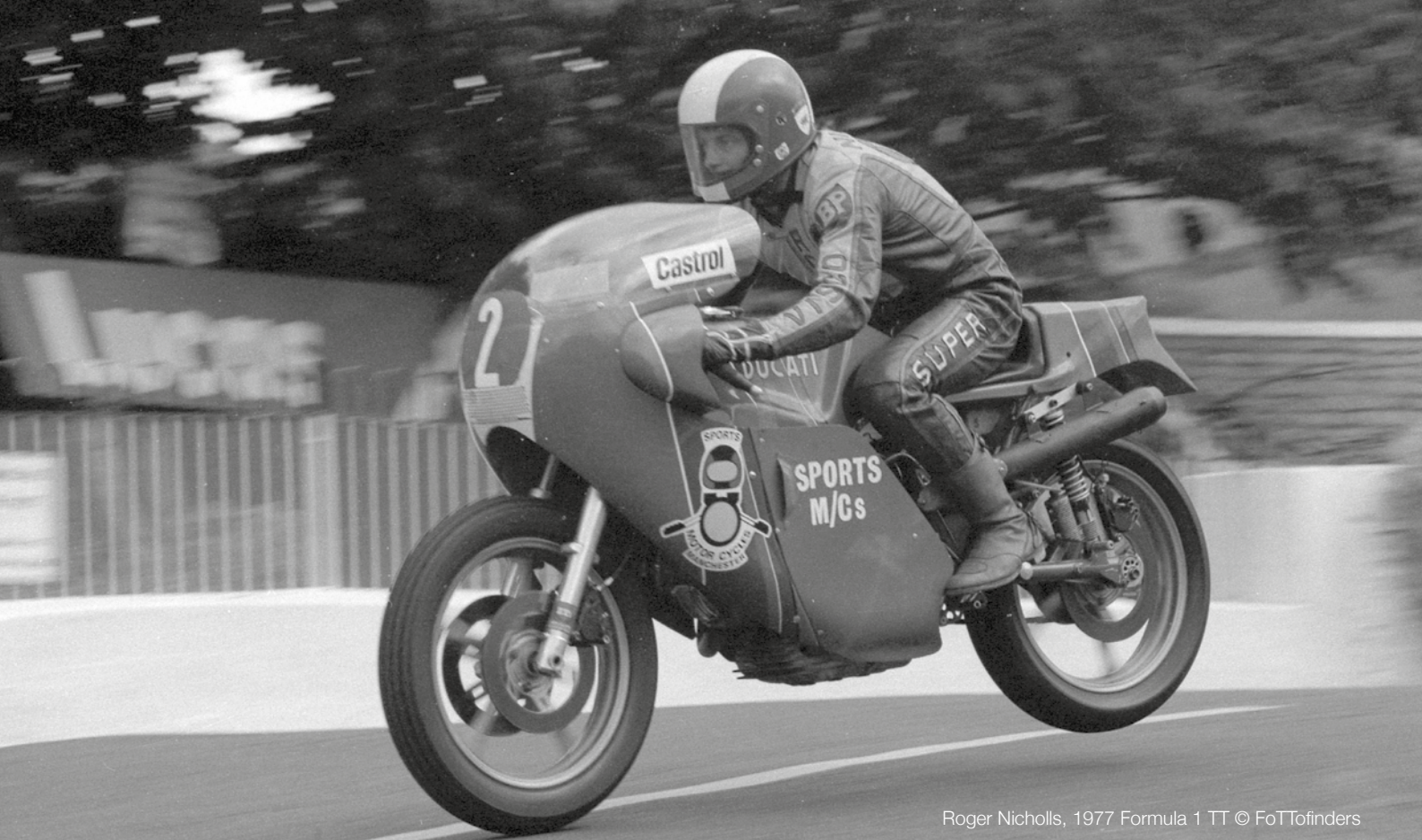
Works or ex-works Ducati v-twins with Isle of Man TT history are exceptionally rare and only infrequently offered for sale. ‘014’ represents a possibly a once-in-a-lifetime opportunity for the discerning collector to own one of these legendary racing motorcycles.

Bonhams would like to thank Pat Slinn, Steve Wynne, and Livio Lodi, Museum Curator at Ducati Motor SpA, for their assistance in preparing this description.

**£55,000 - 75,000**

**€65,000 - 88,000**





Roger Nicholls, 1977 Formula 1 TT © FoTTofinders



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## 1979 HARRIS MAGNUM MARK 1 KAWASAKI Z1000 TT FORMULA 1 RACING MOTORCYCLE

Registration no. FYG 115T

Frame no. HP868

Engine no. KZT00A087947

- Original racing machine
- 2015 Isle of Man F1 Classic TT 'P1' category winner
- Engine rebuilt 2015
- Road registered



One of the most famous names in frame building, the Harris brothers - Steve and Lester - have been in business as Harris Performance Products since 1972. Engineers as well as motorcycle racers, they built their first frame – a tubular steel design with mono-shock rear suspension – to house a Suzuki Super Six engine.

The Harris mono-shock rear end proved immensely successful and was used for a variety of frames housing (mainly) two-stroke racing engines. Their first venture into the world of production-based, large-capacity four-strokes came in 1980 when they built a Kawasaki Z1-engine machine for the TT Formula 1, which was raced very successfully by Andy Goldsmith and Mike Trimby. This design gave rise to the celebrated Magnum frame, which would be adapted to take engines from all the major Japanese manufacturers and prove an immense commercial success for Harris over the next decade. In the TT Formula 1 class, Harris Performance machines were raced by many famous riders including Mick Grant, John Newbold, Phil Read, Steve Parish, Martin Lunde, and Trevor Nation to name but a few.

First registered on 18th July 1979, this collectible future classic is an original racing motorcycle. Ridden by Anthony Redmond, this machine won the 2015 F1 Classic TT 'P1' category for privateer machines, being awarded a Silver Replica with a fastest lap of 107.202mph and a top speed through the 'trap' of 148.47mph. Timing and results sheets come with it, together with photographs of the machine competing in the Classic TT.

The Kawasaki Z1000 engine was fully overhauled for the 2015 Classic TT including a completely rebuilt crankshaft, all new bearings throughout, new con rods, and new Wiseco race pistons (standard bore). Other noteworthy features include race camshafts and valve springs, a special Barnett 9-plate competition clutch assembly, Keihin CR 33mm carburettors, and Electrex self-generating ignition (no battery required). Built with no expense spared, the engine was fully set up by Anthony 'Slick' Bass, who has worked with some of the greatest riders of modern times including Joey Dunlop, Steve Hislop, Scott Russell, Niall Mackenzie, Ron Haslam, Robert Dunlop and Carl Fogarty.





The rolling chassis consists of a Harris Magnum frame and swinging arm, Harris adjustable fork yokes, Marzocchi M1R forks (as fitted to the works Ducati 851s), a Paoli fully adjustable rear shock absorber, and Marvic race wheels: 3.5x17" front, 4.5x17" rear. Other noteworthy features include a Harris Magnum fuel tank, Ducati 300mm semi-floating front discs, Brembo Gold Line 4-pot front callipers, Brembo Gold rear calliper, braided brake hoses, new chain and sprockets, NRP 4-2-1 race exhaust system, Scitsu rev counter, Pingle high-flow fuel tap, and an oil cooler.

This rare Harris Magnum is ready to race or parade; it also comes with a V5 registration document and could be the ultimate street machine should the fortunate next owner so desire. Original and stunning, this machine turns heads wherever it goes and would be an enviable addition to any collection.

**£10,000 - 12,000**

**€12,000 - 14,000**



246

*The ex-**Texaco Heron Team Suzuki***

## **1976 SUZUKI RG500 XR14 RACING MOTORCYCLE**

Frame no. 11065

- *Ultra-rare factory machine*
- *From the Barry Sheene, John Williams, John Newbold era*
- *Bought from Grand Prix rider, Rob Bron*
- *Meticulously restored*
- *Running condition*



Six years out of Grand Prix racing, Suzuki returned in 1973 with a TR500 twin for works rider Jack Findlay, and, after what was essentially an interim season, was ready to take on the MV 'four' and Yamaha's TZ500. The Hamamatsu firm already had plenty of experience of square-four engines in the form of the defunct RZ63 250, and this compact layout was revived for its new premier-class racer: the RG500. Like its quarter-litre predecessor, the RG500 employed disc valve induction and separate geared-together crankshafts driving a six-speed transmission via an intermediate gear. Bore/stroke dimensions of 56x50.5mm were used and a maximum output of 90bhp at 10,500rpm claimed. This state-of-the-art power unit was housed in a conventional tubular-steel duplex-loop frame.

In 1974, Britain's rising star Barry Sheene, winner of the '73 FIM Formula 750 Championship on a Suzuki TR750, rode his works RG500 to a debut 2nd place in the season-opening French Grand Prix behind Phil Read's MV. Inevitably though, there were teething problems, chiefly associated with engine seizures and wayward high-speed handling. Sheene ended the season 6th in the World Championship.

The RG500 was revised for 1975 and now produced around 100bhp. Sheene's season was curtailed by a sickening high-speed crash at Daytona in March, but he bounced back to take his and the RG500's first 500cc World Championship victory at Assen later in the year. A second win, at Anderstorp, helped him to 6th in the Championship again.

Suzuki altered the factory RG's engine for 1976, adopting the 'classic' dimensions of 54x54mm bore/stroke and fitting seven-port cylinder barrels. The two bikes built to this specification were reserved for Barry Sheene, while the other factory riders - John Williams and John Newbold - continued to use the earlier engine. Power increased only marginally, but more importantly the design was now fully sorted and reliable, enabling Sheene to win five of the six World Championship rounds he contested and finish 2nd in the other, bringing Suzuki its first title in Grand Prix racing's premier class.

The machine offered here is a stunning example of the works Texaco Heron Team Suzuki RG500 Mark 1 - the XR14 - and has the 56x50.5mm engine. The frame has two serial numbers: a Suzuki RG500 number, '11065', while the other - stamped 'T500 28193' - is that of a T500 roadster. This was a common practice at that time and is an important part of the bike's history.





At that time, factory teams travelling from race to race had to use carnets, which were a complex customs document required by countries such as Czechoslovakia. To facilitate the speedy importation of their race bikes, many teams simply stamped a road-bike number on the frame and took a logbook with them.

As a factory machine, this motorcycle differs in several ways from the customer Suzuki RG500 Mark 1. While most customer machines of the period had alloy Campagnolo or spoked wire wheels, this machine has the very rare Suzuki-manufactured XR14 magnesium wheels, as recorded in the 1976 edition of Motocourse. It also has the factory four-bolt brake discs, unlike the customer six-bolt version. Note the early rev counter starting at 5,000rpm - these bikes were peaky and had a narrow power band. Other noteworthy features include the factory handmade billet fork legs, as opposed to the normal cast units; these were also of larger diameter and air assisted, features only found on factory bikes at the time.

The frame is the early type with provision for an integral oil reservoir, which the very early bikes had to feed the disc valves. However, this arrangement was soon superseded by removing the pump and using pre-mix fuel.

The provision for feeding oil to the disc valves can still be seen on the disc valve covers. Other features of the factory machines were the 'aero' fuel filler as opposed to the screw type, and the 'duck bill' style factory fairing for improved aerodynamics.

The current owner purchased this XR14 some 30 years ago from Dutch Grand Prix rider Rob Bron. Sold as an ex-Barry Sheene bike, it was untidy but still had the Texaco livery. Subjected to a full restoration, the Suzuki spent most of its later life indoors on display before being sold by Bonhams at Stafford in October 2006 (Lot 643). However, a few years later the seller bought it back and treated the machine to a second 'last nut and bolt' complete restoration, since when it has only been run twice - at the Goodwood Festival of Speed in 2015 and 2016 - where it performed faultlessly. Its last appearance was at the British MotoGP round at Silverstone for the Barry Sheene Tribute on 4th September this year. We are advised that all the internals are good, and that one of the few changes made is the provision of new tyres.

A machine of this pedigree - meticulously restored and recently run - rarely comes to the market. Bonhams is once again pleased to offer this outstanding piece of Grand Prix racing history.

**£45,000 - 55,000**

**£53,000 - 65,000**

247 N

*The ex-Des Heckle*

## 1969 YAMAHA 250CC TD1C SPRINTER

Engine no. TD1C-000168

- Rebuilt by Yamaha Grand Prix mechanic and founder of the Yamaha Classic Team, Ferry Brouwer
- Historic, record-breaking Yamaha
- Offered with a letter from Des Heckle outlining its history



Ferry Brouwer and Des Heckle, Stafford, 2016



This record-breaking Yamaha sprinter was built for the 1970 season by established sprinting star Des Heckle following a request from Peter Padgett of Padgett's of Batley. Padgett's supplied the Yamaha TD1C racing engine, which Des installed in a frame designed by him and fabricated by Keith Stephenson.

The machine had its first outing at Topcliffe in April 1970, and Des rode it a further 24 times that season, being unbeaten with a best quarter-mile time of 11.74 seconds and best flying quarter-mile speed of 134mph. At the NSA's Elvington meeting in September 1970, the Heckle Yamaha set two new world records: standing kilometre (22.835 seconds) and standing mile (33.26 seconds).

At the end of 1971/beginning of 1972, Des sold the sprinter (minus its Padgett-supplied engine) to a Mr B L White of Wolverton, Buckinghamshire.

The machine later passed into the ownership of Graham Head, from whom it was purchased by former Yamaha Grand Prix mechanic and founder of the Yamaha Classic Team, Ferry Brouwer. Rebuilt by Ferry using a correct Yamaha TD1C engine, the ex-Heckle sprinter was reunited with its creator at the Stafford Show in April 2016. This historic, record-breaking Yamaha sprinter is offered with a period MCN press cutting, period photographs, and a letter from Des Heckle outlining its history.

**£6,400 - 6,800**

**€7,600 - 8,000**



Bidders must satisfy themselves as to the description and condition of each lot prior to bidding. All lots are sold "as is/where is" with all defects and faults.



248



250



249



251

248

#### **C.1976 'MINARELLI' 50CC RACING MOTORCYCLE**

Frame no. to be advised Engine no. to be advised  
Minarelli was founded in Bologna, Italy in 1951 by Vittorio Minarelli and Franco Morini, who set up Fabbrica Bolognese Motori (FBM) to build lightweight motorcycles. Among Minarelli's first complete motorcycles were the 125cc Gabbiano two-stroke and 200cc Vampir four-stroke. In 1954 the company began to produce 48cc moped engines, which were supplied to a host of independent manufacturers world wide, and in 1956 gave up motorcycle manufacture to concentrate on its proprietary engine business. The identity of this restored Minarelli-engined motorcycle has not been positively established, though its frame bears a passing resemblance to that of the Cimatti Sagittario, an Italian 'Sixteener Special' imported briefly during the mid/late 1970s. There are no documents with this Lot.

**£2,000 - 3,000**

**€2,400 - 3,500**

**No Reserve**

249

#### **1961 BIANCHI 203CC RACING MOTORCYCLE**

Frame no. to be advised Engine no. 235457  
Founded in the late 1890s, Bianchi made little impact outside Italy before WW2. In the post-war period, the company's road range consisted mainly of lightweights, the mainstay of production being 175cc models like the Sandro Colombo-designed Tonale. Styled as only the Italians know how and featuring a unitary construction overhead-cam engine, duplex loop frame, and full-width alloy hubs, the Tonale must have seemed years in advance of its British contemporaries. This Bianchi racer is based on the broadly similar '203' model. Purchased in a dismantled state, it has been the subject of ongoing restoration and is described as in generally good condition (the megaphone silencer is still to be fitted). There are no documents with this Lot.

**£1,800 - 2,200**

**€2,100 - 2,600**

**No Reserve**

250

#### **1975 BENELLI 125 2C**

Registration no. KHK 859N Frame no. 9487 Engine no. 8652  
Founded by the six Benelli brothers in Pesaro, Italy in 1911, Benelli started out as a general engineering firm, turning to the manufacture of automotive and aircraft components in WWI. Benelli launched a plethora of new models in the 1970s, 125cc and 250cc twins among them. Constructed and styled along similar lines, the duo shared identical crankcase/gearbox castings. The engines were conventional piston-ported, air-cooled two-strokes and were housed in compact duplex-loop frames. Later models came with alloy cylinders, electronic ignition, an improved front fork, alloy wheels and a Brembo front disc brake in place of the original Grimeca drum. This example of a rarely seen Italian lightweight was acquired by the current vendor in 2009 and restored in 2015, although a speedometer and battery are still needed. Offered with a V5C document.

**£1,500 - 1,800**

**€1,800 - 2,100**

**No Reserve**

251

#### **1981 MOTO MORINI 344CC '3 1/2' STRADA PROJECT**

Registration no. PRJ 905W Frame no. 19198 Engine no. 19198  
Before the arrival of its family of 72-degree v-twin roadsters, Morini's reputation had rested mainly on its highly successful double-overhead-cam single-cylinder racers. An entirely different approach was adopted for the v-twins: each cylinder's two valves were pushrod-operated by a single camshaft, while the combustion chambers were located in the piston crowns. Coupled to a six-speed gearbox, this superb motor's performance belied its lack of capacity, endowing the lightweight, nimble-footed Morini with a top speed of around 100mph. This '3 1/2' Strada was purchased by the current owner from North Leicester Motorcycles in 1993 and has been in storage since 1997. Currently displaying a believed-genuine 35824 miles on the odometer, the machine is offered for restoration and sold strictly as viewed. It is suspected that the engine may be seized. Offered with old-style V5.

**£500 - 700**

**€590 - 830**

**No Reserve**



252 N

**1954 MOTO GUZZI 64CC CARDELLINO**

Frame no. CCT93

Engine no. BNF44

Two-strokes did not feature in the Moto Guzzi range until after WW2, when the extraordinarily successful Motoleggera 65 put a whole generation of Italians on two wheels. A larger version of this air-cooled rotary-valve single - the 98cc Zigolo - first appeared at the Milan Show in 1953 alongside the Cardellino (goldfinch), which was a development of the original Motoleggera, retaining the 64cc engine of its predecessor while benefiting from a new, stronger frame. Early in 1956 the Cardellino was updated with a telescopic fork and full-width alloy hubs and later that same year a 73cc version was announced. Further developed and enlarged (to 83cc) the Cardellino remained in production until 1965. Like most Italian lightweights, the Cardellino was light-years in advance of its British contemporaries, being reliable, comfortable, and endowed with excellent roadholding and handling despite rather crude suspension. We are advised that this Cardellino is currently in the hands of only its third owner. Restored in 2008, the machine is described as in 'very nice' condition and offered with a Netherlands registration certificate (Kentekenbewijs).

**£2,300 - 2,800**

**€2,700 - 3,300**



253

**1959 MV AGUSTA 83CC OTTANTATRE**

Registration no. 476 UYK

Frame no. 83551083

Engine no. 83551051

After the launch of its first production four-stroke - a 175cc, overhead-camshaft, unit-construction single - in 1952, MV followed up with a succession of related models. The smallest of these was the Ottantatre (the name means '83', referring to both the engine's capacity in cubic centimetres and the model's dry weight in kilograms) which featured an overhead-valve engine with inclined cylinder, suspended beneath a spine-type frame. The engine's maximum output of 3.69bhp was transmitted via a three-speed gearbox, giving a top speed of around 45mph, though the Ottantatre's exceptional frugality - up to 200mpg was claimed - would have been of greater interest to the majority of potential customers. Like their larger siblings, the small MVs were relatively expensive, which explains why so few of these the exquisitely engineered and undeniably very pretty little bikes were sold in the UK. This Ottantatre was imported by North Leicestershire Motorcycles and first registered (to the current vendor) in this country on 1st March 2015. Benefiting from new tyres, new front wheel bearings, a new front wheel rim, and new chain/sprockets, the machine comes with a dating certificate and V5C document.

**£1,500 - 2,000**

**€1,800 - 2,400**

**No Reserve**





254

**1976 MOTO MORINI 344CC 3½ STRADA**

Registration no. SDN 378P

Frame no. 07252

Engine no. 07252

Moto Morini manufactured motorcycles from 1937 and, in later years, endured the all-too-familiar round of corporate problems, various ownerships, and reincarnations. From 1973 they produced the 3 ½ V-twin which was imported to the UK from 1974. Purchased in 2002 as a non-runner, the vendor restored this machine over a two-year period. He rebuilt the engine and gearbox, refurbishing anything found to be deficient, including all new bearings. The frame was powder coated, new fork stanchions were fitted, plus new Hagon shock absorbers, new tyres, and an electronic ignition system. It was regularly used thereafter, until the end of 2012 but, having been garaged since then, will require re-commissioning. Paperwork comprises a current V5C, two service manuals, a parts book, and a quantity of receipts/invoices.

**£1,500 - 1,800**

**€1,800 - 2,100**

**No Reserve**



255

**1987 MOTO GUZZI 346CC V35 IMOLA II**

Registration no. D885 NBA

Frame no. PS13487

Engine no. PS002489

From their inception in 1920, Moto Guzzi were destined always to produce technically interesting motorcycles. Initially, and for many years, associated with their horizontal in-line, four stroke engines, they eventually added a v-twin model in 1933. The first transverse Guzzi shaft drive v-twin was the 700 V7 announced at the end of 1965. This was the beginning of the v-twin Guzzis as most people know them, and led to a range of differing sizes from 350 to 1400cc. The V35 was introduced in 1976, along with the V50, and ran until 1987. The V35 Imola was launched in 1979, as little more than a re-style, but was followed in 1984 by the Imola II which featured four-valve cylinder heads for the first time on a production model. The machine offered here is from the final year of production of the Imola II. D885 NBA was purchased by the deceased owner in 1990 from White City Motorcycles (purchase invoice on file) and appears to have seen only limited use in his ownership. It displays an odometer reading of 25389 miles, but has been standing for a number of years, and will therefore require re-commissioning before further use by a new owner. Documentation comprises an old type V5, together with an owner's manual, service log, old MoT certificate, and the aforementioned purchase invoice.

**£800 - 1,200**

**€940 - 1,400**

**No Reserve**



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*'one-of-one', Chinese Red*

**1951 VINCENT 'RED' WHITE**

**SHADOW SERIES-C**

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*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 do reserve the right at our sole discretion to refuse admission to our premises or to any Sale 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 to refuse any bid, to nominate any bidding increment we consider appropriate, to divide any *Lot*, to combine two or more *Lots*, to withdraw any *Lot* from a Sale and, before the Sale has been closed, to put up any *Lot* for auction again. Auction speeds can exceed 100 *Lots* to the hour and bidding increments are generally about 10%. However these do vary from Sale to Sale and from *Auctioneer* to *Auctioneer*. Please check with the department organising the Sale for advice on this. Where a *Reserve* has been applied to a *Lot*, the *Auctioneer* may, in his absolute discretion, place bids (up to an amount not equalling or exceeding such *Reserve*) on behalf of the *Seller*. We are not responsible to you in respect of the presence or absence of any *Reserve* in respect of any *Lot*. If there is a *Reserve* it will normally 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

We do not accept bids from any person who has not completed and delivered to us one of our *Bidding Forms*, either our *Bidder Registration Form*, *Absentee Bidding Form* or *Telephone Bidding Form*. You will be asked for proof of identity, residence and references, which, when asked for, you must supply if your bids are to be accepted by us. Please bring your passport, driving licence (or similar photographic proof of identity) and proof of address. We may request a deposit from you before allowing you to bid. We may refuse entry to a Sale to any person even if that person has completed a *Bidding Form*.



Bidding in person

You should come to our *Bidder* registration desk at the *Sale* venue and fill out a *Bidder* Registration Form on (or, if possible, before) the day of the *Sale*. The bidding number system is sometimes referred to as "paddle bidding". You will be issued with a large card (a "paddle") with a printed number on it. This will be attributed to you for the purposes of the *Sale*. Should you be a successful *Bidder* you will need to ensure that your number can be clearly seen by the *Auctioneer* and that it is your number which is identified as the *Buyer's*. You should not let anyone else use your paddle as all *Lots* will be invoiced to the name and address given on your *Bidder* Registration Form. Once an invoice is issued it will not be changed. If there is any doubt as to the *Hammer Price* of, or whether you are the successful *Bidder* of, a particular *Lot*, you must draw this to the attention of the *Auctioneer* before the next *Lot* is offered for *Sale*. At the end of the *Sale*, or when you have finished bidding please return your paddle to the *Bidder* registration desk.

Bidding by telephone

If you wish to bid at the *Sale* by telephone, please complete a Telephone *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 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*. It is in your interests to return your form as soon as possible, as if two or more *Bidders* submit identical bids for a *Lot*, the first bid received takes preference. In any event, all bids should be received at least 24 hours before the start of the *Sale*. Please check your Absentee *Bidding Form* carefully before returning it to us, fully completed and signed by you. It is your responsibility to check with our Bids Office that your bid has been received. This additional service is complimentary and is confidential. Such bids are made at your own risk and we cannot accept liability for our failure to receive and/or place any such bids. All bids made on your behalf will be made at the lowest level possible subject to *Reserves* and other bids made for the *Lot*. Where appropriate your bids will be rounded down to the nearest amount consistent with the *Auctioneer's* bidding increments. New *Bidders* must also provide proof of identity and address when submitting bids. Failure to do this will result in your bid not being placed.

Bidding via the internet

Please visit our *Website* at <http://www.bonhams.com> for details of how to bid via the internet.

Bidding through an agent

Bids will be accepted as placed on behalf of the person named as the principal on the *Bidding Form* although we may refuse to accept bids from an agent on behalf of a principal and will require written confirmation from the principal confirming the agent's authority to bid. 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 or the identity of his principal) 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. Subject to the above, please let us know if you are acting on behalf of another person when bidding for *Lots* at the *Sale*.

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.

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*. 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*. You should be alert to this possibility of changes and ask if there have been any.

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 £50,000 of the *Hammer Price*  
12% from £50,001 of the *Hammer Price*
- (b) Automobilia  
25% up to £50,000 of the *Hammer Price*  
20% from £50,001 to £1,000,000 of the *Hammer Price*  
12% from £1,000,001 of the *Hammer Price*

The *Buyer's premium* is payable for the services to be provided by *Bonhams* in the *Buyer's Agreement* which is contained in the *Catalogue* for this *Sale* and for the opportunity to bid for the *Lot* at the *Sale*.

On certain *Lots*, which will be marked "AR" in the *Catalogue* and which are sold for a *Hammer Price* of €1000 or greater (converted into the currency of the *Sale* using the European Central Bank Reference rate prevailing on the date of the *Sale*), the *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to the payment of royalties under the Artists ReSale Right Regulations 2006. The *Additional Premium* will be a percentage of the amount of the *Hammer Price* calculated in accordance with the table below, and shall not exceed €12,500 (converted into the currency of the *Sale* using the European Central Bank Reference rate prevailing on the date of the *Sale*).

<i>Hammer Price</i>	Percentage amount
From €0 to €50,000	4%
From €50,000.01 to €200,000	3%
From €200,000.01 to €350,000	1%
From €350,000.01 to €500,000	0.5%
Exceeding €500,000	0.25%

8. VAT

The prevailing rate of VAT at the time of going to press is 20%, but this is subject to government change and the rate payable will be the rate in force on the date of the *Sale*.

- The following symbols are used to denote that VAT is due on the *Hammer Price* and *Buyer's Premium*:
- † VAT at the prevailing rate on *Hammer Price* and *Buyer's Premium*
  - Ω VAT on imported items at the prevailing rate on *Hammer Price* and *Buyer's Premium*
  - \* VAT on imported items at a preferential rate of 5% on *Hammer Price* and the prevailing rate on *Buyer's Premium*

- G Gold bullion exempt from VAT on the *Hammer Price* and subject to VAT at the prevailing rate on the *Buyer's Premium*
- Zero rated for VAT, no VAT will be added to the *Hammer Price* or the *Buyer's Premium*
- α *Buyers* from within the EU: VAT is payable at the prevailing rate on just the *Buyer's Premium* (NOT the *Hammer Price*). *Buyers* from outside the EU: VAT is payable at the prevailing rate on both *Hammer Price* and *Buyer's Premium*. If a *Buyer*, having registered under a non-EU address, decides that the item is not to be exported from the EU, then he should advise *Bonhams* immediately.

In all other instances no VAT will be charged on the *Hammer Price*, but VAT at the prevailing rate will be added to *Buyer's Premium* which will be invoiced on a VAT inclusive basis.

9. PAYMENT

It is of critical importance that you ensure that you have readily available funds to pay the *Purchase Price* and the *Buyer's Premium* (plus VAT and any other charges and *Expenses* to us) in full before making a bid for the *Lot*. If you are a successful *Bidder*, payment will be due to us by 4.30 pm on the second working day after the *Sale* so that all sums are cleared by the eighth working day after the *Sale*. Unless agreed by us in advance payments made by anyone other than the registered *Buyer* will not be accepted. Payment will have to be by one of the following methods (all cheques should be made payable to *Bonhams* 1793 Limited). *Bonhams* reserves the right to vary the terms of payment at any time.

**Cash:** you may pay for *Lots* purchased by you at this *Sale* with notes, coins or travellers cheques 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, notes or travellers cheques;

**Bank transfer:** you may electronically transfer funds to our *Trust Account*. If you do so, 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  
Account Name: *Bonhams* 1793 Limited Trust Account  
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.

**Debit cards:** there is no additional charge for purchases made with personal debit cards, issued by a UK bank. Debit cards issued by an overseas bank, deferred and company debit cards and all credit cards will be subject to a 2% surcharge;

**Credit cards:** Visa and MasterCard only. Please note there is a 2% surcharge on the total invoice value when payments are made using credit cards. It may be advisable to notify your card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay. If you have any questions with regard to payment, please contact our Customer Services Department.

**China UnionPay (CUP) debit cards:** No surcharge for using CUP debit cards will apply on the first £100,000 invoiced to a *Buyer* in any *Sale*; a 2% surcharge will be made on the balance over £100,000.

## 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

Please refer all enquiries to our shipping department on:  
Tel: +44 (0)20 8963 2850/2852 Fax: +44 (0)20 8963 2805  
Email: [shipping@bonhams.com](mailto:shipping@bonhams.com)

## 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 licencing arrangements can be found on the ACE website <http://www.artscouncil.org.uk/what-we-do/supporting-museums/cultural-property/export-controls/export-licensing/> or by phoning ACE on +44 (0)20 7973 5188. The need for import licences varies from country to country and you should acquaint yourself with all relevant local requirements and provisions. The refusal of any import or export licence(s) or any delay in obtaining such licence(s) shall not permit the rescission of any *Sale* nor allow any delay in making full payment for the *Lot*. Generally, please contact our shipping department before the *Sale* if you require assistance in relation to export regulations.

## 13. CITES REGULATIONS

Please be aware that all *Lots* marked with the symbol Y are subject to CITES regulations when exporting these items outside the EU. These regulations may be found at <http://www.defra.gov.uk/ahvla-en/imports-exports/cites/> or may be requested from:

Animal Health and Veterinary Laboratories Agency (AHVLA)  
Wildlife Licencing  
Floor 1, Zone 17, Temple Quay House  
2 The Square, Temple Quay  
BRISTOL BS1 6EB  
Tel: +44 (0) 117 372 8774

## 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 10 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. *Bidders* should be aware that the importation of watches such as Rolex, Frank Muller and Corum into the United States is highly restricted. These watches may not be shipped to the USA and can only be imported personally.

## 17. FIREARMS – PROOF, CONDITION AND CERTIFICATION

### Proof of Firearms

The term "proof exemption" indicates that a firearm has been examined at a Proof House, but not proved, as either (a) it was deemed of interest and not intended for use, or (b) ammunition was not available. In either case, the firearm must be regarded as unsafe to fire unless subsequently proved. Firearms proved for Black Powder should not be used with smokeless ammunition.

The term "Certificate of Unprovability" indicates that a firearm has been examined at a Proof House and is deemed both unsuitable for proof and use. Reproof is required before any such firearm is to be used.

### Guns Sold as Parts

Barrels of guns sold as parts will only be made available for sleeving and measurements once rendered unserviceable according to the Gun Barrel Proof Act of 1968 to 1978 and the Rules of Proof.

### Condition of Firearms

Comment in this *Catalogue* is restricted, in general, to exceptional condition and to those defects that might affect the immediate safety of a firearm in normal use. An intending *Bidder* unable to make technical examinations and assessments is recommended to seek advice from a gunmaker or from a modern firearms specialist. All prospective *Bidders* are advised to consult the ° of bore and wall-thickness measurements posted in the saleroom and available from the department. *Bidders* should note that guns are stripped only where there is a strong indication of a mechanical malfunction. Stripping is not, otherwise, undertaken. Guns intended for use should be stripped and cleaned beforehand. Hammer guns should have their rebound mechanisms checked before use. The safety mechanisms of all guns must be tested before use. All measurements are approximate.

### Original Gun Specifications Derived from Gunmakers

The Sporting Gun Department endeavours to confirm a gun's original specification and date of manufacture with makers who hold their original records.

## Licensing Requirements

### Firearms Act 1968 as amended

*Bonhams* is constantly reviewing its procedures and would remind you that, in the case of firearms or shotguns subject to certification, to conform with current legislation, *Bonhams* is required to see, as appropriate, your original registered firearms dealer's certificate / shot gun certificate / firearm certificate / museum firearms licence / Section 5 authority or import licence (or details of any exemption from which you may benefit, for instance Crown servant status) for the firearm(s) you have purchased prior to taking full payment of the amount shown on your invoice. Should you not already be in possession of such an authority or exemption, you are required to initially pay a deposit of 95% of the total invoice with the balance of 5% payable on presentation of your valid certificate or licence showing your authority to hold the firearm(s) concerned.

Please be advised that if a successful *Bidder* is then unable to produce the correct paperwork, the *Lot(s)* will be reoffered by *Bonhams* in the next appropriate *Sale*, on standard terms for *Sellers*, and you will be responsible for any loss incurred by *Bonhams* on the original *Sale* to you.

In the case of RFD certificates and Section 5 authorities, we wish to keep an up-to-date copy on file. Please supply us with a Fax or photocopy. It would be helpful if you could send us an updated copy whenever your certificate or authority is renewed or changed.

*Lots* marked 'S1' and bearing red labels are Section 1 firearms and require a valid British Firearms certificate, RFD Licence or import licence.

*Lots* marked 'S2' and bearing blue labels are Section 2 firearms and require a valid British Shotgun certificate, RFD licence or import licence.

*Lots* marked 'S5' and bearing specially marked red labels are Section 5 prohibited firearms and require a valid Section 5 Authority or import licence.

*Lots* marked with a 'S58' and bearing yellow labels are for obsolete calibres and no licence is required unless ammunition is held.

Unmarked *Lots* require no licence.

Please do not hesitate to contact the Modern Sporting Gun Department should you have any queries.

## Taxidermy and Related Items

As a *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

### ~ Ruby and Jadeite

Ruby and jadeite gemstones of Burmese (Myanmar) origin may not be imported into the US. Rubies and jadeite of non-Burmese origin require certification before import into the US and it is the *Buyer's* responsibility to obtain all relevant and required export/import licences, certificates and documentation before shipping. Failure by the *Buyer* to successfully import goods into the US does not constitute grounds for non payment or cancellation of *Sale*. *Bonhams* will not be responsible for any additional costs in this regard howsoever incurred.

### Gemstones

Historically many gemstones have been subjected to a variety of treatments to enhance their appearance. Sapphires and rubies are routinely heat treated to improve their colour and clarity, similarly emeralds are frequently treated with oils or resin for the same purpose. Other treatments such as staining, irradiation or coating may have been used on other gemstones. These treatments may be permanent, whilst others may need special care or re-treatment over the years to retain their appearance. *Bidders* should be aware that *Estimates* assume that gemstones may have been subjected to such treatments. A number of laboratories issue certificates that give more detailed *Descriptions* of gemstones. However there may not be consensus between different laboratories on the degrees, or types of treatment for any particular gemstone. In the event that *Bonhams* has been given or has obtained certificates for any *Lot* in the *Sale* these certificates will be disclosed in the *Catalogue*. Although, as a matter of policy, *Bonhams* endeavours to provide certificates from recognised laboratories for certain gemstones, it is not feasible to obtain certificates for each *Lot*. In the event that no certificate is published in the *Catalogue*, *Bidders* should assume that the gemstones may have been treated. Neither *Bonhams* nor the *Seller* accepts any liability for contradictions or differing certificates obtained by *Buyers* on any *Lots* subsequent to the *Sale*.

### Estimated Weights

If a stone(s) weight appears within the body of the *Description* in capital letters, the stone(s) has been unmounted and weighed by *Bonhams*. If the weight of the stone(s) is stated to be approximate and does not appear in capital letters, the stone(s) has been assessed by us within its/their settings, and the stated weight is a statement of our opinion only. This information is given as a guide and *Bidders* should satisfy themselves with regard to this information as to its accuracy.

### Signatures

#### 1. A diamond brooch, by Kutchinsky

When the maker's name appears in the title, in *Bonhams'* opinion the piece is by that maker.

#### 2. A diamond brooch, signed Kutchinsky

Has a signature that, in *Bonhams'* opinion, is authentic but may contain gemstones that are not original, or the piece may have been altered.

#### 3. A diamond brooch, mounted by Kutchinsky

Has been created by the jeweller, in *Bonhams'* opinion, but using stones or designs supplied by the client.

## 20. PHOTOGRAPHS

### Explanation of Catalogue Terms

- "Bill Brandt": in our opinion a work by the artist.
- "Attributed to Bill Brandt": in our opinion probably a work by the artist, but less certainty to authorship is expressed than in the preceding category.
- "Signed and/or titled and/or dated and/or inscribed": in our opinion the signature and/or title and/or date and/or inscription are in the artist's hand.
- "Signed and/or titled and/or dated and/or inscribed in another hand": in our opinion the signature and/or title and/or date and/or inscription have been added by another hand.

- The date given is that of the image (negative). Where no further date is given, this indicates that the photographic print is vintage (the term "vintage" may also be included in the *Lot Description*). A vintage photograph is one which was made within approximately 5-10 years of the negative. Where a second, later date appears, this refers to the date of printing. Where the exact printing date is not known, but understood to be later, "printed later" will appear in the *Lot Description*.
- Unless otherwise specified, dimensions given are those of the piece of paper on which the image is printed, including any margins. Some photographs may appear in the *Catalogue* without margins illustrated.
- All photographs are sold unframed unless stated in the *Lot Description*.

## 21. PICTURES

### Explanation of Catalogue Terms

The following terms used in the *Catalogue* have the following meanings but are subject to the general provisions relating to *Descriptions* contained in the *Contract for Sale*:

- "Jacopo Bassano": in our opinion a work by the artist. When the artist's forename(s) is not known, a series of asterisks, followed by the surname of the artist, whether preceded by an initial or not, indicates that in our opinion the work is by the artist named;
- "Attributed to Jacopo Bassano": in our opinion probably a work by the artist but less certainty as to authorship is expressed than in the preceding category;
- "Studio/Workshop of Jacopo Bassano": in our opinion a work by an unknown hand in a studio of the artist which may or may not have been executed under the artist's direction;
- "Circle of Jacopo Bassano": in our opinion a work by a hand closely associated with a named artist but not necessarily his pupil;
- "Follower of Jacopo Bassano": in our opinion a work by a painter working in the artist's style, contemporary or nearly contemporary, but not necessarily his pupil;
- "Manner of Jacopo Bassano": in our opinion a work in the style of the artist and of a later date;
- "After Jacopo Bassano": in our opinion, a copy of a known work of the artist;
- "Signed and/or dated and/or inscribed": in our opinion the signature and/or date and/or inscription are from the hand of the artist;
- "Bears a signature and/or date and/or inscription": in our opinion the signature and/or date and/or inscription have been added by another hand.

## 22. PORCELAIN AND GLASS

### Damage and Restoration

For your guidance, in our *Catalogues* we detail, as far as practicable, recorded all significant defects, cracks and restoration. Such practicable *Descriptions* of damage cannot be definitive, and in providing *Condition Reports*, we cannot *Guarantee* that there are no other defects present which have not been mentioned. *Bidders* should satisfy themselves by inspection, as to the condition of each *Lot*. Please see the *Contract for Sale* printed in this *Catalogue*. Because of the difficulty in determining whether an item of glass has been repolished, in our *Catalogues* reference is only made to visible chips and cracks. No mention is made of repolishing, severe or otherwise.

## 23. VEHICLES

### The Veteran Car Club of Great Britain

#### Dating Plates and Certificates

When mention is made of a Veteran Car Club Dating Plate or Dating Certificate in this *Catalogue*, it should be borne in mind that the Veteran Car Club of Great Britain using the services of Veteran Car Company Ltd, does from time to time, review cars already dated and, in some instances, where fresh evidence becomes available, the review can result in an alteration of date. Whilst the Club and Veteran Car Company Ltd make every effort to ensure accuracy, the date shown on the Dating Plate or Dating Certificate cannot be guaranteed as correct and intending purchasers should make their own enquiries as to the date of the car.

## 24. WINE

*Lots* which are lying under Bond and those liable to VAT may not be available for immediate collection.

### Examining the wines

It is occasionally possible to provide a pre-*Sale* tasting for larger parcels (as defined below). This is generally limited to more recent and everyday drinking wines. Please contact the department for details.

It is not our policy to inspect every unopened case. In the case of wines older than 20 years the boxes will usually have been opened and levels and appearance noted in the *Catalogue* where necessary. You should make proper allowance for variations in ullage levels and conditions of corks, capsules and labels.

### Corks and Ullages

Ullage refers to the space between the base of the cork and the wine. Ullage levels for Bordeaux shaped bottles are only normally noted when below the neck and for Burgundy, Alsace, German and Cognac shaped bottles when greater than 4 centimetres (cm). Acceptable ullage levels increase with age; generally acceptable levels are as follows:

Under 15 years old – into neck or less than 4cm  
15 to 30 years old – top shoulder (ts) or up to 5cm  
Over 30 years old – high shoulder (hs) or up to 6cm

It should be noted that ullages may change between publication of the *Catalogue* and the *Sale* and that corks may fail as a result of transporting the wine. We will only accept responsibility for *Descriptions* of condition at the time of publication of the *Catalogue* and cannot accept responsibility for any loss resulting from failure of corks either before or after this point.

### Options to buy parcels

A parcel is a number of *Lots* of identical size of the same wine, bottle size and *Description*. The *Buyer* of any of these *Lots* has the option to accept some or all of the remaining *Lots* in the parcel at the same price, although such options will be at the *Auctioneer's* sole discretion. Absentee *Bidders* are, therefore, advised to bid on the first *Lot* in a parcel.

### Wines in Bond

Wines lying in Bond are marked Δ. All *Lots* sold under Bond, and which the *Buyer* wishes to remain under Bond, will be invoiced without VAT or Duty on the *Hammer Price*. If the *Buyer* wishes to take the *Lot* as Duty paid, UK Excise Duty and VAT will be added to the *Hammer Price* on the invoice.

*Buyers* must notify *Bonhams* at the time of the *sale* whether they wish to take their wines under Bond or Duty paid. If a *Lot* is taken under Bond, the *Buyer* will be responsible for all VAT, Duty, clearance and other charges that may be payable thereon.

*Buyers* outside the UK must be aware that any forwarding agent appointed to export their purchases must have a movement certificate for *Lots* to be released under Bond.

### Bottling Details and Case Terms

The following terms used in the *Catalogue* have the following meanings:

CB – Château bottled  
DB – Domaine bottled  
EstB – Estate bottled  
BB – Bordeaux bottled  
BE – Belgian bottled  
FB – French bottled  
GB – German bottled  
OB – Oporto bottled  
UK – United Kingdom bottled  
owc – original wooden case  
iwc – individual wooden case  
oc – original carton

## SYMBOLS

### THE FOLLOWING SYMBOLS ARE USED TO DENOTE

- Y Subject to CITES regulations when exporting these items outside the EU, see clause 13.
- TP Objects displayed with a TP will be located at the Cadogan Tate warehouse and will only be available for collection from this location.
- W Objects displayed with a w will be located in the Bonhams Warehouse and will only be available for collection from this location.
- ≈ Please note that as a result of recent legislation ruby and jadeite gem stones of Burmese (Myanmar) origin may not be imported into the US. Rubies and jadeite of non-Burmese origin require certification before import into the US.
- Δ Wines lying in Bond.
- AR An *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to payment of royalties under the Artists Resale Right Regulations 2006. See clause 7 for details.
- The *Seller* has been guaranteed a minimum price for the *Lot*, either by *Bonhams* or a third party. This may take the form of an irrevocable bid by a third party, who may make a financial gain on a successful *Sale* or a financial loss if unsuccessful.
- ▲ *Bonhams* owns the *Lot* either wholly or partially or may otherwise have an economic interest.
- Ⓞ This *Lot* contains or is made of ivory. The United States Government has banned the import of ivory into the USA.

•, †, \*, G, Ω, α see clause 8, VAT, for details.

## DATA PROTECTION – USE OF YOUR INFORMATION

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our Website [www.bonhams.com](http://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](mailto:info@bonhams.com)

## APPENDIX 1

### CONTRACT FOR SALE

**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.

Under this contract the *Seller's* liability in respect of the quality of the *Lot*, it's fitness for any purpose and its conformity with any *Description* is limited. You are strongly advised to examine the *Lot* for yourself and/or obtain an independent examination of it before you buy it.

### 1 THE CONTRACT

- 1.1 These terms 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 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 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*, 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* and the contents of any *Condition Report* which has been provided to the *Buyer*.

### 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 that part of the *Entry* in the *Catalogue* which is not printed in bold letters, which 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 made by or on behalf of the *Seller* including by *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 when it is knocked down to you on the fall of the *Auctioneer's* hammer in respect of the *Lot*. 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* after 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 the *Purchase Price* and all other sums payable by you to *Bonhams* in relation to the *Lot* have been paid in full to, and received in cleared funds by, *Bonhams*.

### 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 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 *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*.
- 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 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.
- 7.4 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*.
- 7.5 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		behalf in respect of the <i>Lot</i> , after the payment of all sums due to the <i>Seller</i> and to <i>Bonhams</i> , within 28 days of receipt of such monies by him or on his behalf.	10.2	The <i>Seller's</i> failure or delay in enforcing or exercising any power or right under the <i>Contract for Sale</i> 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 <i>Seller's</i> ability subsequently to enforce any right arising under the <i>Contract for Sale</i> .
8.1	If the <i>Purchase Price</i> for a <i>Lot</i> is not paid to <i>Bonhams</i> in full in accordance with the <i>Contract for Sale</i> the <i>Seller</i> will be entitled, with the prior written agreement of <i>Bonhams</i> but without further notice to you, to exercise one or more of the following rights (whether through <i>Bonhams</i> or otherwise):	9	THE SELLER'S LIABILITY		
8.1.1	to terminate immediately the <i>Contract for Sale</i> of the <i>Lot</i> for your breach of contract;	9.1	The <i>Seller</i> will not be liable for any injury, loss or damage caused by the <i>Lot</i> after the fall of the <i>Auctioneer's</i> hammer in respect of the <i>Lot</i> .	10.3	If either party to the <i>Contract for Sale</i> is prevented from performing that party's respective obligations under the <i>Contract for Sale</i> 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.
8.1.2	to resell the <i>Lot</i> by auction, private treaty or any other means on giving seven days' written notice to you of the intention to resell;	9.2	Subject to paragraph 9.3 below, except for breach of the express undertaking provided in paragraph 2.1.5, the <i>Seller</i> will not be liable for any breach of any term that the <i>Lot</i> will correspond with any <i>Description</i> applied to it by or on behalf of the <i>Seller</i> , whether implied by the Sale of Goods Act 1979 or otherwise.		
8.1.3	to retain possession of the <i>Lot</i> ;			10.4	Any notice or other communication to be given under the <i>Contract for Sale</i> 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 <i>Seller</i> , addressed c/o <i>Bonhams</i> at its address or fax number in the <i>Catalogue</i> (marked for the attention of the Company Secretary), and if to you to the address or fax number of the <i>Buyer</i> given in the <i>Bidding Form</i> (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.
8.1.4	to remove and store the <i>Lot</i> at your expense;	9.3	Unless the <i>Seller</i> sells the <i>Lot</i> in the course of a <i>Business</i> and the <i>Buyer</i> buys it as a <i>Consumer</i> ,		
8.1.5	to take legal proceedings against you for any sum due under the <i>Contract for Sale</i> and/or damages for breach of contract;	9.3.1	the <i>Seller</i> 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 <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in relation to the <i>Lot</i> made by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> ;	10.5	If any term or any part of any term of the <i>Contract for Sale</i> 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.
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;	9.3.2	the <i>Seller</i> will not be liable for any loss of <i>Business</i> , <i>Business</i> profits or revenue or income or for loss of reputation or for disruption to <i>Business</i> or wasted time on the part of the <i>Buyer</i> or of the <i>Buyer's</i> 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;	10.6	References in the <i>Contract for Sale</i> to <i>Bonhams</i> will, where appropriate, include reference to <i>Bonhams'</i> officers, employees and agents.
8.1.7	to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless the <i>Buyer</i> buys the <i>Lot</i> as a <i>Consumer</i> from the <i>Seller</i> selling in the course of a <i>Business</i> ) you hereby grant an irrevocable licence to the <i>Seller</i> by himself and to his servants or agents to enter upon all or any of your premises (with or without vehicles) during normal <i>Business</i> hours to take possession of the <i>Lot</i> or part thereof;			10.7	The headings used in the <i>Contract for Sale</i> are for convenience only and will not affect its interpretation.
8.1.8	to retain possession of any other property sold to you by the <i>Seller</i> at the <i>Sale</i> or any other auction or by private treaty until all sums due under the <i>Contract for Sale</i> shall have been paid in full in cleared funds;	9.3.3	in any circumstances where the <i>Seller</i> is liable to you in respect of the <i>Lot</i> , 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 <i>Seller's</i> liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the <i>Purchase Price</i> of the <i>Lot</i> 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.	10.8	In the <i>Contract for Sale</i> "including" means "including, without limitation".
8.1.9	to retain possession of, and on seven days written notice to sell, <i>Without Reserve</i> , any of your other property in the possession of the <i>Seller</i> and/or of <i>Bonhams</i> (as bailee for the <i>Seller</i> ) for any purpose (including, without limitation, other goods sold to you) and to apply any monies due to you as a result of such <i>Sale</i> in satisfaction or part satisfaction of any amounts owed to the <i>Seller</i> or to <i>Bonhams</i> ; and			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.
8.1.10	so long as such goods remain in the possession of the <i>Seller</i> or <i>Bonhams</i> as its bailee, to rescind the contract for the <i>Sale</i> of any other goods sold to you by the <i>Seller</i> at the <i>Sale</i> 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 <i>Seller</i> or to <i>Bonhams</i> by you.	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 <i>Seller's</i> negligence (or any person under the <i>Seller's</i> control or for whom the <i>Seller</i> is legally responsible), or (iii) acts or omissions for which the <i>Seller</i> 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.	10.10	Reference to a numbered paragraph is to a paragraph of the <i>Contract for Sale</i> .
8.2	You agree to indemnify the <i>Seller</i> against all legal and other costs of enforcement, all losses and other <i>Expenses</i> and costs (including any monies payable to <i>Bonhams</i> in order to obtain the release of the <i>Lot</i> ) incurred by the <i>Seller</i> (whether or not court proceedings will have been issued) as a result of <i>Bonhams</i> 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 <i>Seller</i> becomes liable to pay the same until payment by you.	10	MISCELLANEOUS	10.11	Save as expressly provided in paragraph 10.12 nothing in the <i>Contract for Sale</i> confers (or purports to confer) on any person who is not a party to the <i>Contract for Sale</i> any benefit conferred by, or the right to enforce any term of, the <i>Contract for Sale</i> .
8.3	On any resale of the <i>Lot</i> under paragraph 8.1.2, the <i>Seller</i> will account to you in respect of any balance remaining from any monies received by him or on his	10.1	You may not assign either the benefit or burden of the <i>Contract for Sale</i> .	10.12	Where the <i>Contract for Sale</i> confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of the <i>Seller</i> , it will also operate in favour and for the benefit of <i>Bonhams</i> , <i>Bonhams'</i> holding company and the subsidiaries of such holding company and the successors and assigns of <i>Bonhams</i> and of such companies and of any officer, employee and agent of <i>Bonhams</i> 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

**IMPORTANT:** These terms may be changed in advance of the *Sale* of the *Lot* to you, by the setting out of different terms in the *Catalogue* for the *Sale* and/or by placing an insert in the *Catalogue* and/or by notices at the *Sale* venue and/or by oral announcements before and during the *Sale* at the *Sale* venue. You should be alert to this possibility of changes and ask in advance of bidding if there have been any.

### 1 THE CONTRACT

- 1.1 These terms govern the contract between *Bonhams* personally and the *Buyer*, being the person to whom a *Lot* has been knocked down by the *Auctioneer*.
- 1.2 The Definitions and Glossary contained in Appendix 3 to the *Catalogue* for the *Sale* are incorporated into this agreement and a separate copy can also be provided by us on request. Where words and phrases which are defined in the List of Definitions are used in this agreement, they are printed in *italics*. Reference is made in this agreement to information printed in the *Notice to Bidders*, printed in the *Catalogue* for the *Sale*, and where such information is referred to it is incorporated into this agreement.
- 1.3 Except as specified in paragraph 4 of the *Notice to Bidders* the *Contract for Sale* of the *Lot* between you and the *Seller* is made on the fall of the *Auctioneer's* hammer in respect of the *Lot*, when it is knocked down to you. At that moment a separate contract is also made between you and *Bonhams* on the terms in this *Buyer's Agreement*.
- 1.4 We act as agents for the *Seller* and are not answerable or personally responsible to you for any breach of contract or other default by the *Seller*, unless *Bonhams* sells the *Lot* as principal.
- 1.5 Our personal obligations to you are governed by this agreement and we agree, subject to the terms below, to the following obligations:
  - 1.5.1 we will, until the date and time specified in the *Notice to Bidders* or otherwise notified to you, store the *Lot* in accordance with paragraph 5;
  - 1.5.2 subject to any power of the *Seller* or us to refuse to release the *Lot* to you, we will release the *Lot* to you in accordance with paragraph 4 once you have paid to us, in cleared funds, everything due to us and the *Seller*;
  - 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

- 3.1 Unless agreed in writing between you and us or as otherwise set out in the *Notice to Bidders*, you must pay to us by not later than 4.30pm on the second working day following the *Sale*:
  - 3.1.1 the *Purchase Price* for the *Lot*;
  - 3.1.2 a *Buyer's Premium* in accordance with the rates set out in the *Notice to Bidders* on each lot, and
  - 3.1.3 if the *Lot* is marked [AR], an *Additional Premium* which is calculated and payable in accordance with the *Notice to Bidders* together with VAT on that sum if applicable so that all sums due to us are cleared funds by the seventh working day after the *Sale*.
- 3.2 You must also pay us on demand any *Expenses* payable pursuant to this agreement.
- 3.3 All payments to us must be made in the currency in which the *Sale* was conducted, using, unless otherwise agreed by us in writing, one of the methods of payment set out in the *Notice to Bidders*. Our invoices will only be addressed to the registered *Bidder* unless the *Bidder* is acting as an agent for a named principal and we have approved that arrangement, in which case we will address the invoice to the principal.
- 3.4 Unless otherwise stated in this agreement all sums payable to us will be subject to VAT at the appropriate rate and VAT will be payable by you on all such sums.
- 3.5 We may deduct and retain for our own benefit from the monies paid by you to us the *Buyer's Premium*, the *Commission* payable by the *Seller* in respect of the *Lot*, any *Expenses* and VAT and any interest earned and/or incurred until payment to the *Seller*.
- 3.6 Time will be of the essence in relation to any payment payable to us. If you do not pay the *Purchase Price*, or any other sum due to us in accordance with this paragraph 3, we will have the rights set out in paragraph 7 below.
- 3.7 Where a number of *Lots* have been knocked down to you, any monies we receive from you will be applied firstly pro-rata to pay the *Purchase Price* of each *Lot* and secondly pro-rata to pay all amounts due to *Bonhams*.

### 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, 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 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 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.



<b>6</b>	<b>RESPONSIBILITY FOR THE LOT</b>	7.2	You agree to indemnify us against all legal and other costs, all losses and all other <i>Expenses</i> (whether or not court proceedings will have been issued) incurred by us as a result of our taking steps under this paragraph 7 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 7.1.5 from the date upon which we become liable to pay the same until payment by you.	9.2.2	you notify us in writing as soon as reasonably practicable after you have become aware that the <i>Lot</i> is or may be a <i>Forgery</i> , and in any event within one year after the <i>Sale</i> , that the <i>Lot</i> is a <i>Forgery</i> ; and
6.1	Only on the payment of the <i>Purchase Price</i> to us will title in the <i>Lot</i> pass to you. However under the <i>Contract for Sale</i> , the risk in the <i>Lot</i> passed to you when it was knocked down to you.			9.2.3	within one month after such notification has been given, you return the <i>Lot</i> to us in the same condition as it was at the time of the <i>Sale</i> , accompanied by written evidence that the <i>Lot</i> is a <i>Forgery</i> and details of the <i>Sale</i> and <i>Lot</i> number sufficient to identify the <i>Lot</i> .
6.2	You are advised to obtain insurance in respect of the <i>Lot</i> as soon as possible after the <i>Sale</i> .			9.3	Paragraph 9 will not apply in respect of a <i>Forgery</i> if:
<b>7</b>	<b>FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS</b>	7.3	If you pay us only part of the sums due to us such payment shall be applied firstly to the <i>Purchase Price</i> of the <i>Lot</i> (or where you have purchased more than one <i>Lot</i> pro-rata towards the <i>Purchase Price</i> of each <i>Lot</i> ) and secondly to the <i>Buyer's Premium</i> (or where you have purchased more than one <i>Lot</i> pro-rata to the <i>Buyer's Premium</i> on each <i>Lot</i> ) and thirdly to any other sums due to us.	9.3.1	the <i>Entry</i> in relation to the <i>Lot</i> contained in the <i>Catalogue</i> reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion or reflected the then current opinion of an expert acknowledged to be a leading expert in the relevant field; or
7.1	If all sums payable to us are not so paid in full at the time they are due and/or the <i>Lot</i> is not removed in accordance with this agreement, we will without further notice to you be entitled to exercise one or more of the following rights (without prejudice to any rights we may exercise on behalf of the <i>Seller</i> ):	7.4	We will account to you in respect of any balance we hold remaining from any monies received by us in respect of any <i>Sale</i> of the <i>Lot</i> under our rights under this paragraph 7 after the payment of all sums due to us and/or the <i>Seller</i> within 28 days of receipt by us of all such sums paid to us.	9.3.2	it can be established that the <i>Lot</i> is a <i>Forgery</i> only by means of a process not generally accepted for use until after the date on which the <i>Catalogue</i> was published or by means of a process which it was unreasonable in all the circumstances for us to have employed.
7.1.1	to terminate this agreement immediately for your breach of contract;	<b>8</b>	<b>CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT</b>	9.4	You authorise us to carry out such processes and tests on the <i>Lot</i> as we in our absolute discretion consider necessary to satisfy ourselves that the <i>Lot</i> is or is not a <i>Forgery</i> .
7.1.2	to retain possession of the <i>Lot</i> ;	8.1	Whenever it becomes apparent to us that the <i>Lot</i> is the subject of a claim by someone other than you and other than the <i>Seller</i> (or that such a claim can reasonably be expected to be made), we may, at our absolute discretion, deal with the <i>Lot</i> in any manner which appears to us to recognise the legitimate interests of ourselves and the other parties involved and lawfully to protect our position and our legitimate interests. Without prejudice to the generality of the discretion and by way of example, we may:	9.5	If we are satisfied that a <i>Lot</i> is a <i>Forgery</i> we will (as principal) purchase the <i>Lot</i> from you and you will transfer the title to the <i>Lot</i> in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims, in accordance with the provisions of Sections 12(1) and 12(2) of the Sale of Goods Act 1979 and we will pay to you an amount equal to the sum of the <i>Purchase Price</i> , <i>Buyer's Premium</i> , VAT and <i>Expenses</i> paid by you in respect of the <i>Lot</i> .
7.1.3	to remove, and/or store the <i>Lot</i> at your expense;	8.1.1	retain the <i>Lot</i> to investigate any question raised or reasonably expected by us to be raised in relation to the <i>Lot</i> ; and/or	9.6	The benefit of paragraph 9 is personal to, and incapable of assignment by, you.
7.1.4	to take legal proceedings against you for payment of any sums payable to us by you (including the <i>Purchase Price</i> ) and/or damages for breach of contract;	8.1.2	deliver the <i>Lot</i> to a person other than you; and/or	9.7	If you sell or otherwise dispose of your interest in the <i>Lot</i> , all rights and benefits under this paragraph will cease.
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;	8.1.3	commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or	9.8	Paragraph 9 does not apply to a <i>Lot</i> made up of or including a Chinese painting or Chinese paintings, a motor vehicle or motor vehicles, a <i>Stamp</i> or <i>Stamps</i> or a <i>Book</i> or <i>Books</i> .
7.1.6	to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless you buy the <i>Lot</i> as a <i>Consumer</i> ) you hereby grant an irrevocable licence to us, by ourselves, our servants or agents, to enter upon all or any of your premises (with or without vehicles) during normal business hours to take possession of any <i>Lot</i> or part thereof;	8.1.4	require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.	<b>10</b>	<b>OUR LIABILITY</b>
7.1.7	to sell the <i>Lot Without Reserve</i> by auction, private treaty or any other means on giving you three months' written notice of our intention to do so;	8.2	The discretion referred to in paragraph 8.1:	10.1	We will not be liable whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967 or in any other way for lack of conformity with or any inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in respect of it, made by us or on our behalf or by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Bonhams' Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> .
7.1.8	to retain possession of any of your other property in our possession for any purpose (including, without limitation, other goods sold to you or with us for <i>Sale</i> ) until all sums due to us have been paid in full;	8.2.1	may be exercised at any time during which we have actual or constructive possession of the <i>Lot</i> , or at any time after such possession, where the cessation of such possession has occurred by reason of any decision, order or ruling of any court, mediator, arbitrator or government body; and	10.2	Our duty to you while the <i>Lot</i> is at your risk and/or your property and in our custody and/or control is to exercise reasonable care in relation to it, but we will not be responsible for damage to the <i>Lot</i> or to other persons or things caused by:
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;	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.	10.2.1	handling the <i>Lot</i> if it was affected at the time of <i>Sale</i> to you by woodworm and any damage is caused as a result of it being affected by woodworm; or
7.1.10	on three months' written notice to sell, <i>Without Reserve</i> , any of your other property in our possession or under our control for any purpose (including other goods sold to you or with us for <i>Sale</i> ) and to apply any monies due to you as a result of such <i>Sale</i> in payment or part payment of any amounts owed to us;	<b>9</b>	<b>FORGERIES</b>		
7.1.11	refuse to allow you to register for a future <i>Sale</i> or to reject a bid from you at any future <i>Sale</i> or to require you to pay a deposit before any bid is accepted by us at any future <i>Sale</i> in which case we will be entitled to apply such deposit in payment or part payment, as the case may be, of the <i>Purchase Price</i> of any <i>Lot</i> of which you are the <i>Buyer</i> .	9.1	We undertake a personal responsibility for any <i>Forgery</i> 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 <i>Lot</i> and that invoice has been paid; and		

- 10.2.2 changes in atmospheric pressure; nor will we be liable for:
- 10.2.3 damage to tension stringed musical instruments; or
- 10.2.4 damage to gilded picture frames, plaster picture frames or picture frame glass; and if the *Lot* is or becomes dangerous, we may dispose of it without notice to you in advance in any manner we think fit and we will be under no liability to you for doing so.
- 10.3.1 We will not be liable to you for any loss of *Business*, *Business* profits, revenue or income or for loss of *Business* reputation or for disruption to *Business* or wasted time on the part of the *Buyer's* management or staff or, if you are buying the *Lot* in the course of a *Business*, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- 10.3.2 Unless you buy the *Lot* as a *Consumer*, in any circumstances where we are liable to you in respect of a *Lot*, or any act, omission, statement, representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, our liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* plus *Buyer's Premium* (less any sum you may be entitled to recover from the *Seller*) irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- You may wish to protect yourself against loss by obtaining insurance.
- 10.4 Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law, or (v) under our undertaking in paragraph 9 of these conditions.

## 11 MISCELLANEOUS

- 11.1 You may not assign either the benefit or burden of this agreement.
- 11.2 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.
- 11.3 If either party to this agreement is prevented from performing that party's respective obligations under this agreement by circumstances beyond its reasonable control 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.

- 11.4 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.
- 11.5 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.
- 11.6 References in this agreement to *Bonhams* will, where appropriate, include reference to *Bonhams'* officers, employees and agents.
- 11.7 The headings used in this agreement are for convenience only and will not affect its interpretation.
- 11.8 In this agreement "including" means "including, without limitation".
- 11.9 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.
- 11.10 Reference to a numbered paragraph is to a paragraph of this agreement.
- 11.11 Save as expressly provided in paragraph 11.12 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.
- 11.12 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.

## 12 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

**"Additional Premium"** a premium, calculated in accordance with the *Notice to Bidders*, to cover *Bonhams'* Expenses relating to the payment of royalties under the Artists Resale Right Regulations 2006 which is payable by the *Buyer* to *Bonhams* on any *Lot* marked [AR] which sells for a *Hammer Price* which together with the *Buyer's Premium* (but excluding any VAT) equals or exceeds 1000 euros (converted into the currency of the *Sale* using the European Central Bank Reference rate prevailing on the date of the *Sale*).

**"Auctioneer"** the representative of *Bonhams* conducting the *Sale*.

**"Bidder"** a person who has completed a *Bidding Form*.

**"Bidding Form"** our Bidding Registration Form, our Absentee Bidding Form or our Telephone Bidding Form.

**"Bonhams"** Bonhams 1793 Limited or its successors or assigns. *Bonhams* is also referred to in the *Buyer's Agreement*, the Conditions of Business and the *Notice to Bidders* by the words "we", "us" and "our".

**"Book"** a printed *Book* offered for *Sale* at a specialist *Book Sale*.

**"Business"** includes any trade, *Business* and profession.

**"Buyer"** the person to whom a *Lot* is knocked down by the *Auctioneer*. The *Buyer* is also referred to in the *Contract for Sale* and the *Buyer's Agreement* by the words "you" and "your".

**"Buyer's Agreement"** the contract entered into by *Bonhams* with the *Buyer* (see Appendix 2 in the *Catalogue*).

**"Buyer's Premium"** the sum calculated on the *Hammer Price* at the rates stated in the *Notice to Bidders*.

**"Catalogue"** the *Catalogue* relating to the relevant *Sale*, including any representation of the *Catalogue* published on our *Website*.

**"Commission"** the *Commission* payable by the *Seller* to *Bonhams* calculated at the rates stated in the *Contract Form*.

**"Condition Report"** a report on the physical condition of a *Lot* provided to a *Bidder* or potential *Bidder* by *Bonhams* on behalf of the *Seller*.

**"Conditions of Sale"** the *Notice to Bidders*, *Contract for Sale*, *Buyer's Agreement* and Definitions and Glossary.

**"Consignment Fee"** a fee payable to *Bonhams* by the *Seller* calculated at rates set out in the Conditions of Business.

**"Consumer"** a natural person who is acting for the relevant purpose outside his trade, *Business* or profession.

**"Contract Form"** the *Contract Form*, or vehicle *Entry* form, as applicable, signed by or on behalf of the *Seller* listing the *Lots* to be offered for *Sale* by *Bonhams*.

**"Contract for Sale"** the *Sale* contract entered into by the *Seller* with the *Buyer* (see Appendix 1 in the *Catalogue*).

**"Contractual Description"** the only *Description* of the *Lot* (being that part of the *Entry* about the *Lot* in the *Catalogue* which is in bold letters, any photograph (except for the colour) and the contents of any *Condition Report*) to which the *Seller* undertakes in the *Contract for Sale* the *Lot* corresponds.

**"Description"** any statement or representation in any way descriptive of the *Lot*, including any statement or representation relating to its authorship, attribution, condition, provenance, authenticity, style, period, age, suitability, quality, origin, value, estimated selling price (including the *Hammer Price*).

**"Entry"** a written statement in the *Catalogue* identifying the *Lot* and its *Lot* number which may contain a *Description* and illustration(s) relating to the *Lot*.

**"Estimate"** a statement of our opinion of the range within which the hammer is likely to fall.



**“Expenses”** charges and *Expenses* paid or payable by *Bonhams* in respect of the *Lot* including legal *Expenses*, banking charges and *Expenses* incurred as a result of an electronic transfer of money, charges and *Expenses* for loss and damage cover, insurance, *Catalogue* and other reproductions and illustrations, any customs duties, advertising, packing or shipping costs, reproductions rights’ fees, taxes, levies, costs of testing, searches or enquiries, preparation of the *Lot* for *Sale*, storage charges, removal charges, removal charges or costs of collection from the *Seller* as the *Seller’s* agents or from a defaulting *Buyer*, plus *VAT* if applicable.

**“Forgery”** an imitation intended by the maker or any other person to deceive as to authorship, attribution, origin, authenticity, style, date, age, period, provenance, culture, source or composition, which at the date of the *Sale* had a value materially less than it would have had if the *Lot* had not been such an imitation, and which is not stated to be such an imitation in any description of the *Lot*. A *Lot* will not be a *Forgery* by reason of any damage to, and/or restoration and/or modification work (including repainting or over painting) having been carried out on the *Lot*, where that damage, restoration or modification work (as the case may be) does not substantially affect the identity of the *Lot* as one conforming to the *Description* of the *Lot*.

**“Guarantee”** the obligation undertaken personally by *Bonhams* to the *Buyer* in respect of any *Forgery* and, in the case of specialist *Stamp Sales* and/or specialist *Book Sales*, a *Lot* made up of a *Stamp* or *Stamps* or a *Book* or *Books* as set out in the *Buyer’s Agreement*.

**“Hammer Price”** the price in the currency in which the *Sale* is conducted at which a *Lot* is knocked down by the *Auctioneer*.

**“Loss and Damage Warranty”** means the warranty described in paragraph 8.2 of the Conditions of Business.

**“Loss and Damage Warranty Fee”** means the fee described in paragraph 8.2.3 of the Conditions of Business.

**“Lot”** any item consigned to *Bonhams* with a view to its *Sale* at auction or by private treaty (and reference to any *Lot* will include, unless the context otherwise requires, reference to individual items comprised in a group of two or more items offered for *Sale* as one *Lot*).

**“Motoring Catalogue Fee”** a fee payable by the *Seller* to *Bonhams* in consideration of the additional work undertaken by *Bonhams* in respect of the cataloguing of motor vehicles and in respect of the promotion of *Sales* of motor vehicles.

**“New Bond Street”** means *Bonhams’* saleroom at 101 New Bond Street, London W1S 1SR.

**“Notional Charges”** the amount of *Commission* and *VAT* which would have been payable if the *Lot* had been sold at the *Notional Price*.

**“Notional Fee”** the sum on which the *Consignment Fee* payable to *Bonhams* by the *Seller* is based and which is calculated according to the formula set out in the Conditions of Business.

**“Notional Price”** the latest in time of the average of the high and low *Estimates* given by us to you or stated in the *Catalogue* or, if no such *Estimates* have been given or stated, the *Reserve* applicable to the *Lot*.

**“Notice to Bidders”** the notice printed at the back or front of our *Catalogues*.

**“Purchase Price”** the aggregate of the *Hammer Price* and *VAT* on the *Hammer Price* (where applicable), the *Buyer’s Premium* and *VAT* on the *Buyer’s Premium* and any *Expenses*.

**“Reserve”** the minimum price at which a *Lot* may be sold (whether at auction or by private treaty).

**“Sale”** the auction *Sale* at which a *Lot* is to be offered for *Sale* by *Bonhams*.

**“Sale Proceeds”** the net amount due to the *Seller* from the *Sale* of a *Lot*, being the *Hammer Price* less the *Commission*, any *VAT* chargeable thereon, *Expenses* and any other amount due to us in whatever capacity and howsoever arising.

**“Seller”** the person who offers the *Lot* for *Sale* named on the *Contract Form*. Where the person so named identifies on the form another person as acting as his agent, or where the person named on the *Contract Form* acts as an agent for a principal (whether such agency is disclosed to *Bonhams* or not), “*Seller*” includes both the agent and the principal who shall be jointly and severally liable as such. The *Seller* is also referred to in the Conditions of Business by the words “you” and “your”.

**“Specialist Examination”** a visual examination of a *Lot* by a specialist on the *Lot*.

**“Stamp”** means a postage *Stamp* offered for *Sale* at a Specialist *Stamp Sale*.

**“Standard Examination”** a visual examination of a *Lot* by a non-specialist member of *Bonhams’* staff.

**“Storage Contract”** means the contract described in paragraph 8.3.3 of the Conditions of Business or paragraph 4.4 of the *Buyer’s Agreement* (as appropriate).

**“Storage Contractor”** means the company identified as such in the *Catalogue*.

**“Terrorism”** means any act or threatened act of terrorism, whether any person is acting alone or on behalf of or in connection with any organisation(s) and/or government(s), committed for political, religious or ideological or similar purposes including, but not limited to, the intention to influence any government and/or put the public or any section of the public into fear.

**“Trust Account”** the bank account of *Bonhams* into which all sums received in respect of the *Purchase Price* of any *Lot* will be paid, such account to be a distinct and separate account to *Bonhams’* normal business bank account.

**“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](http://www.bonhams.com)

**“Withdrawal Notice”** the *Seller’s* written notice to *Bonhams* revoking *Bonhams’* instructions to sell a *Lot*.

**“Without Reserve”** where there is no minimum price at which a *Lot* may be sold (whether at auction or by private treaty).

## GLOSSARY

The following expressions have specific legal meanings with which you may not be familiar. The following glossary is intended to give you an understanding of those expressions but is not intended to limit their legal meanings:

**“artist’s resale right”**: the right of the creator of a work of art to receive a payment on *Sales* of that work subsequent to the original *Sale* of that work by the creator of it as set out in the Artists Resale Right Regulations 2006.

**“bailee”**: a person to whom goods are entrusted.

**“indemnity”**: an obligation to put the person who has the benefit of the indemnity in the same position in which he would have been, had the circumstances giving rise to the indemnity not arisen and the expression “indemnify” is construed accordingly.

**“interpleader proceedings”**: proceedings in the Courts to determine ownership or rights over a *Lot*.

**“knocked down”**: when a *Lot* is sold to a *Bidder*, indicated by the fall of the hammer at the *Sale*.

**“lien”**: a right for the person who has possession of the *Lot* to retain possession of it.

**“risk”**: the possibility that a *Lot* may be lost, damaged, destroyed, stolen, or deteriorate in condition or value.

**“title”**: the legal and equitable right to the ownership of a *Lot*.

**“tort”**: a legal wrong done to someone to whom the wrong doer has a duty of care.

## SALE OF GOODS ACT 1979

The following is an extract from the Sale of Goods Act 1979:

“Section 12 Implied terms about title, etc

- (1) In a contract of sale, other than one to which subsection (3) below applies, there is an implied term on the part of the seller that in the case of a sale he has a right to sell the goods, and in the case of an agreement to sell he will have such a right at the time when the property is to pass.
- (2) In a contract of sale, other than one to which subsection (3) below applies, there is also an implied term that-
  - (a) the goods are free, and will remain free until the time when the property is to pass, from any charge or encumbrance not disclosed or known to the buyer before the contract is made, and
  - (b) the buyer will enjoy quiet possession of the goods except in so far as it may be disturbed by the owner or other person entitled to the benefit of any charge or encumbrance so disclosed or known.

- (3) This subsection applies to a contract of sale in the case of which there appears from the contract or is to be inferred from its circumstances an intention that the seller should transfer only such title as he or a third person may have.
- (4) In a contract to which subsection (3) above applies there is an implied term that all charges or encumbrances known to the seller and not known to the buyer have been disclosed to the buyer before the contract is made.
- (5) In a contract to which subsection (3) above applies there is also an implied term that none of the following will disturb the buyer’s quiet possession of the goods, namely:
  - (a) the seller;
  - (b) in a case where the parties to the contract intend that the seller should transfer only such title as a third person may have, that person;
  - (c) anyone claiming through or under the seller or that third person otherwise than under a charge or encumbrance disclosed or known to the buyer before the contract is made.
- (5A) As regards England and Wales and Northern Ireland, the term implied by subsection (1) above is a condition and the terms implied by subsections (2), (4) and (5) above are warranties.”

# Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

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## Paddle number (for office use only)

**This sale will be conducted in accordance with Bonhams' Conditions of Sale and bidding and buying at the Sale will be regulated by these Conditions. You should read the Conditions in conjunction with the Sale Information relating to this Sale which sets out the charges payable by you on the purchases you make and other terms relating to bidding and buying at the Sale. You should ask any questions you have about the Conditions before signing this form. These Conditions also contain certain undertakings by bidders and buyers and limit Bonhams' liability to bidders and buyers.**

## Data protection – use of your information

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our website (www.bonhams.com) or requested by post from Customer Services Department, 101 New Bond Street, London W1S 1SR United Kingdom or by e-mail from info@bonhams.com.

## Credit and Debit Card Payments

There is no surcharge for payments made by debit cards issued by a UK bank. All other debit cards and all credit cards are subject to a 2% surcharge on the total invoice price.

## Notice to Bidders.

Clients are requested to provide photographic proof of ID - passport, driving licence, ID card, together with proof of address - utility bill, bank or credit card statement etc. Corporate clients should also provide a copy of their articles of association / company registration documents, together with a letter authorising the individual to bid on the company's behalf. Failure to provide this may result in your bids not being processed. For higher value lots you may also be asked to provide a bank reference.

## If successful

I will collect the purchases myself ☐  
Please contact me with a shipping quote (if applicable) ☐

<b>Sale title:</b> THE AUTUMN STAFFORD SALE	<b>Sale date:</b> 16 October 2016
<b>Sale no.</b> 23602	<b>Sale venue:</b> 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.	
<b>General Bid Increments:</b>	
£10 - 200 .....by 10s	£10,000 - 20,000 .....by 1,000s
£200 - 500 .....by 20 / 50 / 80s	£20,000 - 50,000 .....by 2,000 / 5,000 / 8,000s
£500 - 1,000 .....by 50s	£50,000 - 100,000 .....by 5,000s
£1,000 - 2,000 .....by 100s	£100,000 - 200,000 .....by 10,000s
£2,000 - 5,000 .....by 200 / 500 / 800s	above £200,000 .....at the auctioneer's discretion
£5,000 - 10,000 .....by 500s	
The auctioneer has discretion to split any bid at any time.	
<b>Customer Number</b>	<b>Title</b>
<b>First Name</b>	<b>Last Name</b>
<b>Company name (to be invoiced if applicable)</b>	
<b>Address</b>	
<b>City</b>	<b>County / State</b>
<b>Post / Zip code</b>	<b>Country</b>
<b>Telephone mobile</b>	<b>Telephone daytime</b>
<b>Telephone evening</b>	<b>Fax</b>
<b>Preferred number(s) in order for Telephone Bidding (inc. country code)</b>	
<b>E-mail (in capitals)</b>	
By providing your email address above, you authorise Bonhams to send to this address information relating to Sales, marketing material and news concerning Bonhams. Bonhams does not sell or trade email addresses.	
<b>I am registering to bid as a private buyer</b> <input type="checkbox"/>	<b>I am registering to bid as a trade buyer</b> <input type="checkbox"/>
<b>If registered for VAT in the EU please enter your registration here:</b> □□ / □□□ - □□□□ - □□	<b>Please tick if you have registered with us before</b> <input type="checkbox"/>

**Please note that all telephone calls are recorded.**

Telephone or Absentee (T / A)	Lot no.	Brief description	MAX bid in GBP (excluding premium & VAT)	Covering bid*

## FOR WINE SALES ONLY

Please leave lots "available under bond" in bond ☐ I will collect from Park Royal or bonded warehouse ☐ Please include delivery charges (minimum charge of £20 + VAT) ☐

**BY SIGNING THIS FORM YOU AGREE THAT YOU HAVE SEEN THE CATALOGUE AND HAVE READ AND UNDERSTOOD OUR CONDITIONS OF SALE AND WISH TO BE BOUND BY THEM, AND AGREE TO PAY THE BUYER'S PREMIUM, VAT AND ANY OTHER CHARGES MENTIONED IN THE NOTICE TO BIDDERS. THIS AFFECTS YOUR LEGAL RIGHTS.**

Your signature:	Date:
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\* Covering Bid: A maximum bid (exclusive of Buyers Premium and VAT) to be executed by Bonhams only if we are unable to contact you by telephone, or should the connection be lost during bidding.

**NB. Payment will only be accepted from an account in the same name as shown on the invoice and Auction Registration form.**

**Please email or fax the completed Auction Registration form and requested information to:**

Bonhams, Customer Services, 101 New Bond Street, London, W1S 1SR. Tel: +44 (0) 20 7447 7447 Fax: +44 (0) 20 7447 7401, bids@bonhams.com

Bonhams 1793 Limited. Montpelier Street, London SW7 1HH. Incorporated in England. Company Number 4326560.

UK/06/14

# Bonhams



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153	1955	Adler MB250	209	1919	Douglas 4hp Model A
174	1935	AJS 982cc Model 35/2 Project	202	c.1919	Douglas 2½hp
175	1930	AJS 998cc Model R2 Motorcycle Combination	244	1977	Ducati 905cc Production Racing Motorcycle
218	c.1956	AJS 7R 350cc Racing Motorcycle	242	1983	Ducati 864cc Mike Hailwood Replica
141	1959	AJS 646cc Model 31	241	1996	Ducati 955 SPA
207	1914	Alldays 2½hp 'Matchless'	240	1997	Ducati 996cc 916 SPS
239	2000	Aprilia 997cc RSV Mille	133		ESO-Engined Grasstrack Racer
169	1939	Ariel 599cc Model 4F 'Square Four'	131	c.1948	Excelsior 98cc Autobyk
144	1945	Ariel 346cc NG	185	c.1906	FN Four
156	1955	Ariel 500cc Red Hunter	193	c.1907	FN 225cc Single Project
145	1955	Ariel 649cc FH Huntmaster	192	c.1909	FN 225cc Single
160	1958	Ariel 995cc Mark II 'Square Four'	128	1956	Francis Barnett 150cc Plover
152	1960	Ariel 247cc Leader	199	c.1914	Grandex Special 500cc Motorcycle Combination
151	1962	Ariel 247cc Arrow	137		Grasstrack Racer Rolling Chassis
124	1964	Ariel 247cc Leader	138	1958	Greeves 197cc Hawkstone 20SA
206	c.1919	Autoped 162cc Scooter Project	173	1920	Harley-Davidson 1,000cc Model F
200		Believed 'Coventry Eagle' Project	168	1996	Harley-Davidson FLSTC Heritage Softail Classic
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249	1961	Bianchi 203cc Racing Motorcycle	161	1973	Healey 1000/4
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149	1952	BSA 123cc Bantam D1	236	1987	Honda XBR500
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111	1961	BSA 596cc M21	129	1959	James 147cc L15 Cadet
112	1964	BSA 123cc Bantam D1	134		JAP-Engined Grasstrack Racer
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221	1972	BSA 247cc Victor Enduro	184	c.1909	Matchless 6hp Motorcycle Combination
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223	1964	Bultaco 125cc TSS125	105	1929	Matchless 246cc Model R/S Project
143	c.1950	Cairns 49cc 'Mocyc' Cycle-Motor	125	1953	Matchless 347cc G3
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Lot No	Year	Model	Lot No	Year	Model
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155	1961	Matchless 348cc G3L	204	1929	Sunbeam 4¼hp Model 7 Project
126	1962	Matchless 347cc G3 Project	233	c.1974	Suzuki GT750
248	c.1976	Minarelli 50cc Racing Motorcycle	246	1976	Suzuki RG500 XR14 Racing Motorcycle
252	1954	Moto Guzzi 64cc Cardellino	225	1996	Suzuki 800cc GSX-R750 to 'BSB' specification
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219	1956	NSU 247cc Geländemax Replica	167	1970	Triumph 490cc Daytona T100T
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135	1974	Rickman Metisse Mark V 250cc Montesa	211	1950	Vincent 499cc Series-C Comet
208	1914	Royal Enfield '2 3/4 h.p. Two-Speed Twin'	181	1907	Vindec 5hp Special & Graham Brothers Sidecar
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