Lot 200
1972 and 1973 Jensen Healey, 1973cc Projects. Registration number WVG 245L. Chassis number 10226. Engine number A72 07 0236 Registration number ONK 663L. Chassis number 10036. Engine number none fitted.
Two projects, both with V5C's and spares. WVG was bought in 2002 and ONK in 1990, its restoration stalled in 1994 after several new panels were fitted, it should be noted that this was the 36rd Jensen Healey built and was originally sold to a client on the Channel Islands.
Buyers should satisfy themselves as to the parts with this lot.
Estimate: 1000 - 1500
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 201
1976 Jensen GT, 1,973cc. Registration number unregistered. Chassis number 30412. Engine number T75 06 11878.
Buyers should satisfy themselves as to what they are buying, Spicers have informed the Jensen Club of the paperwork and vin plates so that no misidentification can occur.
The GT was launched alongside the Interceptor Coupe at the Earls Court Motor Show in 1975 while Jensen were in receivership, the last model to be launched by Jensen.The new configuration was a 2+2 design with a very limited back seat. Aside from the body shape and seating, relatively little differed from the roadster. Acceleration and top speed were slightly reduced due to the increased weight and additional smog control components on the engine. During its short production run from September 1975 to May 1976, only 511 Jensen GTs were built with 260 going to the USA, mainly California.
Chassis numbers started from 30002 through to 30510.
Chassis 30412 was dispatched to California and was not sold until November 1980, by 1999 it was with Dominique Labadens of California and sold to Ronald Shaw of Rotherham for $3,000, photographs on file show it was in very good condition. At some point it suffered an engine compartment fire and was put into storage.
Our vendor bought it in 2007 from Shaw along with the remains of a UK example, NUF 584P, chassis 30036, engine A74 12 10885, the interior, service history and engine (as well as the V5C). This GT had been owned by Roger Gilbert since 1983.
Buyers should satisfy themselves as to what they are buying, Spicers have informed the Jensen Club of the paperwork and vin plates so that no misidentification can occur.
Estimate: 2000 - 3000
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 203
c.1950/51 Land Rover 80" Trials. Registration number not registered. Chassis number none found, Engine number none with vehicle.
There is no paperwork with the vehicle.
Land Rover entered production in 1948 with what has later been termed the Series I. Originally designed for farm and light industrial use, with a steel box-section chassis and an aluminium body, which from 1948 until 1951 used an 80-inch wheelbase and a 1.6-litre petrol engine producing around 50 bhp.
This project has been much altered for trials use with a different rear body tub and a bulkhead from a Series IIA. The original chassis appears to be in good condition with some welding, it has pedals through the floor and narrow rear springs. The front panels are from a later model with free wheeling front hubs. A roll cage is fitted as is a front towing bracket. The transmission appears in good condition.
There is no paperwork with the vehicle.
Estimate: 900 - 1100
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 204
1951 Austin Hampshire Utility, 2200 petrol. Registration number VXS 778 (non transferrable). Chassis number 80046. Engine number 112867.
Sold with the V5C, this project is the basis for a full restoration or a patina rebuild.
The A70 Hampshire was introduced in September 1948 as the replacement for the Austin Sixteen, using the same robust OHV 2.2 litre 4-cylinder engine as its predecessor, it took its styling from the smaller A40. The Hampshire also featured a column-mounted four speed gear change, which would allow the closely-mounted front seats to be aligned as a bench to allow the occasional seating of a third front seat passenger.
A wooden-bodied Countryman version and a longer-wheelbase chassis was available for commercial applications, including pick-ups, vans and metal-bodied estate cars. Most pick ups were exported to Australia and New Zealand, it is believed there are only 6 or 7 in the UK. Production was short lived, and ceased in 1951, when the car was superseded by the A70 Hereford.
VXS was found in New Zealand in 2016 and shipped back to the UK being registered with the DVLA in February 2017. At this time she had a wooden back end and a faithful tub has been constructed at a cost of £2,500, a new timing chain was fitted and the cataloguer has seen her running and driven her. The carb needs sorting and a new battery is required. A replacement steering wheel comes with the car.
Sold with the V5C, this project is the basis for a full restoration or a patina rebuild.
Estimate: 4500 - 5500
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 205
1972 MGB GT, 1798cc. Registration LVO 305K. Chassis number G-HD5/277811-G. Ivor Searle Engine number RS 46382, type 1072 910.
Sold with the V5C, new MOT, MOT history, various spares, photographs of repairs, receipts mentioned.
The MGB-GT was originally introduced in 1965. By 1967, incremental changes lead to the designation of Mark II (officially the 1968 model year). This model continued in production until August 1971, and was then superseded by the Mk III in October 1971, from chassis number 258004. Like the Mk I and II, the Mk III is a two-door 2+2 powered by a front-mounted, rear-wheel-drive 1798cc B Series engine. The Mark III had a revised interior, with centre console housing rocker switches and two vents in the middle. An armrest was fitted between the front seats, which now had nylon inserts. In October 1974, from chassis number 361001, the model underwent its most dramatic visual change when large black 'rubber' bumpers on front and rear were added to meet US impact regulations.
LVO's Heritage Certificate shows it left the factory with Harvest Gold body colour, Navy interior, Rostyle wheels, overdrive, brake servo and heated rear screen and was registered on the 1st April 1972. The MOT history goes back to 1996 at 1859 miles, rising to 19,686 miles in 2012. It has just passed an MOT on the 18th January 2023 at 34,622 miles, for some reason the certificate says 54,622 miles.
In 1996 it was owned by Mr Chapman of Wakefield who had the new Ivor Searle unleaded engine fitted and the speedo replaced, so the current odometer reading will be all the engine has done. In 1999 it moved to David Gordon who moved it to our long term owner in 2000. In 2005 there was a photographic restoration of the body, including new sills, partial floor and inner wings, in 2009 more rust repairs undertaken on the windscreen surround and scuttle. In c.2016 an electric power assisted steering conversion was undertaken, believed to make use of a Vauxhall's Corsa 'C' unit, no paperwork is available for this, in 2015 the overdrive was overhauled. Earlier this year, on his passing, it was given to a family member who has entered it for this auction. It was driven some 50 miles to the saleroom.
Sold with the V5C, new MOT, MOT history, various spares, photographs of repairs, receipts mentioned.
Estimate: 2500 - 3000
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 206
2004 Audi TT Coupe, 180hp, 1781cc. Registration number MF54 URM. Engine number TRUZZZ8N651005485. Engine number AUQ 094367.
Sold with the V5C, MOT until January 2024, two keys, service and owners handbooks.
The Audi TT was launched in 1999, it was Audi’s first true sports car since the original Quattro took its final bow and exited stage-left in ‘91.
All models offered sparkling performance. Entry-level cars featured a Golf GTI-sourced 1.8-litre turbo engine (in 180 and 225hp forms), while the flagship variants get a super-smooth and powerful 3.2-litre V6 .
The TT is one of the most conspicuously styled cars of recent years. Everything about the design of the interior and exterior has been created with function first, but visual impact a very close second. Inside, as would be expected of Audi, everything is soft touch, beautifully damped in a motif of retro-cool aluminium, industry-functional rubber and taut, shiny leather.
URM was bought by Dr K. Jones of Macclesfield from the local main dealer, and sold to its second owner here in Goole. Serviced locally by Glews Garage and latterly Majestic Garage, there are 9 stamps in the service book, the last at 64,795 miles in August 2020. The mileage today is 67,569 miles.
Receipts on file include a cambelt in 2013 at 35,164 miles.
Sold with the V5C, MOT until January 2024, two keys, service and owners handbooks.
Estimate: 2000 - 2500
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 207
1994 Land Rover Defender TDi, SWB. Registration number M593 AFL. Chassis number SALLDVAF7MA952379. Engine number 16L1113.
Sold with the V5C, MOT history and new MOT.
Land Rover continued the Series I, II, and III range with the 90 and 110 models in the '80s and then introduced the Defender nameplate in late 1990. After decades of producing the Land Rover Series models, the British carmaker finally decided on giving a proper name to the iconic off-road vehicle: Defender. It replaced the former 90 and 110 nameplates and became Defender 90 and Defender 110, respectively.
AFL, a white County version has a useful full roof rack with ladder and rear spot lamp, it has covered some 164,000 miles and comes with a new rear chassis fitted and fresh MOT.
Sold with the V5C, MOT history and new MOT.
Estimate: 7000 - 8000
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 208
1994 Honda Legend automatic, 3,206cc. Registration number M101 VDO. Chassis number JHMKA76500C300977. Engine number C32A24000604.
Sold with the V5C, current MOT, MOT history, service and owners manuals.
The second generation Legend was introduced in 1990, in both a saloon and coupé versions. Using a 3.2 liter V6 and either Alpha or Beta trim levels. The "Alpha" was very well equipped, offering ABS, leather or 100% wool moquette upholstery, projector beam headlights, and dual-zone air conditioning.
VDO is an Alpha trim vehicle and has 16 stamps in the service book and comes with a full MOT history. The last MOT was in December 2022 at 103,445 miles

Sold with the V5C, current MOT, MOT history, service and owners manuals.
Estimate: 2000 - 3000
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 209
2004 SAAB 9-5 Vector Sport TiD, 2170cc. Registration number SL54 UVC. Chassis number YS3EF55DX53505247. Engine number D223LEM004K57080.
Sold with the V5C and MOT.
The Saab 9-5 Estate debuted in October 1998 and was an instant hit with business users looking for something smart but not too sensible.
The range received a facelift in summer 2001, with a different grille, bigger bumpers and some interior tweaks. Trim levels were also revised, the line up currently standing at Linear, Linear Sport, Vector, Vector Sport and HOT Aero.
This high spec example has MOT back to 2007 confirming its low mileage of only 108,998 and benefits form a current MOT until August 2023.
Sold with the V5C and MOT.
Estimate: 600 - 800
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 210
2005 MG TF Spark 135, 1796cc. Registration YG05 OGX. Chassis number SARRDWBKC5D639185. Engine 18KFP27175804.
Sold with the V5C, desirable hard top, current MOT, service history and manual
In 2002, the MG TF was released, based upon the MG F platform, but heavily redesigned and reengineered, the most significant mechanical changes were the abandonment of Hydragas suspension in favour of conventional coil springs, the new design of the air induction system that along with new camshafts produces more power than in MG F engines, and the torsional stiffness of the body increased by 20%.
Available with either the 115, 135 or 160Ps engine outputs, all Spark SE models feature Gunsmoke and black Alcantara seats and door inserts, an alloy finish/black leather steering wheel, a chrome ashtray and handbrake button, a Momo leather/alloy gear knob, windstop and Sony CDX-2000 CD player with red illumination.
OGX is basically a one owner car, the first being a Dixon Rover of Bradford. Our vendor bought it in May 2005 and it has five stamps in the service and full MOT history confirming its low mileage of 40,298. The MOT runs until May 2023.
Amongst the large folder of receipts is a cambelt change and head rebuild in 2015 at 33,413 miles, at a cost of £836. It has averaged 1,000 miles per annum for the last several years.
Sold with the V5C, desirable hard top, current MOT, service history and manual
Estimate: 2000 - 2500
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 211
2006 Chrysler PT Cruiser Limited Convertible, 2,429cc, petrol/manual. Registration number MT56 YDU. Chassis number 1C3HHN5X97T515526. Engine number 7T515526.
Sold with the V5C, New MOT, MOT history, two keys, service books, hood cover and Haynes manual.
The PT Cruiser debuted for 2001, with its retro-themed styling it caused a lot of interest, it recalled 1930s and 1940s styling, influenced by the Chrysler Airflow. A 5-door hatchback (2001–2010) and 2-door convertible (2005–2008) body styles were produced, with an intermediate facelift for 2006.
YDU is a two owner car, our vendor bought it in May 2008. It has seven stamps in the service book, at 6,770, 10,501, 19,555, 25,443, 34,919, 42,076 and 48,096 miles in 2014. The MOT history backs up this low mileage, from 34,927 miles in 2009 through each year (about 1,000 miles each year) to its most recent in February 2023 at 54,203 miles.
It comes with an electric hood, leather seats, heated front seats, cruise control.
It is being sold as our vendor has had to give up driving.
Sold with the V5C, New MOT, MOT history, two keys, service books, hood cover and Haynes manual.
Estimate: 1500 - 2000
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 212
1986 Bedford CF2 Campervan, 1979cc. Registration number C746 HAF. Chassis number SKF973600V603978. Engine number not found.
Sold with the V5C, MOT until October 2023 and DVLA MOT history. Spicers highly recommend that safety checks are conducted on the gas installation and electrical system before taking this period van out for new adventures.
The Bedford CF replaced the CA in 1969 as their answer to Fords Transit. It was not long before multiple campervan versions were offered by independent firms. It was 11 years before the CF range was given an external facelift. The all-metal grille was replaced by a black plastic unit, with square tail-lamps and round headlamps set in square silver bezels. The CF2 was introduced in 1984, when only the 1979cc petrol engine was available.
HAF has a GT Motorised conversion (untraced company) that makes for a 4 berth, with Everard fuse box, Carver Cascade hot water, two burner gas burner, gas fire, fridge along with a separate bathroom with shower and cassette toilet.
It has lead a pampered life being stored indoors for most of it and a very low mileage of only some 85,000 miles. The DVLA MOT history goes back to 2006 at 78,030 miles and only increases by a few hundred miles p.a., it has a very commendable pass rate.
Sold with the V5C, MOT until October 2023 and DVLA MOT history. Spicers highly recommend that safety checks are conducted on the gas installation and electrical system before taking this period van out for new adventures.
Estimate: 4500 - 5500

Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 214
1975 MGB Roadster, 1798cc. Registration number NMT 453R. Chassis number GHN5-42103G. Engine number 18V 847H11592.
Outstandingly successful despite, or perhaps because of, its relative simplicity, the perennially popular MGB remained in production for 18 years while rivals came and went. Conceived in the late 1950s and launched in 1962, the MGB was mechanically similar to the preceding MGA, though with unitary-construction bodyshell instead of its forebear's separate chassis. To compensate for the newcomer's increased weight, the existing four-cylinder B-Series engine was stretched to 1,798cc while the MGB's aerodynamically efficient lines made the most of the 95bhp available to achieve a top speed which just bested the magic 'ton'. A 'right first time' design that changed little over the years, the MGB had enjoyed sales totaling in excess of 500,000 cars by the time production ceased in 1980.
The Mk III MGB was introduced in October 1971, with a revised interior, with centre console housing rocker switches and two vents in the middle. An armrest was fitted between the front seats, which now had nylon inserts.
In October 1974, the model underwent its most dramatic visual change when large black 'rubber' bumpers on front and rear were added to meet US impact regulations. The nose was redesigned and front indicators incorporated into the bumper. The ride height of the car was increased slightly and overdrive included as standard.
NMT was sold by P.B. Buckmaster in 1984 to a Mr Breeches, in 1989 and 1990 he spent over £1000 on body repairs and MOT's from 1988 - 1997 show the mileage rising from 70,322 to 79,630. It appears to have been off the road until 2014 when a MOT was carried out at 79,880 miles and in 2015 David Jubbs spent £1,452 on her including a new overdrive, the following year another £1,079 on new leather faced seats and carpets and in 2019 £1,577 including a new radiator. There are multiple bills for small parts throughout this time. Another MOT was undertaken in 2017 at 80,921 miles.
Our vendor bought her in 2021 and changed the rubber bumpers for the "Sebring" types and lowered the suspension. She now handles and drives very well and is being sold to make way for a new project.
Sold with the V5C, old MOT's and a folder of receipts.
Estimate: 4500 - 5500
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 215
1992 Fiat 126 BIS Bosmal recreation cabrio, 704cc. Registration number J865 WTW. Chassis number ZFA126A 0003186110. Engine number 126, A2,000, 3191610 (DVLA says 0319161).
Sold with the V5C, paperwork mentioned above, service books and manuals.
The Fiat 126 was presented at the 1972 Turin Motor Show as the successor to the Fiat 500 Nuova. After almost 20 years, the spherical body shape no longer struck a chord with the modern 1970's so Fiat designer Sartorelli designed the new body in a contemporary, angular style. One benefit was that there was now enough space for 4 passengers. The fuel tank was placed under the folding rear seat, this increased the luggage space from 30 to 100 litres, the chassis and the engine were largely taken over from the predecessor.
The Fiat plants produced almost 1.4 million 126s in Italy until 1980 when production ended 1987, but in parallel, since 1973, the car was built under license by the Polish FSM in Bielsko-Biala and Tychy until 2000. During its lifetime, two convertible models were created, the Bosmal version with a roll bar and almost original size doors and a POP produced a version with cutaway doors similar to the Jolly.
WTW is a UK RHD drive example, bought from Belle Vue Motors of Southend on Sea by Mrs Carter of Billericay on the 1st January 1992. She has a pre delivery stamp in the service book and her first service was in November 1993 at 1,214 miles. In July 1994 long term owner, Mrs May of Burnham on Crouch bought her; in 2002 May bought her a new burgundy hood for £411.25, one presumes this was the time that the Bosmal recreation was created, although there is no paperwork on file related to it.
In August 2019 she was bought by David Parr of Todmorden and our vendor bought her in 2020.
There are tax discs on file from 1993 until 2002 and MOT history from 2016 at 35,373 miles through to the last on in 2021 at 35,903 miles. She was last serviced in October 2020 and a new fuel tank was fitted in 2021.
This four owner from new will require recommissioning before use, she was driven onto the trailer for delivery but has fuel delivery issues at present, carb, fuel pump and fuel line clean should clear this up.
Sold with the V5C, paperwork mentioned above, service books and manuals.
Estimate: 4000 - 5000
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 216
1927 Lanchester 40, 6,200cc. Registration number YF 1847, not recorded with DVLA. Body number 1974 (see text). Engine number 1951 (see text).
Sold with the R.F. 60, see notes above, various period receipts relating to this and MK 2428 and other paperwork.
In 1896 Frederick Lanchester was the first person in Britain to successfully build a 4-wheeled, petrol-engined motor car. The Lanchester Engine Company Limited was later formed in 1899. Frederick patented a harmonic balancer to cancel out the unbalanced secondary forces in a four-cylinder engine, which are still common fitments in four-cylinder engines today. He went on to invent an early form of fuel injection and turbocharging, he was the first to employ detachable wire wheels, bearings that were pressure-fed with oil, stamped steel pistons, piston rings, hollow connecting rods and the accelerator pedal. In 1904 he became disillusioned with the company's directors and his brother George took over design work.
After the end of the First World War, George's engine for the new Forty was a 95hp, 6.2-litre, overhead-camshaft six that was meticulously designed with twin ignition – battery/coil and magneto – and inlet porting that ensured an equal air/petrol mix to all cylinders. The Forty also broke new bodywork ground, employing welded aluminium panelling over a cast-aluminium frame. It was the most expensive car in the world, in 1919 and many considered it superior to the Rolls Royce Silver Ghost.

However, despite upgrades to engine and running gear over the next nine years, the Lanchester Forty ran out of time and George had a new model ready to launch in 1928 after some 392 examples were built. The Thirty was powered by a straight-eight, overhead-camshaft 4.4-litre engine. However, the Wall Street Crash hit hard in 1929 and, despite Lanchester displaying two of the new eight-cylinder cars on their stand at the Olympia Motor Show in October 1930, only 126 Straight Eights were made before the Great Depression effectively killed demand and the bank foreclosed on the company. BSA bought the assets in a fire sale and production was transferred to Lanchester's new sister subsidiary, Daimler, in Coventry.
YF 1847 has been family owned since 1934 and is known to the club but has not been seen since the 1960's. It is was built as a six light, four door car with a Lanchester tall body, it is believed to have been used as a taxi before coming into the ownership of undertaker Frank Simms of Tunbridge Wells who bought it in 1934.
The records on file are a bit confusing as Simms had several Lanchesters. In 1929 he had a hearse built by Rock Thorpe & Watson of Tunbridge Wells on a Lanchester chassis. In 1935 he had a hearse body fitted to a Lanchester chassis by Gibson & Brown of Tunbridge Wells and in 1936 he bought chassis 1974 from Stephen Peerless of London. This chassis number is on YF 1847 although the R.F. 60 states it should be chassis 1999. The engine fitted is numbered 1951 (the R.F. 60 states 1971, the bellhousing is stamped 1954.
Along with MK 2428, a 1926 Lanchester hearse, chassis and engine 1962, YF 1847 was in regular use up until being taken off the road in c.1956, MK came off the road c.1974.
When our vendors father inherited the cars from Frank Simms widow, Emma, he kept YF, selling MK through sold by Brooks Auctioneers in 1999. He was an RAF engineer and started the restoration of the car, although his first love, a Chipmunk aeroplane took precedent over his time. The car appears complete, although a none runner due to ignition/firing issues, the odometer has been rebuilt and set back to zero and several other parts are present but not fitted. It can easily be pushed and the engine turns over. There is a list of items that he has attended to, including refurbishing the radiator and renewing the wiring harness.
This rare machine, the cataloguer was only able to find one other example selling in recent years, is offered for sale with no reserve after long-term family ownership. The family ask only one thing, that when it is up and running that they can visit and have a ride.
Sold with the R.F. 60, see notes above, various period receipts relating to this and MK 2428 and other paperwork.
Estimate: 10000 - 15000
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 217
1922 Buick McLaughlin Limousine, 4086cc. Registration number DY 2320. Chassis number 60259. Engine number X3159.
Sold with the V5C, comprehensive restoration photography folder, and associated paperwork.
The McLaughlin Carriage Company of Canada was founded in 1867, producing hand-made sleights and carriages. By the turn of the century McLaughlin carriages were highly regarded and the company moved into motorcar production. The first McLaughlin car was produced in 1908. Mechanically, this McLaughlin car was like the contemporary Buick 4, but the body was all-Canadian.
In 1918 the entire McLaughlin car business was sold to General Motors of Canada and in 1923 the name of the car was changed to McLaughlin-Buick.
This rare, UK from new, car was bodied by Elkington of Kings Road in London and its early live is unknown. Discovered in the early 1960's in Crystal Palace, Ian Pratt bought it in 1977 and commenced a 25 year restoration to the very high standards you see today.
Completed in 2002 it was used occasionally, the mileage rising to 2,706 miles, he sold it via Bonhams Beaulieu auction in 2021. Our vendor has used it occasionally but now wishes it to move to a new home. The quality of the restoration work has to be seen to be believed.
Sold with the V5C, comprehensive restoration photography folder, and associated paperwork.
Estimate: 17000 - 20000
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 218
2004 Bentley Continental GT, 5998cc. Registration number LK54 OTV. VIN number SCBCE63W35C026621. Engine number 008408.
Sold with the V5C, new MOT, old MOTs, two sets of keys and fobs, full Bentley main dealer service history, CD-Roms, and handbook.
Introduced at the 2003 Geneva Salon, the Continental GT was the most technologically advanced Bentley in many years. Powered by the marque's first all-new engine since 1959, its twin-turbocharged 5998cc W12 was allied to six-speed ZF Tiptronic transmission, with a quoted 552bhp and permanent four-wheel drive, the GT was capable of a 0-60mph in 4.8 seconds and 198mph. Equipped with sophisticated independent suspension and ventilated ABS disc brakes all-round, the GT could have many optional upgrades.
OTV comes with a warranted mileage of just over 51,000 miles and full Bentley Main Dealer Service History, 15 stamps, the last at 50,051 miles in July 2022 when the 12 spark plugs were replaced. It will be offered with a fresh MOT on the day.
The sat nav has 8 CD-ROMs, including most of Europe and Scandinavia. Amongst the options in this car are the coms pack with a Nokia telephone, and the wonderful massage and heated seats.
Sold with the V5C, new MOT, old MOTs, two sets of keys and fobs, full Bentley main dealer service history, CD-Roms, and handbook.
Estimate: 16000 - 18000
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 219
1996 BMW 740iL, 4398cc. Registration number P919 FFJ. Chassis number WBAGJ82060DB29182. Engine number 50331314.
Sold with the V5C, MOT until November 2023, MOT history, BMW service book and manual, and full tool kit.
The E38 series is the third generation of the BMW 7 series in the luxury clas, introduced in June 1994 as the successor to the E32. In March 1996 the M60 engines were replaced by the new M62 engine the 735i at 235hp and the 740i at 286hp. These cars brimmed with technology, including ASC+T traction control, Dynamic Stability Control, auto-leveling low beam xenon HID headlamps, side tubular airbags,Electronic Damper Control, Park Distance Control (PDC), auto-dimming & power folding mirrors, power moonroof, power rear sunblind, rain-sensing wipers, dual zone or tri-zone climate control, electric drivers seat adjustment and electric steering wheel adjustment. Double glazed windows were available.
FFJ, was originally sold in Belfast and is a four owner car in metallic Oxford Green with tan interior. It has only covered some 76,000 miles in its life with 11 stamps in the service book, up to 63,309 miles.
Some of the options fitted are double glazed windows, telephones in both the front AND rear armrests, electrically adjustable rear seats and rear blind.
The DVLA MOT history goes back to 2005 at 36,200 miles, rising slowly over the years confirming the low mileage.
Sold with the V5C, MOT until November 2023, MOT history, BMW service book and manual, and full tool kit.
Estimate: 5000 - 6000
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 220
1985 Audi Ur Coupe Quattro 10V, 2144cc. Registration number B25 TRW. Chassis number WAUZZZ85ZFA900959. Engine number WR006214.
Sold with the V5C and aforementioned history folder.
The importance of the Audi Quattro should not be underestimated. Not only is it the car that established Audi's reputation for creating fast, secure, desirable, well-built cars, but in one fell swoop it revolutionised rallying with the combination of all-wheel-drive traction and turbocharged power making it almost unbeatable on rough and loose surfaces. Driving Quattros, Hannu Mikkola and Stig Blomqvist won the 1983 and 1984 World Rally Championships respectively, and Audi took the '84 constructors' title.
TRW was first registered by main dealers, Euro Canterbury, to Nigel Shortt of Shakespeare Products, on the 8th June 1985. There are 12 stamps in the service book, 2,270 miles in 11/85, 9,116 miles in 05/87, 14,632 miles in 12/87, 19,640 miles in 07/88, 26,646 miles in 06/89, when the exhaust manifold was replaced, pads and discs replaced 10/89, 31,657 miles in 11/89, 37,408 miles in 05/90. It then changed hands and was next serviced at 39,151 in 10/90 in Nottingham, before going to T. Griffiths in March 1991 and was serviced at 44,510 miles in 11/91 with a new cambelt and again at 49,523 miles in 12/92.
The next owner was Simon Parkin in September 1993 who had it serviced at 55,130 miles in 11/93 and 62,085 miles in 05/94. By now it appeared to have become a bit tired and in 2001 he spent some £4,300 at Audi in Manchester on repairs. It was then off the road for many years due to gearbox and wiring issues.
In 2018 it was bought by James Conway who sent it to Deutsche Doktors Ltd of Stoke on Trent for a full rebuild. They bare metalled it with glass out. The engine was inspected, head and sump off and found that it had recently been rebuilt, the gearbox was rebuilt, replacing a couple of broken cogs, the transmission was rebuilt, a new loom was made for the car, all the underside running gear was replaced and the interior was restored/replaced as necessary. This process took over two years, a mixture of waiting for some parts ie the wishbones took 12 months to arrive from Germany, and Covid. Eventually it was finished and it passed its MOT in 07/20 at 66,019 miles, it has been unused since and stored.
TRW benefits from comprehensive ownership and maintenance history, has been fully restored and is now looking for a new owner to enjoy the fruits of someone else's labour.
Sold with the V5C and aforementioned history folder.
Estimate: 45000 - 55000
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 221
2003 Nissan 350Z GT, 3,498cc. Registration number OE53 BWW. Chassis number JN1GAAZ33U0001142. Engine number unknown.
Sold with the V5C, MOT until November 2023, DVLA MOT history, service and owners manuals.
The 350Z is a front-engine, rear-wheel-drive, two-door, two-seat sports car replaced the 300ZX and continued the Z car tradition of long bonnet with a 276bhp 3.5-litre V6, manual gearbox and indulgent rear-wheel drive, sloping fastback style arched roof line, unique brushed aluminum door handles, high waistline, and bulging wings that are pushed out to the corners of the vehicle.
In the UK it was keenly priced at £24,000 for the basic model, though most buyers forked out the extra £2500 for the GT Pack, which included an uprated Bose hi-fi, cruise control and electrically adjustable heated leather seats.The 350Z's interior does not have a conventional glove box, but has storage compartments located behind and between the two seats.
BWW has continuous DVLA MOT history from 2006 at 18,475 miles, through to its most recent one in November 2022 at 119,896 miles. The service book has 12 Nissan main dealer stamps from Martins of Winchester up to 2016 at 103,359 miles, followed two two more since, the last in 2018 at 113,887 miles. In November 2022 it had a suspension overhaul and new front discs and pads at a cost of £814. At some point it has had an after market front bumper fitted and coil overs.
Sold with the V5C, MOT until November 2023, DVLA MOT history, service and owners manuals.
Estimate: 5000 - 6000
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 222
1986 Porsche 924S, 2,479cc. registration number C427 XSC. Chassis number WPOZZZ92ZGN401227. Engine number 43G05647.
Porsche introduced the 924 in 1975, it was their first front engine/rear wheel drive car. Developed in conjunction with VW/Audi, it was built with the block from the Audi 100 but fitted with a Porsche designed head and when fitted with Bosch K-Jet Tronic injection made 95 bhp.
It was an entry level Porsche, its straight line performance was good but no threat to a 911, but with its rear transaxle gearbox had perfect weight distribution for outstanding handling. It proved to be so popular that it even remained on sale alongside its replacement, the 944.
XSC was sold by Glen Henderson Motors of Glasgow to Alistair Ferguson on the 2nd February 1986, then came Roger Smith and Dr John Barton. There are 20 Porsche main agent or specialist stamps in the service book and our vendor had the cambelt changed at 104461 miles in 2016. Michael Charlton bought it in 2002 and it was sold to our vendor in 2013, at that time it had 103,950 miles on the odometer. During his tenure he has maintained it at home including replacing brake and fuel lines. The MOT expired in 2018 at 104,463 miles, only some 500 miles in 5 years, since when it has been dry stored. Due to advancing years he has decided to part with it and it was driven onto the trailer for delivery from the North East. Spicers have driven it around our compound and found it handles well although the brakes are binding and the windows do not operate.
Sold with the V5C, service book and owners manual, DVLA MOT history since 2006, various receipts for parts and photographs. The original interior is in particularly good condition for a 1986 Porsche. It will need recommissioning for road use.
Estimate: 4000 - 5000
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 223
1999 Mercedes Benz SLK 230 Kompressor, 2295cc. Registration number P921 PLW. Chassis number WDB1704472F005170. Engine number 11197322000755.
Sold with the V5C, current MOT until July 2023 and its DVLA MOT history.
The SLK-Class was first launched in 1996, production ended in 2020. This first generation R107 has the Eaton supercharger on the M111 engine producing 193 bhp and a folding steel roof. The "Leicht" of the SLK Roadster signifies that this two-seater was equipped with the best luxuries available at the time. Standard features include power seats and windows, dual-zone climate control, anti-lock brakes, power steering, and electronic stability control.
PLW has only had three owners and has MOT history going back to 2006 at 35,307 miles, over the years it has gently increased at about 5,000 p.a. with a very good pass rate. The last one was in July 2022 at 102,304 miles, today it is 103,877.
Sold with the V5C, current MOT until July 2023 and its DVLA MOT history.
Estimate: 1800 - 2200
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 224
DNA Toyota Ferrari 360 replica kit car, 1990cc. Registration number N332 FKK
Sold with V5C and current MOT
Estimate: 16000 - 18000
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 250
1967 Honda P50. 49cc. Registration number WAR 176E (non transferable). Frame number P50 - A127661. Engine number 127557.
Sold with the V5C, RF60, 1969 tax disc, 1970 MOT, the dating certificate, an owners manual and the original tool kit
Almost the Holy Grail for collectors of Honda mopeds! In production for just over two year's 1966 to 1968, the 'Little Honda' was unique at that time having an overhead valve four stroke motor, when all other manufacturers were using two strokes. The design of the engine, being part of the wheel however, was copied directly from the 'Winged Wheel' produced by BSA some 20 years earlier and was the last 'Motor in wheel' design to be marketed anywhere in the World.
The 49cc engine gave out 1.2hp @ 4200rpm, and the machine weighed 45kg.
This rare, unrestored, machine was bought by Betty Smith on the 16th May 1967 and she did not get on with it so it was left in the garage and hardly used, there is an MOT on file from 1970 and a 1969 tax disc.
In 2006 her son obtained a dating certificate from the owners club and our vendor bought it from him in 2008. It has been id dry storage ever since, although it was recently started on a slave petrol tank.
Rarely do unrestored examples of this machine appear on the market.
Sold with the V5C, RF60, 1969 tax disc, 1970 MOT, the dating certificate,, an owners manual and the original tool kit
Estimate: 750 - 1000
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 251
1972 Honda PC50K, 49cc. Registration number KUR 34L. Frame number PC50 2066472. Engine number PC50E 0076171.
Sold with the V5C and keys.
A distinctive feature of the PC50 is the use of a four-stroke engine, at a time almost all pedal-equipped mopeds used two-stroke engines, it used two different engines during its production. The first models featured an overhead camshaft (OHC) engine derived from the Honda P50 moped which used an engine in wheel arrangement. The OHC engine was used from start of PC50 production until April 1970 when the OHC engine gave way to the OHV (pushrod) engine in the same

cycle frame. The new model was re-designated PC50K1.
KUR is an unrestored machine that has recently been running on a slave tank.
Sold with the V5C and keys.
Estimate: 600 - 800
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 252
c. 1960-62 Honda C110D Sports Cub, 49cc, project. Registration number 508 FUB (not recorded with DVLA).
Frame number C110D 27994. Engine number C110E 61898.
This project comes with no paperwork
The C110 Sports Cub was launched in October 1960, it was more like a traditional motorcycle that the rider had to straddle, not a step-through. It had a different frame, with the fuel tank on top of the frame and in front of the seat, and the frame's steel tube spine ran horizontally from the head tube to the seat. It also had a bit more power, increased 4.5 to 5 bhp @ 9,500 rpm. Sub-variants of the Sports Cub were the C111, without a pillion seat, and C110D, also called C114, which had a low exhaust pipe.
This project comes with no paperwork
Estimate: 900 - 1200
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 253
1981 Honda CB100N, 99cc. Registration number UDD 698X. Frame number CB100 1020513. Engine number CB100NE 1020532.
Sold with the V5C and two keys, it has recently been running on a slave tank, but recommissioning is recommended before road use.
The CB 100, owas produced from 1970 until 1982, the last in the the range, the N, had a different style tank/body compared to the earlier variant. All used a 99cc four stroke engine.
Sold with the V5C and two keys, it has recently been running on a slave tank, but recommissioning is recommended before road use.
Estimate: 800 - 1200
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 254
1985 Kawasaki AR 125, 123cc. Swiss full power. Registration number C475 OVW. Frame number AR125A 003223. Engine number AR125AE 002423.
Sold with the V5C, NOVA, Swiss ownership details and the original exhaust. It will need recommissioning for road use.
Kawasaki never really cashed in on the 125 market of the 80s, and put even less effort into 125s going into the 90s. The AR125 is actually a really solid little bike. It was also pretty nippy and defied its 12 horses that pushed it along.
The engine used a rotary disc valve, instead of reeds. This gave it a healthy spread of poke throughout its rev range and a distinctive induction whir. Beyond the water cooled two stroke engine things were much more traditional. Nothing else really grabbed your attention, unlike the competition, that all had large capacity machines carrying the models moniker. The AR was pretty much a lone wolf in the range, other than its smaller siblings.
OVW was first registered in Switzerland and owned by Stefan Senn in 1998, by 2015 it was imported into the UK by Ian Boothand registered with DVLA, with a odometer reading of 11,909 km, today it is 11,996 km. In 2018 it was bought by Simon Mattison.
Sold with the V5C, NOVA, Swiss ownership details and the original exhaust. It will need recommissioning for road use.
Estimate: 2500 - 3000
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 255
1960 BSA Sunbeam Scooter 175cc. Registration number 480 VNN (non transferable). Frame number 9306B. Engine number S1446 (V5C states 51446).
Sold with the V5C, R.F. 60, 1967 MOT and an original instruction manual, it has been running recently.
The BSA Sunbeam, also sold as the Triumph Tigress, was a scooter designed to have good performance and handling for the motorcycle enthusiast. The entry of the BSA group into the scooter field was announced by Edward Turner in October 1958. The design by Edward Turner drew on Triumph's long experience of building fast motorcycles, and was sold under two brand names to take advantage of established distribution networks. This badge engineering was one of the last uses of the Sunbeam marque. The differences between the BSA Sunbeam and Triumph Tigress were entirely cosmetic - the former in poly-chromatic green paint, also two-tone red and cream, with a BSA badge; the latter in a shell blue or mimosa and ivory (two tone) with Triumph badging.
The scooter was available with a 250 cc four-stroke twin or 175 cc two-stroke single-cylinder engine. The 250 cc model was discontinued in 1964, the 175 cc model in 1965.
FNN, its original number, was first registered to Henstocks of Mansfield on the 29th March 1960 before being sold to Timothy Hickling in the April, he sold it to Melvyn Ward in November 1961 and then Harry Bacon of Sutton in Ashfield in 1967. In 2000 Scooter Club member Robert Kennedy bought it in running order and over the next 12 months fully restored it; he sold it to our vendor to fund a Vespa combination project. There is a 1967 MOT on file. and a You Tube video pre the restoration.
Sold with the V5C, R.F. 60, 1967 MOT and an original instruction manual, it has been running recently.
Estimate: 1800 - 2200
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person

18.6% inc VAT for Live Bidding and Autobids

Lot 256
1967 Vespa Douglas 150 Sprint, 145cc. Registration number PKH 219F (see text). Frame number VLB1T-054358. Engine number 044547.
Sold with the V5C, two old MOT's mentioned and 4 keys. It will require recommissioning before road use, although it has been running recently.
The Piaggio industrial group were devastated by WWII and post war were not allowed to build aircraft, instead they helped mobilise the Italian public with a new transport concept, the scooter. During trials the buzzing noise of the engine and body shape combined for the scooter to be christened the 'Vespa' the Italian translation for wasp. From the launch in 1946 it was such a success that it has become a symbol of taste, fashion and style and is one of the favourite global design icons of all time.
The Sprint succeeded the GL has the same layout and design is the same as the GL, with updated styling and 10" wheels, it was made until 1968. The VLB model range was made from 1965 until 1974.
PKH has known history back to 2003 when it was bought by our vendors father who took the original KEE registration off it. At this time it was silver in colour with a recorded mileage of 6,386 miles, in 2008 another MOT records 6,395 miles and it had been painted red. Stored for many years the mileage now shows 6,410.
Sold with the V5C, two old MOT's mentioned and 4 keys. It will require recommissioning before road use, although it has been running recently.
Estimate: 1800 - 2200
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 257
1960 Lambretta 150Li, 150cc. Registration number 520 XVK (non transferrable). Frame number 150LI 860451. Engine number 150LI 860968.
Sold with the V5C, bound photographic record of the restoration and other paperwork. It should only require gentle recommissioning for road use.
Manufactured by the Italian industrial giant Innocenti, the Lambretta scooter gained widespread acceptance in the 1950s, its cleanliness and convenience in particular appealing to those who regarded the true motorcycle with suspicion. Following the unreliable TV 175 Series 1, Lambretta went back to the drawing board to create one of its all-time greats: the Li. The Li was built as either a 125 or 150 using the bore/stroke dimensions of the preceding 'D' Series, producing 5.2hp and 6.5bhp respectively, while its new engine in over-bored form found its way into the revamped TV 175 Series 2 in 1959. The Li range was restyled along similar lines at the same time, with headlamp nacelle and faired-in handlebars, thus establishing the definitive Lambretta look that would endure until Italian production ceased in 1971.
XVK has been subject to a full photographic restoration between March and June 2020 by G. Sawyer of Tyne and Wear. He bought it from Lambretta Finder in Belgium in February 2020 as a project machine, it comes with full dating certificate from the British Lambretta Archive confirming matching numbers, there are also photographs of two Italian tax discs from 1971 and 1974.
Once completed it was sold to our vendor in the July, he has not used it, dry storing it in his collection and now has decided he wishes to upgrade to an SX.
Sold with the V5C, bound photographic record of the restoration and other paperwork. It should only require gentle recommissioning for road use.
Estimate: 4000 - 5000
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 258
1983 Vespa Douglas, PX125E, 125cc, The Joker custom. Registration number GKL 816Y. Frame number 00098344. Engine number E165P 057887.
Sold with the V5C, it will require recommissioning before use.
Along with the rival Lambretta, the Piaggio-built Vespa mobilised an entire generation of Italians in the immediately post-war years, the hitherto humble scooter going on to become part of British youth culture in the 1960s as favourite transport of the fashion-conscious 'Mods'. Douglas built the Vespa under licence in the UK between 1951 and 1963, continuing to import the machine from Italy thereafter.
GKL has been subject to a high quality custom paint scheme, The Joker, cover the main panels. The engine also appears to have been worked on with a sports Sterling exhaust.
Bought by our vendor as a shop display piece he has now decided on a change of display.
Sold with the V5C, it will require recommissioning before use.
Estimate: 1500 - 1800
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 259
c.1967 Lambretta J50, 50cc. Registration number not registered, NOVA. Frame number J50 460858*GM3687OM. Engine number 46227?.
This unrestored example comes with a NOVA.
In 1964 Innocenti introduced a whole new scooter family with the Junior range. The simple and lightweight construction of the scooters should allow for lower prices and therefore appeal to new groups of customers.
The third version was introduced in mid of 1966 until 1967, with a new frame with narrow legshields, 9 inch wheels, dual seat, J 50 embossed in frame below rear light and re-enforced engine silent blocks. Official production name "Model '66".
This unrestored example comes with a NOVA.
Estimate: 1800 - 2000

Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 260
1957 Lambretta 150LD, 150cc. Registration number CSJ 322. Frame number 257865 150LD. Engine number 150LD 264597.
Sold with the V5C, 1999 MOT at 11,510 km, today it is 11,551 km. It will require recommissioning for road use.
The Mk. III 150 LD was launched in January 1957 and featured an epicyclical kick starter and the speedometer was now mounted in a purpose built housing which also included the horn and mounted on top of the handle bars. The rear of the scooter gained a more streamlined look, with a cast rear light unit bolted onto it and the toolbox door now behind the rear seat. Colour choice was now green, grey, beige, off-white or blue with contrasting side panels in blue, maroon, red or green.
CSJ was subject to a re-registration from TNM 686 in 1999 and is an older restoration.
Sold with the V5C, 1999 MOT at 11,510 km, today it is 11,551 km. It will require recommissioning for road use.
Estimate: 2000 - 2500
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 261
2004 Honda SCV100 scooter. Registration number not registered. VIN number ME4JF11A038013894.
Purchased new by our vendor this scooter has only covered 271 miles and will need recommissioning before use.
Sold with the purchase invoice, service and owners manual, it has never been registered with DVLA.
Estimate: 1000 - 1500
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 262
2005 Suzuki LTZ 400, 398cc. Registration number FJ05 PZT. Frame number JSAAK47A352110261. Engine number K428-204403.
Sold with the V5C and one key.
LTZ-400, is a high performance all-terrain vehicle in Suzuki’s popular Quadsport ATV lineup. The Suzuki Z400 earned it’s reputation of being an all-around top performer by being equally impressive on trails, sand dunes and on the race track. The Z400 provides ample four-wheel fun for the experienced rider. It has compact lightweight 398cc 4-stroke, single-cylinder, liquid-cooled engine to a lightweight, high tensile steel-alloy frame with removable steel sub-frame.
This machine has a reverse gear and is fully road legal, with an MOT until April 2023.
Sold with the V5C and one key.
Estimate: 2000 - 2500
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 263
c.1972 Suzuki TM 100/125. Registration number not registered. Frame number TM125 34748. Engine number TM100 17125.
This example would appear to have a 125 frame and 100cc engine. There is no paperwork with it.
The TM ran from 1971 to 1975 and was replaced by the RM A Model in 1976. They were built after Joel Roberts won Suzuki's first Motocross World Championship. The TM series included the TM 75, TM 100, TM 125, TM 250, and TM 400.
This example would appear to have a 125 frame and 100cc engine. There is no paperwork with it.
Estimate: 1000 - 1500
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 264
c.1970 Hodaka Super Rat, 98cc. Registration number not registered. Frame number E09016. Engine number P71313.
There is no paperwork with this machine, it appears largely original.
The Hodaka Super Rat was made from the late 1960s. It was known for simplicity, affordability, and nearly universal appeal. As a result, it became very popular upon release and helped launch the company's rise to success. The Super Rat spawned later similar competition bikes with equally unusual names and affordable prices. Sadly, even with the Super Rat success at their backs, Hodaka was operating at a loss and forced to close in 1978.
There is no paperwork with this machine, it appears largely original.
Estimate: 1000 - 1500
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 265
c.1960's Kerry Capitano Grand Prix, 49cc. Registration number not registered. Frame number T 07353. Engine number 5990.
This rare machine, an older restoration, comes with no paperwork, common for Continental sub 50cc machines as they needed no road tax in period.
The Kerry marque reappeared at the end of the 1950's selling rebranded Italian scooters and mopeds with a rebadged Testi named the Kerry Capitano with a Minarelli 2 speed engine. The Gran Prix Sports model was introduced in 1963 which had kickstart and no pedals.
This rare machine, an older restoration, comes with no paperwork, common for Continental sub 50cc machines as they needed no road tax in period.
Estimate: 2000 - 2500
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 266
c. late 1950's/early 1960's Itom Sports 50cc. Registration number not registered. Frame number IOM * 7276 OM 16045. Engine number 149013/N
This rare machine, an older restoration, comes with no paperwork, common for Continental sub 50cc machines as they needed no road tax in period.
The Italian company Industria Torinese Meccanica, or ITOM, started in 1948, in 1953 the Esperia was the first model with two gears, in 1954 the Astor Sport followed, with 3 gears and pedals, followed by the Super Sport. In 1959 the pedals were removed form home market machines and in 1965 the Super Sport gets four gears.
This rare machine, an older restoration, comes with no paperwork, common for Continental sub 50cc machines as they needed no road tax in period.
Estimate: 2000 - 2500
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 267
1960 Excelsior Consort 98cc. Registration number not registered. Frame number SC9/1515. Engine number 652A 7058.
This older restoration example comes from the collection of the late Dale Winfield and is not registered for road use but does come with a VMCC dating certificate.
This older restoration example comes from the collection of the late Dale Winfield and is not registered for road use but does come with a VMCC dating certificate.
Excelsior's Consort first appeared in 1953 as the F4, with Villiers 4F engine and two-speed gearbox, changing to the 6F unit for 1956 when a plunger-suspended version joined the range.
The Consorts continued in production until the end of 1957 when they were replaced by the new Consort CA8, a more up-to-date design featuring a telescopic front fork and swinging-arm frame. A year-or-so later a rigid-framed (F4F) version was reintroduced and the two Consorts continued until the rigid model was dropped in 1963, to be followed a year later by the swinging-arm type.
This older restoration example comes from the collection of the late Dale Winfield and is not registered for road use but does come with a VMCC dating certificate.
Estimate: 1000 - 1500
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 268
1956 BSA Goldstar 350cc, in Clubman trim. Registration number SWT 854. Frame number CB3? overpainted, V5C states CB3113493. Engine number BB32.GS.1020.
Sold with the V5C, brake test and other associated paperwork.
1953 saw the introduction of the BB series (BB32 – 350cc / BB34 – 500cc) with new duplex cradle frame and swinging arm rear suspension. These were followed in 1954 by the CB series with engine changes aimed primarily at the road racers. Immediate success was achieved in the Clubman's TT and this cycle of engine redesign and immediate success was repeated the following year with the DB series. The Senior TT was won by Eddie Dow who later went into business as Britain’s Gold Star Specialists providing a wide range of custom accessories.
SWT was owned by Peter Lyons, in 2012, selling it to our vendor in December 2017 with a mileage of 23,050 miles. In 2019 added Thorspark electronic ignition and generally serviced the machine. In 2020 he fitted new piston rings and ground the valves along with a new battery, in 2021, at 23,512 miles, he again rebuilt the engine, this time with a new piston and rings, +40, giving it a 9-1 compression. Today the mileage is 23,611 miles.
The 4th Owner, Geoff Brown of Lincoln, c.2004, obtained a Goldstar Owners Club Engine Brake Test for the engine, as a touring engine with racing cams. It should noted that the gearbox is stamped RRT2 but it has a normal touring box fitted.
Sold with the V5C, brake test and other associated paperwork.
Estimate: 6000 - 8000
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 269
1953 BSA A10/Road Rocket, 650cc. Registration number CSL 312 (non transferable). Frame number BA 752875. Engine number CA10R 8250.
Sold with the V5C and MOT, it will need some recommissioning before use.
Launched in 1949, the BSA A10 was a development of the A7 500cc and was needed to compete with the Triumph Speed Twin, it was designed by Bert Hopwood. Initially it was available with a rigid frame but the rear plunger was a more popular choice, especially amongst the sidecar buyers. It had hinged rear mudguard and a semi unit gearbox mated to the parallel twin engine until 1954 when a swinging arm rear was introduced along with separate gearbox and engine.
Launched as the top of BSA's range in 1954 the Road Rocket was the first A10 engine with an alloy cylinder head. New "thick flange" cylinders were introduced, it had high compression pistons and a higher lift camshaft with the 356 "sports" profile. These modifications raised the power output to 40 bhp and a top speed of 109 mph.
CSL started life as a 1953 A10 but has had the barrel and cylinder head of a 1959 Road Rocket fitted. The MOT history goes back to 2006 at 14,257 miles, in 2008 it was 52,142, in 2010 it was 3,185 and when our vendor bought it in 2012 it was at 67,184, one presumes different odometers were fitted! Today it is 67,329 as he has rarely used it and it presents very well.
Sold with the V5C and MOT, it will need some recommissioning before use.
Estimate: 5000 - 6000
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 270
1955 AJS 16MS, 349cc. Registration number OOU 249. Frame number painted over. Engine number 56/16MS/27634.
Sold with the V5C.
The rigid framed AJS Model 16M 350 cc single was developed in 1945 from the military Matchless G3/L World War II motorcycle. The company also produced an almost identical motorcycle under the Matchless name as the Matchless G3L with the only difference between the two was that the Matchless carried a magneto at the rear of the cylinder barrel, whereas the AJS magneto was at the front.
In 1953, the Model 16M was modernised with a dual seat replacing the saddle and rear pillion seat, it retained a rigid rear frame until 1949, when pivoted rear suspension controlled by hydraulically dampened spring units designed and made by Matchless became available. The difference was indicated by the S (for springer) designation - 16MS.
OOU comes with a copy of a Steve Bateman Superbike Ltd description of the machine, where it is stated that it has had a new Amal carb, the dynamo rebuilt, and a general overhaul of the bike.
Sold with the V5C.
Estimate: 2500 - 3000
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 271
1957 AJS 18S, 498cc. Registration number NRD 593. Frame number A56243. Engine number 57/18s/131136 (V5C states 57185131136.
It has had new rims with stainless steel spokes and new tyres as well as a new carb and oil change.
Sold with the V5C and R.F.60.
The AJS Model 18 was developed from a design from the 1930s, despite which it was still being manufactured 30 years later. The AJS was updated when a springer frame rear suspension was made available for 1949, to become the Model 18S. The suspension was a vast improvement on the rigid rear end - which had given a bouncy ride. Each of the two 'Candlestick' shocks held only 50 cc of SAE 20 weight oil. They were prone to leaks and were replaced by the larger diameter 'Jampot' shocks on the 1951 version.
The R.F. 60 records it being sold by Stoker and Shepherd of Reading to Zdzislaw Szewczyk on the 18th January 1958, he sold it to Russell Bassettc.1970 then long term owner Roy Siddall of Reading bought it in 1974. There are a large amount of old MOT's on file from 1974 at 29,501 miles, through to 2011 at 61,593 miles, and tax discs from the same time. There are old receipts from this era through to 2009. Our vendor bought it from him.
It has had new rims with stainless steel spokes and new tyres as well as a new carb and oil change.
Sold with the V5C and R.F.60.
Estimate: 3500 - 4000
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 272
1960 Royal Enfield Crusader Sport, 249cc. Registration number SFO 128 (non transferable). Frame number painted over. Engine number S 5904.
Sold with the V5C, old MOT history, awards from shows and technical booklets
The Crusader was one of Royal Enfield's biggest-selling bikes during the 1950s and 60s, and the hot Sports model – capable of 80mph – featured downswept handlebars, a tuned engine with hotter cams, a larger inlet valve in an aluminium cylinder head, and higher compression.
SFO has a very large history folder and has recently undergone an engine rebuild with a reground big end journal, rebuilt carburettor and new clutch. It has an MOT history from 2002 at 7,94 miles, until 2012 at 8,608 miles, today it is 8,662. Shown at many local events in the 2000's it presents very and sounded very sweet when delivered for the auction.
Sold with the V5C, old MOT history, awards from shows and technical booklets
Estimate: 2500 - 3000
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 273
1958 Norton Dominator 99, 596cc. Registration number UVS 167 (non transferrable), Frame number 14N 78505. Engine number 78505.
Sold with the V5C and some history.
Norton's 500cc twin gained the race bred Featherbed frame in late 1951 and was named the Dominator 88. Introduced for 1956, the 596cc Dominator 99 was outwardly identical to the 88. The engine was taken out to 596cc and fitted with a new cylinder head giving 31bhp. The Featherbed frame and Roadholder forks made the 99 was a very desirable package. Endowed with greater power and higher gearing enabling it to top 100MPH, it was eventually dropped in 1962.
UVS, a matching numbers machine, was reregistered with DVLA in 1994 by Kenneth Leech, he sold it to Frank Grant in 1995. By 2010 it was with Neil Hassall who had the magneto overhauled, a rewire, carb rebuild and general fettling undertaken. In 2013 he had its Historic Class enabled. Our vendor bought it in 2016.
A quality older restoration this Domi 99 presents very well and should need only minor recommissioning before road use.
Sold with the V5C and some history.
Estimate: 6000 - 8000
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 274
1964 Matchless G12 CSR, 648cc. Registration number CTN 372B. Frame number overpainted A85338. Engine number G12 CSR 9573. Gearbox number MA 3294R.
Sold with the V5C, old MOT's from 1979 - 2001, many receipts for parts and work undertaken, magazine articles and other related paperwork. It should require only light recommissioning before road use.
The Matchless G12 CSR designation officially stood for "Competition/Sprung/Roadster," the same nomenclature used with the G80 and G50 models. With its distinctive two-into-one 'siamese' exhaust system and upgraded camshafts the CSR was a high-performance motorcycle with what was, at the time, a high compression ratio of 8.5:1, distinguishing it and the G12 CS from the other G12 models, having a 7.5:1 compression ratio. The factory diverted Chief Engineer Jack Williams from AJS 7R development to address the problems with leaks and vibration and modify the bikes for racing – with the result that Ron Langston and Don Chapman won the prestigious Thruxton 500 long-distance endurance race on the AJS Model 31 counterpart to the G12. Encouraged by this victory in 1963 the G12 CSR gained the name Monarch and twin carburettors (the AJS version was renamed the Hurricane).
CTN comes with an Owners Club dating certificate for dispatch in June 1963 to Newcastle on Tyne, confirming it is fully matching numbers.
Owned by Henry Black of Guisborough in July 1964 it stayed with him until Mick or Malcom Curnick owned it in 2001. Then comes John Deaville in 2013 who restored the machine, at this time he notes it was a genuine 28,000 miles and two owners. He kept copious notes on its time with him, including selling it to John Hadgson in 2018 .
Our vendor bought it in 2019 and has cheished its time with him.
Sold with the V5C, old MOT's from 1979 - 2001, many receipts for parts and work undertaken, magazine articles and other related paperwork. It should require only light recommissioning before road use.
Estimate: 5000 - 6000
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 275
1955 Vincent Series D Black Knight, 998cc. registration number PCR 836. Frame number, headstock RD 12954/F, rear RD 12954/F. Engine number F10 AB/2 11054. Crankcases, both J 44 V.
Sold with the V5C, old MOT's and history as listed above. It has been started up every 3 weeks by the vendor whilst with Spicers.
Phil Vincent dubbed the 45hp Black Knight "a two-wheeled Bentley" when it was launched at the Earl's Court Motor Show in 1954, becoming the first fully-enclosed superbike.
The idea was that the owner could ride to work in his suit and not have to wear motorcycle clothing, it also had the added benefit of channeling more air into the engine bay thereby increasing the power over the Rapide on which it was a development, at the same time the Black Prince was launched based on the Black Shadow with 55hp . The only visual difference between the two is the badging on the mudguards.
As the story goes, by the time the hand built faired bikes rolled out, Vincent was finding it increasingly difficult to compete with mass-manufactured cars. Not only did the Black Knight and Black Prince prove unpopular due to their futuristic looks, but it turned out Vincent was losing money on each bike sold. The company closed in December 1955 after producing 101 Black Knights and 132 Black Princes.
One of the most useful innovations was a huge side-mounted lever which allowed the rider to place the bike on its center stand while still sitting in the saddle, the whole of the rear panelling is hinged for ease of access and it used Lucas electrics, chosen for their reliability.
This confirmed matching numbers machine was first registered on the 1st October 1955, and was first registered with a sidecar, as many were. By January 1962 it was with Thomas Wood of Brixton before moving to Slough with Alec Maslen in May 1962. In May 1964 it was with Elite Motors of Tooting being sold to Gordon Hemms of Bath in the July, he still had it in 1976. Trevor Burgess of Liversedge bought it in 1980 before it moved to Garnett Orford of Selby in 1998, our vendor bought it from him in 2017.
There are MOT's on file from 1985 at 22,004 miles, 1997 at 22,609 miles and 1998 at 22, 644 miles, today it is at 102 miles.
Sold with the V5C, old MOT's and history as listed above. It has been started up every 3 weeks by the vendor whilst with Spicers.
Estimate: 40000 - 45000
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 276
1957 Matchless G3L, 349cc. Registration number VSM 490. Frame number painted over. Engine number 57/G3Ls/35084.
Sold with the V5C, and old MOT
The rigid framed Matchless G3L/AJS Model 16M 350 cc single was developed in 1945 from the military World War II motorcycle. The company also produced an almost identical motorcycle under the AJS name as the G3L with the only difference between the two was that the Matchless carried a magneto at the rear of the cylinder barrel, whereas the AJS magneto was at the front.
In 1953, the models were modernised with a dual seat replacing the saddle and rear pillion seat, it retained a rigid rear frame until 1949, when pivoted rear suspension controlled by hydraulically dampened spring units designed and made by Matchless became available. The difference was indicated by the S (for springer) designation.
VSM was owned by Nigel Lamb in 2007, then Michael Howard in the same year. In 2009 there was an MOT at 47,060 miles. In 2013 Karl Dineen bought it and our vendor 2014.
Today it presents as a very well restored machine and should only require very light recommissioning before road use.
Sold with the V5C, and old MOT
Estimate: 2200 - 2600
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 277
1969 BSA Bantam B175, 175cc. Registration number AJD 78G (see text). Frame number CB0719 B175. Engine number unknown.
AJD is recorded with DVLA as last being on the road in 1988. There is no paperwork with this machine.
The B175 was the ultimate Bantam model produced and arguably the best in terms of power delivery and handling. It was a subtle and refined reworking of the D14 model. The engine featured a new cylinder head design with revised finning and a central vertical spark plug, with a slightly lower compression ratio at 9.5:1 this gave a smoother running engine without any power loss over the previous D14 models. The forks are slightly heavier in construction than those previously fitted and have external springs. It had a separate headlight with high-beam warning, exposed rear shock springs, strengthened kickstart shaft all with folding pedals, revised fixing on crankshaft compression disc plates. Produced from 1969 to 1971 in metallic red and blue or plain black liveries, all with white painted linings on the fuel tank, mudguards and side panels like the D14 and featured a modern outline text decal in yellow reading "Bantam 175" on the side panels.
AJD is recorded with DVLA as last being on the road in 1988. There is no paperwork with this machine.
Estimate: 700 - 900
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 278
1953 AJS 16M, 349cc. Registration number NYF 196. Frame number overpainted. Engine number 53/16M/20401.
Sold with the V5C and four MOT's stated.
The rigid framed AJS Model 16M 350 cc single was developed in 1945 from the military Matchless G3/L World War II motorcycle. The company also produced an almost identical motorcycle under the Matchless name as the Matchless G3L with the only difference between the two was that the Matchless carried a magneto at the rear of the cylinder barrel, whereas the AJS magneto was at the front.
In 1953, the Model 16M was modernised with a dual seat replacing the saddle and rear pillion seat, it retained a rigid rear frame until 1949, when pivoted rear suspension controlled by hydraulically dampened spring units designed and made by Matchless became available. The difference was indicated by the S (for springer) designation - 16MS.
NYF was owned by Brian Phillips in 2009 before going to Keith Dowman in 2017. There are MOT certificates from 1999 at 312 miles, then 2010, 2011 and 2012, the last at 528 miles, today it is at 1057 miles.
Sold with the V5C and four MOT's stated.
Estimate: 2500 - 3000
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 279
1938 New Imperial Model 23, 148cc. Registration number ENF 385. Frame number 87/35007/26. Engine number 94/33682/23 4S.
Sold with the V5C, R.E.60A, various literature and a small quantity of spares. It will need recommissioning before road use.
New Imperial's first motorcycle appeared in 1901; it had the engine mounted in front of the handlebars above the front wheel, and the transmission consisted of a leather belt which drove the front wheel. By 1912 a range of three motorcycles was offered, and two years later, in 1914, New Imperial produced their famous Light Tourist model. In 1921 they won the 250 cc class of the TT (rider Doug Prentice), the first of six TT wins by New Imperial; the wins were all in the Lightweight class, except for one Junior victory.
The Company continued to prosper and grow until the depression years of the early 1930s which left them financially weak, even Bob Foster's win in the 1936 Lightweight TT could not bring in the sales that New Imperial desperately needed; this win was the last time that Great Britain ever won a Lightweight TT.
The model 23 OHV was their longest-running and highest-volume model, produced between 1932-1939 when the company folded in 1939.
ENF, was built in August 1937, and by 1049 was with John Turnbull of Manchester, according to the R.F.60A it changed hands 7 times until R. E. Musgrave of Sheffield in the early 1950's. When he died it passed to a friend of our vendor who in due course gave it to him.
Our vendor has dealt with DVLA and been able to retain the original number, and it come with a selection of spare parts.
Sold with the V5C, R.E.60A, various literature and a small quantity of spares. It will need recommissioning before road use.
Estimate: 2500 - 3000
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 280
1931 New Imperial, 246cc OHV. Registration number EF 4903 (see text). Frame number 70/5681/10B. Engine number 50 20209.
Sold with the R.F.60A, it is potentially unrestored, it presents very well, and should make an interesting addition to a collection.
New Imperial's first motorcycle appeared in 1901; it had the engine mounted in front of the handlebars above the front wheel, and the transmission consisted of a leather belt which drove the front wheel. By 1912 a range of three motorcycles was offered, and two years later, in 1914, New Imperial produced their famous Light Tourist model. In 1921 they won the 250 cc class of the TT (rider Doug Prentice), the first of six TT wins by New Imperial; the wins were all in the Lightweight class, except for one Junior victory.
The Company continued to prosper and grow until the depression years of the early 1930s which left them financially weak, even Bob Foster's win in the 1936 Lightweight TT could not bring in the sales that New Imperial desperately needed; this win was the last time that Great Britain ever won a Lightweight TT.
EF appears to have been off the radar for many years, it is accompanied by a R.F.60 A from 1952 listing William Guill of Leyburn as the only owner, it is matching frame and engine numbers. It was purchased by our vendor in a local deceased

auction covered in coal dust. It is not listed with DVLA.
Sold with the R.F.60A, it appears unrestored, it presents very well, and should make an interesting addition to a collection.
Estimate: 3500 - 4000
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 285
1981 Chopper, 750cc. Registration number YGF717W. Frame number JHMSC 01211274. Engine number JB 27506.
Sold with the V5C.
The chopper is a custom motorcycle which emerged in California in the late 1950's. It employs radically modified steering angles and lengthened forks for a stretched-out appearance. They can be built from an original motorcycle which is modified (chopped) or built from scratch. The most famous examples "Captain America" and "Billy Bike", seen in the 1969 film Easy Rider.
Who and when this machine was built is unknown, it uses a Honda CB900 modified frame (last MOT'd in 2008) with a 1979 Triumph Tiger 750 engine. The engine is believed to have had a £2,500 rebuild and it looks unused since. The timing cases has been well engraved and signed by Dave Plumb 1987. The bike has been well constructed but there are a few minor issues that could be improved on, such as the positioning of the ignition barrel.
Sold with the V5C.
Estimate: 3500 - 4000
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 286
1984 Norton Interpol 2 ex South Yorkshire Police, 588cc. Registration number A834 BWE. Frame number 2040. Engine number 3011.
Sold with the V5C and various other paperwork, this rare machine will make and interesting project for the next owner.
Norton merged with BSA in 1973 and all assets were surrendered to Norton. Among them was an engineering project that had running prototypes for a twin-rotor Wankel engine powered motorcycle; Norton engineers led by David Garside were given the project.
British bikes were struggling to get any more power out of their engines and since the demise of the Commando in 1977, the company had been looking for something to set them apart from their competitors.
The first rotary powered motorcycle for Norton was built between 1983-1988 and was designated for police use only. The idea was the 350, 588cc Interpol 2 or 'P41' prototypes would be tested under the brutal conditions of everyday police work. Sales were restricted on the Interpol 2 due to the rotary engine requiring a strict maintenance schedule.
BWE was used by South Yorkshire Police from July 1984 until being sold out of service in 1991 to Paul Rout, our vendor buying it from him in 2003.
It has been dry stored since this time and comes with some of the original Police equipment, including light boxes and blue lamps.
Sold with the V5C and various other paperwork, this rare machine will make and interesting project for the next owner.
Estimate: 2000 - 3000
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 287
1989 Moto Guzzi Le Mans III, 844cc. Registration number B422 DGO. Frame number VF14234. Engine number 014335.
Sold with the V5C, current MOT, old MOT's various receipts and workshop manual.
The 850 Le Mans was introduced in 1976 and had a four stroke OHV two valve per cylinder air cooled V-twin engine as developed by Lino Tonti.
The Le Mans II of 1978 had some modest modifications including a different rear mudguard, black fork sliders, the De Tomaso tail light, and a larger one-piece seat made of injection molded foam, the engine featured cylinder bores lined with Moto Guzzi's patented Nigusil.
The Le Mans III had many changes, most notable were the improvements to the engine including changed cylinder heads and cylinder barrels, the pushrods were moved outwards in preparation for a later increase in bore size, carburettors and exhaust systems were changed also, so the result was increased power and torque.
DGO has ownership records back to 1994 with Neil Hopkins then long term owner in 1995 with John Ross> MOT history goes back to 1994 at 42,137 km, through to 2013 at 50,349 km.
Our vendor bought it in 2022 and has rebuilt the gearbox, clutch and carburettors, along with a full service. It was MOT'd in October 2023. A serial restorer he has now moved onto a new project.
Sold with the V5C, current MOT, old MOT's various receipts and workshop manual.
Estimate: 4000 - 5000
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 288
c.2017/18 "Sharpe Shooter" drag bike, 1229cc. Registration number not registered. Frame number none found. Engine number not found
Sold with various photographs, build history and paperwork.
Drag racing cars and bikes are one person's dream to go as fast as possible over the famous Quarter Mile. Steve Sharpe had such a dream and commissioned renowned drag bike builder Jim King to engineer a mount for him.
He started with a mid 1980's Suzuki GSX 1100 EFE. The frame was lengthened with a lower and longer rear sub frame, the front was racked and the tank became a stressed member, Kawasaki ZX6R swinging arm, forks, yoke, wheels and brakes were adapted to fit. A one off wiring loom with Dyna 2000 ignition was built and a seat designed by Robby Slots.
The engine was heavily worked over, bored out to 1229cc, gas flowed, G4 cams, heavy duty studs, four Mikuni RS36

Flatside carburettors, MRE lock up clutch with billet hub, Pingel air shifter with Nitrous injection.
When completed Steve Sharpe and Jim King won the Best Engineered Bike at the Manchester Bike Show in March 2018. It was ridden by Steve at Run What Ya Brung at Santa Pod five times in 2018 and twice in 2019, with a best time of 135.66 MPH. Steve then became ill and could not ride it in 2020, one of his last memories was when he loaned it to Nigel Limb, a visually impaired rider of Blind Bloke Racing who rode it at Melbourne Raceway in September 2020, its last outing, reaching 75 MPH.
Steve widow's dream is that it takes to the strip again and is further developed so it is being sold with no reserve. Sold with various spares including the nitrous kit which has only been used about six times.
Jim King has been in contact and says the following;
"The bike has only four switches on it. Two red flip top switches and two buttons, one on each handle bar. The left flip switch is the main on off. When this switch is on the right hand button is the starter switch. When the right hand red switch is on , it does two things, it converts the right hand button to the nitrous activation switch and it powers up the left hand button which controls the air shifter.
Prior to Steve's last couple of outings on the bike , I honed the bores and fitted new piston rings. I also lapped in the valves and fitted new valve guide seals. So the engine should be fine.
Pretty much everything else on the bike should be good. I made all the clutch and throttle cables and the brake hoses when we built the bike so they will all be good, as new really. It was all wired from new too."
Sold with various photographs, build history and paperwork.
Estimate: 1000 - 2000
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 289
1979 Suzuki Beamish RL250, 246cc. Registration number VYA 391W. Frame number 101038. Engine number 101038.
Sold with the V5C, a Beamish owners Club certificate, and various manuals.
Suzuki entered the trials market in the early 1970's with the RL250, sending 50 of these machines to Beamish Motors to sell through the Suzuki network.
However they soon proved uncompetitive and Graham Beamish was quick to identify some obvious shortcomings and enlisted the help of Brian Fowler to make some essential modifications. The engines were improved by adding flywheel weight, reshaping the combustion chamber and reducing the choke size, frames were altered, mudguard mounts adapted to reduce clogging with mud and a much more trials-friendly machine was created.
Beamish then made Suzuki an offer for all the unsold RL250 machines worldwide which was quickly accepted. He then set about building a completely revamped version using the skills of frame builder Mick Whitlock. Approximately 1200 were built.
Delighted with this success, Suzuki gave Beamish Motors the sole worldwide manufacturing rights for their trials machines.
In 1976 the classic yellow and black Mark 2 made its debut with a new and lighter frame plus many other mods.
VYA has been owned by our trialist vendor for several years but not used in the last 14 months. Light recommissioning may be needed due to its rest period, owner confirms is a good runner.
Sold with the V5C, a Beamish owners Club certificate, and various manuals.
Estimate: 1800 - 2000
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 290
1986 Honda MTX200R, 193cc. Registration number C683 OCH (see text). Frame number MD 1008019. Engine number unknown.
OCH was last taxed in 1993 and shows 11,281 miles on the odometer. The V5C has been lost but it is recorded with DVLA.
The Honda MTX 200 R sold from 1982, it is equipped with a single cylinder, two-stroke engine producing a 18 hp @ 8700 RPM.
OCH was last taxed in 1993 and shows 11,281 miles on the odometer. The V5C has been lost but it is recorded with DVLA.
Estimate: 1500 - 2000
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 291
1989 Suzuki DR600 Dakar, 600cc. Registration number F532 JUE. Frame number SN41A 124035. Engine number N401125714.
Sold with the V5C, a current MOT dating from January 2023 at 35,747 miles, two manuals and two keys.
Groundbreaking design from Suzuki, ushering in a whole new era for competition enduro machinery when launched in the Autumn of 1984. The SOHC single cylinder 4-valve engine produced a mighty 44hp @ 6500rpm giving the 141kg machine a depth of performance unheard of in this class.
The Air/Oil cooled machine soon made its name in competition winning the Paris-Dakar race in 1987, spawning the DR600 Dakar model the following year. This model really was the blue print for long distance enduro motorcycles
JUE was imported into the UK in 2001 and the Experian check in 2022 shows no issues. Offered in good condition, our vendor has refreshed this rare machine.
Sold with the V5C, a current MOT dating from January 2023 at 35,747 miles, two manuals and two keys.
Estimate: 3000 - 4000
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 292
1975 Honda CB400-F, 408cc. Registration number LDN 209N. Frame number CB400F-108101. Engine number CB400F-E-1031719.
There is no paperwork with this lot although it is recorded with DVLA.
After introducing the four-cylinder CB750 motorcycle in 1969, Honda followed with a string of smaller-capacity four-cylinder models; the CB500 Four in 1971 and the CB350 Four in 1972.
In order to develop the CB350F into the CB400F, Honda increased the bore and modified the cylinder head to raise the compression ratio. In a first for Honda, a sixth ratio was fitted to the gearbox. Instead of aping the styling of the bigger CB750, the CB400F had a more café racer look with lower handle bars, rear set footpegs and one its most recognisable attributes, a swooping four-into-one exhaust system.
Between 1975-1977 the 400F was available in Light Ruby Red or Varnish Blue and was replaced by the F2 in 1978.
There is no paperwork with this lot although it is recorded with DVLA.
Estimate: 2500 - 3000
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 293
1981 Suzuki GS550E, 549cc. Registration number NET 262X. Frame number GS550E-145607. Engine number GS550-201459.
Sold with the V5C, V5, old MOT's back to 1992, and various receipts.
The GS550 was launched in Japan in June 1977 as a new member of the four-stroke engine GS family. In 1978 the GS500E was launched, replacing the GS550. The model had light alloy wheels and a disc brake at the rear, apart from the wheels and the brakes, the models were quite similar. The engine was an air-cooled 549cc inline 4, DOHC, 8 valves, producing 49 hp @ 9 000 rpm. Little changed apart from colours and in 1982 the GS550L was introduced.
NET has MOT history back to 1989 when it was 4,806 miles, Robert Smith of Hull bought it in 1992 when the mileage was 11,552. Our vendor bought it in 1993 when the mileage had increased to 13,077. Over the years it has been used occasionally as other bikes came and went so by 2021 the mileage had increased to 23,752, today it is 23,763. In 2012 he had the bike restored with new paint work and 2019 a Boyer ignition system was fitted.
It is now being sold due to lack of use.
Sold with the V5C, V5, old MOT's back to 1992, and various receipts.
Estimate: 2500 - 3000
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 294
1980 Honda CB900F, 901cc. Registration number YFR 181V. Frame number SC01 2108558. Engine number SC01E 2108416N.
Sold with the V5C, old MOT's, various receipts, dating certificate, two keys and Haynes manual. It will require recommissioning before road use.
The first generation CB900 was produced from 1979 until 1983 with a new 16 valve engine which were housed in cycle parts featuring Honda's latest "corporate" style with Comstar wheels and integrated styling for the tank, side panels and seat unit. In 900 form the new engine produced 95 bhp at 9000 rpm and weighed 233kg, resulting in performance that was comparable to that of its rivals.
FYR was imported in 2004 and owned by Brian Dougal, Chris Lawson bought it in 2008 and our vendor in 2022. It comes with receipts for such items as cam chains in 2006 and in 2014 at 14,660 miles it had the brakes and carburettors rebuilt. Its last MOT was in 2018 at 14,669 miles, the same mileage as it shows today. It was last run at the end of 2022.
Sold with the V5C, old MOT's, various receipts, dating certificate, two keys and Haynes manual. It will require recommissioning before road use.
Estimate: 1600 - 1800
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 295
1982 Ducati 900 SS, 864cc. Registration number WCX 2X. Frame number DM 860 SS * 090889*. Engine number D DM 860 092489.
Now offered for sale, this rare, one owner machine comes with an original Ducati single seat, some old parts, history folder, original maintenance manual and V5C.
The Ducati 900SS is one of the most important road-going superbikes in the company’s history. It was a direct descendent of the 750SS which took a dominant 1-2 victory at the 1972 Imola 200 with Paul Smart and Bruno Spaggiari.
The first year of mass production for the 750SS was 1974, and from 1975 onwards a new engine was used, dubbed the “square case” due to the more angular design of the crankcase. This new engine featured two sizes, a 900cc (864cc) and was fitted with twin 40mm Dell’Orto carburettors to the air-cooled 90º L-twin with a single overhead cam per bank, two desmodromic valves per cylinder, a 5-speed gearbox, traditional telescopic forks up front and twin shock absorbers in the rear.
The 900SS was upgraded over the course of its production run, in 1978 internal engine improvements were made including stronger cranks that were much more resistant to breaking, the electrical system was improved, and the gear lever was redesigned making the bike a lot easier to live with. Only 335 would be built in the final year, 1982, these had dual seats and painted wheels.
WCX, a one owner, unrestored, machine was bought by Peter Atkinson on the 20th June 1982 from Motor Cycle World Bradford for £2,700. In 1983 he upgraded the exhaust pipes. It has only been serviced by marque specialist Paul Klatkiewicz (Ducati Technical Services), receipts on file from 1996 for an engine rebuild, 2001, 2003, and 2005, after this it was laid up and rested. Continuous MOT's on file start in 1986 at 6,277 miles up until 2003 at 18,993 miles.
Peter had now given up riding and it was stored at his home until his recent passing when an old friend took over its care

on behalf of his widow and took it back to Paul Klatkiewicz for a total recommissioning, at a cost of £1,914.95 using Mdina Italia parts, the full engine service included Desmo valve shims, the bike greased and the braking system was fully overhauled. Now offered for sale, this rare, one owner machine comes with an original Ducati single seat, some old parts, history folder, original maintenance manual and V5C.
Estimate: 20000 - 25000
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 300
2014 Royal Enfield Classic EFi 500. Registration number PN64 GUD. Frame number ME3CKECT5DC038126. Engine number U5S5FODC038126.
Sold with the V5C, two sets of keys, it should only need minor checking over to pass its MOT.
The Royal Enfield Bullet was originally a British overhead valve single cylinder four-stroke motorcycle made by Royal Enfield in Redditch, Worcestershire, but now produced by Royal Enfield Motors, the successor to the British company, at Chennai, Tamil Nadu, in India. The Royal Enfield Bullet has the longest production run of any motorcycle having remained continuously in production since 1948. The Bullet marque is even older, and has passed 75 years of continuous production. The Royal Enfield and Bullet names derive from the company's links with the Royal Small Arms Factory in Enfield, London. The British company produced many noteworthy motorcycles over the next seven decades until the '70s when it folded. Manufacture continued in India, though the bikes were predominantly intended for local use and were not widely exported. In 1995 Enfield of India bought the rights to the name "Royal Enfield" and began renewed development efforts. Modern carburetors, five-speed transmissions and new twin-leading-shoe front brake systems were notable improvements.
GUD was owned by Philip Finch in 2016 before moving onto Phil Antram in 2017, our vendor bought it in 2022 and has hardly used it.
The MOT history starts in 2018 at 1,167 miles and was last tested in January 2022 at 1,647 miles, today it is 1,651. There is no battery fitted but a slave one was fitted when delivered and it fired up and sounded fine. The panniers make an attractive change to the normal ones.
Sold with the V5C, two sets of keys, it should only need minor checking over to pass its MOT.
Estimate: 2200 - 2500
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 301
2003 Triumph Sprint 955i, 955cc. Registration number YJ03 YHZ. Frame number 3MTTF650XH3171997. Engine number 172706.
Sold with the V5C, service and owners books, various MOT's, other paperwork history and the touring luggage.
The Sprint ST was first introduced in 1999 as a complete redesign of the earlier Sprint 900, styled by Rod Scivyer. It used the 955 cc straight-three engine similar to those found in the contemporaneous Speed Triple and Daytona models, only slightly detuned for smoother power delivery. Claimed power was 97 bhp, later increased to 105 bhp. An engine revamp with the assistance of Lotus in 2002 increased output to 118 bhp.
YHZ has 11 stamps in the service book, from Eddy Wright in May 2003 at 567 miles through to April 2008 at 17,441 miles, then Triumph West Yorkshire three times, until April 2011 at 19,767 miles followed by two others, the last by Nightingales in June 2013 at 33,497 miles (at a cost of £1070 plus and extra £139 for hot grips. There is a clean HPI on file from October 2020. Kevin Fisher bought it in 2014 and our vendor in February 2017. It has continuous MOT from 2006 at 13,863 through to its last one in June 2017 at 40,495 miles. It has been in dry storage since that time.
Sold with the V5C, service and owners books, various MOT's, other paperwork history and the touring luggage.
Estimate: 800 - 1200
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 302
1996 Triumph Sprint, 885cc. Registration number P804 RRH. Frame number SMTTC362DMT032257. Engine number D028013.
Sold with the V5C, DVLA MOT history, Bagalux tank bag and cover, there is one key, it will require recommissioning before use.
A range of new 750 cc and 900 cc triple-cylinder bikes were launched at the September 1990 Cologne Motorcycle Show. All used a modular liquid-cooled DOHC engine design in a common steel frame with large-diameter backbone design. RRH has DVLA MOT history going back to 2007, the last being in 2013 at 32,388 miles, it has been stood in adry garage since then.
Sold with the V5C, DVLA MOT history, Bagalux tank bag and cover, there is one key, it will require recommissioning before use.
Estimate: 600 - 800
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 303
1997 Suzuki GSXR 750V, 749cc. Registration number P230 RYM. Frame number JS1GR7DA000501040. Engine number R726-102409.
Sold with the V5C and old MOT's. It will require recommissioning before road use.
Introduced in 1985 the GSXR was continuously developed over the years. In 1996, Suzuki introduced the new SRAD (Suzuki Ram Air Direct) GSX-R750. They replaced the cradle frame from the early GSX-R models and introduced a twin-spar chassis developed from their RGV 500 Grand Prix machine. This, along with their indestructible DOHC in-line 4 and sculpted bodywork made it nothing less than a track thoroughbred of the day.
1997 was the last year of carburettors before fuel injection was introduced.
RYM was first owned by Mr C Clark who had a datatag system installed. In 2007 it was owned by Derrick Humphreys and

then our vendor in 2015. MOT history goes from 2004 at 24,031 miles until 2011 at 25,574 miles, it has been on SORN since 2016.
Sold with the V5C and old MOT's. It will require recommissioning before road use.
Estimate: 1500 - 2000
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 304
1999 Yamaha YZF 600R, 599cc. Registration number T81 KLF. Frame number JYA4TV00000043081. Engine number 4TV0042476.
Sold with the V5C and MOT history. It will require recommissioning before road use.
The Thundercat was introduced to Europe in 1996 as a replacement to the FZR600R. During the 1997 European 600 Super Sport championship season, it was the only four-cylinder motorcycle to win a race against the dominant Ducati 748. It retained major mechanical components such as the engine, transmission, suspension components, and steel Deltabox frame.
KLF has had 3 former keepers, Ian Melbourne bought it in 2007 selling it to our vendor in 2013, it has been on SORN since.
It has DVLA MOT history from 2005 at 15,803 miles until the last one in 2009 at 24,052 miles.
Sold with the V5C and MOT history. It will require recommissioning before road use.
Estimate: 1000 - 1500
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 305
2015 Triumph Tiger Explorer 1215, 1215cc. Registration number LV15 JVP. Frame number SMTV1F11E9F684229. Engine number 685742.
Sold with the V5C, current MOT, past MOTs, service book touring panniers, and receipts as mentioned, it should be noted the left heated hand grip does not work.
Triumph built the Explorer to compete with the BMW RG1200 and the glorious-sounding tranverse triple is equipped with ride-by-wire, shaft-drive, traction and cruise control, it is faster than the BMW, it has much more precise steering, it can carry more weight on board and it's more comfortable than the BMW. And the ABS is totally non-intrusive. Minor service intervals are 10,000 miles with a major service at 20,000.
JVP was bought by Stuart Miles of Surrey in 2015 with a heated seat as an optional extra, our vendor raves about it! There are three stamps in the service book, at 748, 10,543 and 33463 miles. It was serviced in 2021 at 40,448 miles and had the wheels powder coated at a cost of £672.47.
The second owner was Scott Bavin who bought it from Destination Triumph in 2017 and our vendor bought it in 2022.
The MOT history confirms the mileage, the last being in May 2022 at 41,647 miles, it is now 42,286 miles. It will be ridden to the auction and is still in use so the mileage will increase slightly.
Sold with the V5C, current MOT, past MOTs, service book touring panniers, and receipts as mentioned, it should be noted the left heated hand grip does not work.
Estimate: 3500 - 4000
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 306
1988 Yamaha SRX600, 608cc. Registration number E785 LVA. Frame number 1XL002762. Engine number 1XL002762.
Sold with the V5C, old MOT's, service book and receipts mentioned above. It will require recommissioning before road use.
The SRX was produced between 1985 until 1997. It was an attempt to repeat the success of the SR500, Yamaha placed a more modern engine derived from the XT600 into a light, sporty street bike. While still being an air-cooled, overhead-camshaft single-cylinder like its predecessor, the new engine featured a four-valved cylinder head, a two-staged carburetor, a balance shaft, and various improvements. The chassis was a lightweight steel frame with alloy wheels, a double disc brake on the front- and a single disc brake on the rear wheel.
LVA was first registered by Mr T. Manko and has two stamps in the service book at 283 miles and then 3,283 miles. There are many receipts for servicing for different owners, Mr Hudson 1989, A. Turner in 1990, Jonathan Cheeseman in 1995/96, G. Smith in 1999/2000, MOT's on file go from 1991 at 8, 807 miles through to 2000 at 22,134 miles. Simon Mattison bought it in 2018, it has been on SORN for many years.
Sold with the V5C, old MOT's, service book and receipts mentioned above. It will require recommissioning before road use.
Estimate: 1500 - 2000
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 307
2007 Suzuki SV650SK6, 645cc. Registration number FH07 AWY. Frame number JS1BY132200106360. Engine number P507-159779.
Sold with the V5C, current MOT until July 2023, service book and manual. The bike presents well and is ready to ride.
The SV650 is a straightforward middleweight V-twin all-rounder which proved you don’t have to be boring to be practical. The bike came in two versions, half-faired and naked, but was commonly modded with extra fairings or a belly pan.
AWY was bought new by Jackie Merrill from Clay Cross Powersports in June 2007. Offered in Candy Napoleon Blue, it was serviced by them at 556 miles. Jonathan Bishop bought it in 2013 and used it for his commute to work.
There is continuous DVLA MOT history each year with the mileage gently rising to the current one in July 2022 at 40,325. It has braided brake pipes and stainless steel bolts.
Our vendor bought it in January 2023 and has replaced the regulator and battery, he has also serviced it.
Sold with the V5C, current MOT until July 2023, service book and manual. The bike presents well and is ready to ride.
Estimate: 1000 - 1500
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person

18.6% inc VAT for Live Bidding and Autobids

Lot 308
1990 Yamaha V-Max, 1198cc. Registration number H533 XYW (see text). Frame number JYA2WEE)-1-LA010396. Engine number 2WE-01084.
Sold with no paperwork, (the new owner will need to contact DVLA to register it), and a copy of the MOT history.
Built to compete with Honda's VF1100C Magna in the newly christened "power-cruiser" niche, the Yamaha V-MAX 1200 was built around the same 1198cc V4 that powered Yamaha's 1983 flagship touring motorcycle, the Venture Royale.
They uprated the engine by increasing the size of the intake and exhaust valves, fitted aggressive camshafts, and installed larger carburetors. They also installed the V-Boost" system, a shared intake passageway between the front and rear cylinders that utilized a servo-motor operated butterfly valve allowing each cylinder to pull from two carbs simultaneously once the engine hit 6,000rpm, effectively supercharging each cylinder all the way up to the V-MAXs aggressive 9,000rpm redline.
This example comes from a deceased estate with no paperwork but is recorded SORN with DVLA. The DVLA MOT history shows the last one was in 2012 at 5,747 miles. The odometer today shows 5,992 miles. It has recently been running but will need a new clutch cylinder seal, included with the bike and recommissioning.
Sold with no paperwork, (the new owner will need to contact DVLA to register it), and a copy of the MOT history.
Estimate: 1500 - 2000
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 309
2007 Triumph Speedmaster 865, 865cc. Registration number GX57 CNC. Frame number SMTTJ9161R7297519. Engine number 299382.
Sold with the V5C, MOT, MOT history and other paperwork.
The Triumph Speedmaster was launched in 2003 as a 'factory custom' cruiser based on the Bonneville America. The original model had the 790 cc air-cooled DOHC twin engine the main differences from the Bonneville America included black finish to the engine, shortened gearing, a flat handlebar on risers, one piece saddle and cast alloy wheels with twin front discs, in place of the single disc of the America.
The first generation 2003–2004 790 cc was replaced in 2005, with a 865 cc carburettor-fuelled engine and in 2007, a multipoint sequential fuel injection model was launched, with new design alloy wheels, a restyled chain cover, pillion footrest hanger and upper fork shrouds, as well as slash cut silencers and four new paint schemes.
CNC has MOT history back to 2010 at 3,158 miles, rising slowly over the years to its last one in April 2022 at 8,193 miles, today the odometer is at 8,638 miles. There is a clean HPI check from 2011 and a history folder of receipts for consumables and minor upgrades.
Sold with the V5C, MOT, MOT history and other paperwork.
Estimate: 3500 - 4000
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 310
2005 Suzuki GSX-R600, 599cc. Registration number AE05 AAX. Frame number JS1GN7CA242106290. Engine number not found.
Sold with the V5C, current MOT, two keys, service book and other paperwork.
The GSX-R600 supersport, sports bike was launched in 1992 with a water-cooled 599 cc inline-4 engine. The first model had the same body specifications as the 1992 GSX-R750, with the smaller engine and carried over through to the 1993 model year with no changes. It was not imported to UK and none were produced in 1994-96, in 1997 it was reintroduced to the line up with Suzuki Ram Air Direct then fuel injection in 2001.
The 2004/05 model had a total redesign of the fairings and fuel tank, inverted forks with radial-mounted brakes and Titanium valves.
AAX was bought by John Swatten of Doncaster fro Taz Motorcycles on the 1st March 2005. It had its first service by York Suzuki in the May of 2005. In July 2010 Dave Purvis bought it from Premier Bikes and had new tyres and chain in July 2011. Our vendor bought it from him in 2017 to add to his collection, it is unused since then. It has almost continuous MOT history from 2008 at 5,462 miles through to the most recent one in February 2023 at 13,495 miles. The bike presents very well and is one the button, ready to ride from the saleroom, a video is available of it running.
Sold with the V5C, current MOT, two keys, service book and other paperwork.
Estimate: 2800 - 3000
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 311
2000 Aprilia RSV Mille R, 997cc. Registration number W851 DWU. Frame number ZD4ME0010Y5100596. Engine number R0690629.
Sold with the V5C, past MOT's, owners manual and receipts for services. It will need recommissioning before road use.
First released in 1999, the RSV Mille marked Aprilia's first foray into the big-bore superbike market. The model was well-received, touted for being exotic yet still more affordable than Ducati's 996, while offering reliability more on par with V-Twins like Honda's RC51 or Suzuki's TL1000R.
Powering the Mille was a liquid-cooled, 997cc, four-stroke, 60-degree, longitudinal, V-Twin with double overhead cams, four valves per cylinder, and electronic fuel injection. Produced by Austrian engine outfit, Rotax, the Mille's mill made a claimed 130 hp at 9,500 rpm.
Produced from 1999 through 2003, the RSV Mille was offered in three variants; the base model, the homologation special SP version (or Sport Production); and the R-spec. The R-spec got upgraded forged aluminum rims, a shorter subframe, carbon fiber fenders, and the standard 43mm Showa fork and Sachs mono-shock were replaced by top-shelf Ohlins units.

Braking duties went to dual 320mm discs pinched by four-pot calipers.
DWU has had four owners and comes with MOT history from its first in 2003 at 981 miles through to its last in 2010 at 13,004, it has been in dry storage since it expired.
There are service receipts on file, 2005 at 5724 miles for Steve Willson, 2006 at 9,300 miles to Andrew Sarvari, and in 2007 at 11,665 miles to David Kemp (he bought in in May 2007). There are two clean HPI checks, 2006 and 2007. Our vendor bought it in 2013 at 13,016 miles and has now decided to down size his collection.
Sold with the V5C, past MOT's, owners manual and receipts for services. It will need recommissioning before road use.
Estimate: 3500 - 4000
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 312
1991 Yamaha TZR 250, 249cc. Registration number H352 NJT. Frame number 3XV 003908. Engine number not found.
Sold with the V5C, February 2023 MOT, old MOT's and dating certificate.
The TZR250 was produced between 1986 and 1999. Yamaha produced road going 2-stroke motorcycle, loosely based on the TZ250 Yamaha racing bike. Parallel-twin, reverse cylinder and finally V-twin variants were produced. It evolved as a natural replacement for the popular RD 250/Yamaha RD350LC series of the 1980s. It has Yamaha Power Valve System (YPVS) which raises and lowers the exhaust port depending on the rpm of the engine, the YPVS servo motor starts to open at about 6,000rpm. In standard form 50 bhp is claimed at 10,000rpm.
There were eleven different versions of the V-twin TZR250 between 1991 and 1999; they were renowned for the handling, the brakes and the featherweight agility.
NJT was imported into the UK in 1999 with an MOT mileage of 21,687 and has almost continuous MOT history through to its recent February 2023 at 35,885.
In 2010 it was owned by Graeme Parker who sold it to Jonathan Topliss. In 2015 he seized the engine and it was fully rebuilt at a cost of £2202.00, this included piston, small end bearings, big end, conrods and a repair barrel and head. He then interest in it selling it to the our vendor in 2019, it has only covered some 52 miles since the rebuild.
Sold with the V5C, February 2023 MOT, old MOT's and dating certificate.
Estimate: 5500 - 6000
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 313
1998 Honda CBR900RR Fireblade, 918cc. Registration number S162 RWE. Frame number JH2SC33AXWM207848. Engine number SC33E2218505.
Sold with the V5C and MOT history since 2010.
Launched in 1992, the Fireblade blew away the opposition – principally Yamaha's FZR1000 and Suzuki's GSX-R1100 - with its combination of 1000cc bike performance and a 600cc sized package.
1996 brought major changes to the CBR900RR with the third generation, to optimize rigidity Honda revised the suspension and chassis. The riding position was enlarged with higher clip-ons, gearbox notchiness was gone, power delivery was flattened, ride quality improved and any lingering doubts about instability were banished. Here was a FireBlade that felt as capable of touring as much as track days.
The 1998 Fireblade was the lightest, fastest, best handling, best braked and most powerful thus far. Over 80% of the motor’s components were modified, partly in search of lower friction, partly for less weight and partly for more power. Meanwhile the frame was strengthened and lightened at the same time, and steering geometry tweaked for better stability. Suspension internals were reworked, brakes uprated and the overall styling package was rounded off with more flowing, European-style bulges.
RWE is a very well presented machine. Owned by Alan Gibbons in 2015 our vendor bought it in 2017 and has cherished it. The MOT history starts in 2010 at 18,189 miles rising slowly over the years to the last one in May 2022 at 20,893 miles. Most years only a few miles have been added.
Sold with the V5C and MOT history since 2010.
Estimate: 2500 - 3000
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 314
1987 Suzuki RG 500, 498cc. Registration number C540 XHN. Frame number HM31A 101962. Engine number M301-102697.
Sold with the V5C, old V5 and one key. We have not tried to start it and recommissioning will be required to get this iconic machine on the road again.
Derived from Suzuki’s 500cc RG Gamma XR45 factory Grand Prix racer, the Suzuki RG500 was a road-legal replica racer produced between 1985 and 1987.
Barry Sheene achieved back-to-back 500cc championship titles in 1976 and 1977 before the Gallina Suzuki team repeated the feat five years later with riders Marco Lucchinelli and Franco Uncini in 1981 and 1982.
To capitalize on their reputation Suzuki decided to develop a production version of its competition square-four machine based on the XR45’s race-bred 130 hp unit.
The engine produced 95 hp at 9,500rpm and 53ft-lbs of torque at 8,000rpm. Weighing in at just 340lbs dry, the RG500 offered a top speed of over 130mph and could achieve quarter-mile runs in 11-seconds. The engine had rotary valves and twin-cranks, it featured Mikuni 28mm flat-side carbs, an exhaust utilizing SAEC (Suzuki Automatic Exhaust Control), a six-speed cassette-style gearbox and thermostatically controlled liquid-cooling.
XHN was first registered on the 15th of March 1986 and by April 1988 it was with its second owner, Richard Ellis of Castleford, he sold it to our vendor in 2000. At this time the mileage was 42,346 and the bike was put into dry storage. It has remained there until being brought to the saleroom.
Sold with the V5C, old V5 and one key. Recommissioning will be required to get this iconic machine on the road again.
Estimate: 8000 - 10000

Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 315
1987 Suzuki RG 500, 498cc. Registration number E600 EPE. Frame number HM31A 106123. Engine number M301-107144. Sold with the V5C, old V5, two keys and our vendors purchase receipt. Recommissioning will be required to get this iconic machine on the road again.
Derived from Suzuki's 500cc RG Gamma XR45 factory Grand Prix racer, the Suzuki RG500 was a road-legal replica racer produced between 1985 and 1987.
Barry Sheene achieved back-to-back 500cc championship titles in 1976 and 1977 before the Gallina Suzuki team repeated the feat five years later with riders Marco Lucchinelli and Franco Uncini in 1981 and 1982.
To capitalize on their reputation Suzuki decided to develop a production version of its competition square-four machine based on the XR45's race-bred 130 hp unit.
The engine produced 95 hp at 9,500rpm and 53ft-lbs of torque at 8,000rpm. Weighing in at just 340lbs dry, the RG500 offered a top speed of over 130mph and could achieve quarter-mile runs in 11-seconds. The engine had rotary valves and twin-cranks, it featured Mikuni 28mm flat-side carbs, an exhaust utilizing SAEC (Suzuki Automatic Exhaust Control), a six-speed cassette-style gearbox and thermostatically controlled liquid-cooling.
EPE was first registered on the 20th of August 1987 and by 1993 it was with its 4th owner, Asley Peters who had bought it in 1991 from Bikerama of London. Our vendor bought it in 2001 with a mileage of 20,895 and placed it in dry storage. It has remained there until being brought to the saleroom.
Sold with the V5C, old V5, two keys and our vendors purchase receipt. Recommissioning will be required to get this iconic machine on the road again.
Estimate: 8000 - 10000
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids

Lot 316
1985 Yamaha YPVS RD500, 492cc. Registration number C265 GRH. Frame number 1GE-003492. Engine number 1GE-003492.
Sold with the V5C, two old MOT's owners history, it will require recommissioning before use.
The YVPS Yamaha RD500LC is a high-performance, two-stroke sports motorcycle, produced between 1984 and 1986, using a liquid cooled V4 engine with power valves to give a wider power band with four Mikuni carburettors. The transmission is by a six-speed close ratio gearbox with a wet clutch. The frame is made from box section steel and there are twin discs on the front with single on the rear. Different countries had different spec, the Japanese version (RZV500R) being the most altered. This iconic 2-stroke, was at the forefront in the 1980's as one of the must have GP replica bikes.
GRH is believed to have painted in period by bike paint specialists "Dream Machine" in the Marlborough race colours.
Originally owned by James Marr of Hull he sold it to Charles Marr in 1989, it then went to Fiveways Motorcycles before being sold to David Wadsworth, in 1990. MOT's form 1994 show 2547 miles and 1995 5641 miles. Our vendor bought it from Queensbury Motorcycles in 2008 for £2800 and promptly put it into storage.
The odometer now shows only 6394 miles.
Sold with the V5C, two old MOT's owners history, it will require recommissioning before use.
Estimate: 8000 - 10000
Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person
18.6% inc VAT for Live Bidding and Autobids