

Lot 399

2003 Toyota RAV 4, NV 1.8 3dr petrol. Registration number MV53 LHT. VIN number JTEXR20V000019591.

The second generation RAV4 was originally offered in a number of trim levels in the UK: NV was front-wheel drive, while NRG, GX, and VX were permanent four-wheel drive with differing levels of equipment. The 1.8-litre inline-four engine (only with 2WD) produced 123 hp.

This example is only being sold due an eye condition of its 4th owner. It has full service history from 2005 when the mileage was 14,455, with 13 stamps up to 91,123 miles in 2019, the last MOT was in January 2022 at 104,503 miles.

Sold with the V5C, service history book, and MOT history, with one key

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 400

c.1950/51 Land Rover 80" Trials. Registration number not registered. Chassis number none found, Engine number none with 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 aluminum 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 stainless steel bulkhead. 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: 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 401

1951 Austin Hampshire Utility, 2200 petrol. Registration number VXS 778 (non transferrable). Chassis number 80046. Engine number 112867.

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 a clean and tune and a 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: 6500 - 7500

Fees: 3.30% inc VAT for absentee bids, telephone bids and bidding in person

6.9% inc VAT for Live Bidding and Autobids

Lot 402

2000 Mercedes Benz E240 Elegance, auto, 2398cc petrol. Registration number X183 WFS. VIN number WDB210061B070502.

The W210 E-Class, launched in 1995, brought the line firmly into the upper end of the mid-size luxury market. M-B made major changes compared to the earlier version of the E-class, including four large oval headlights, that gave it an updated image intended to attract more younger buyers and women. It was 1.6 inches longer and 2.3 inches wider and offered significantly more interior room but was still considered mid-size.

WFS, offered in Azurite blue with grey cloth interior is a low mileage example that has seven service stamps in the book, the last one at 30,000 miles, today the mileage is 32,184. The MOT history confirms this low mileage.

Sold with the V5C, current MOT until August 2023, service books and receipts, two keys.

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 403

2009 Citroen C-Crosser Exclusive HDi, 2179cc. Registration number FX09 WRE. VIN number VF7VV4NH9U951677.

The C-Crosser is a compact crossover SUV launched in July 2007, designed and produced by Mitsubishi on the basis of the Outlander. The equivalent Peugeot badge engineered version was the 4007. In March 2012, production of the C-Crosser ended, and it was replaced by the C4 Aircross. By the end of production, only 2,050 units had been sold.

The second and third row of seats can be folded away to provide a flat floor, and an expanded load capacity for the boot.

The rear two seats can be completely hidden away under the floor, while the second row of seating, slides to offer greater leg room or boot space, features a 60:40 split/fold function that is operated via electric controls in the boot.

This three owner example has proved reliable and has MOT history back to 2014 at 95,064, rising over the years to the last MOT at 212,810 miles in October 2022. It is a genuine 7 seater, 4 x 4 workhorse with leather interior and heated front seats. Sold with the V5C, MOT until October 2023 and MOT history.

Estimate: 750 - 850

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

Lot 404

2000 Vauxhall Vectra GSi V6, 2498cc. Registration number X307 FDT. VIN number WOLOJBF19Y1184505.

In the late-nineties, Vauxhall was campaigning hard in the British Touring Car Championship with the Vectra, so it made sense to have a road car that would celebrate that fact. It made even more sense for the people screwing the race cars together, namely Motorsport Developments (MSD), to get involved.

As such, in 1999 we were given the petrol V6, 192bhp, five-speed Vectra GSi. It featured uprated cams, bigger brakes, lower suspension, model-specific alloy wheels, a remapped ECU and a performance exhaust system. It was only built in limited numbers (3,900 of which 317 were an estate) and offered race fans and performance fans alike the chance to get behind the wheel of a Vectra that resembled the cars on track. And resemble it did, thanks to the body kit consisting of a side-vented front bumper, skirts, rear spoiler. Inside a leather steering wheel, Recaro seats and dark trim with GSi branding.

On the road, the GSi had very good poise and precision, the 2.5 V6 had 192bhp, a top speed of 148mph and could crack sixty from static in 7.8s.

FDT, in Star Silver, is a one owner example with only some 70,000 miles on the clock; it was bought new on the 11th September 2000 from Perrys of Doncaster for £22,245. It comes with two stamps in the book, at 5,755 miles in 2001 and 14,569 miles in 2002. The MOT history confirms the current mileage and it has just had a full service including the cambelt and the brakes overhauled.

Sold with the V5C, fresh MOT, MOT history, various service receipts, full booklet pack.

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 405

1999 VW Golf Mk 4 GTi, 2000cc. Registration number V934 FRH. VIN number WVVZZZ1JZYP162044.

Introduced in 1974 the Golf GTi has always been at the top or near to the top of the Hot Hatch market. The Mark 2 followed in 1983 and the Mark 3 in 1991. In 1997 the Mark 4 arrived, there was no Mk4-derived Cabriolet, although the Mark 3 Cabriolet received a facelift in late 1999 that consisted of bumpers, grill and headlights similar to those of the Mark 4 models.

FRH is a one family car with full VW main dealer service history and low mileage of only 65,267 miles. The MOT history shows it rising from 29,743 miles in 2006 to 54,999 in 2018. In 2018 it was serviced at 59,843 miles with a new alternator, front discs and pads, in 2015, at 55,091 miles it had the cambelt changed during it service, in 2013, at 51,674 miles, the clutch was changed, and in 2013 another cambelt change.

Now recommissioned for this auction with a fresh August 2022 MOT it was driven some 60 miles to the saleroom.

Sold with the V5C, MOT until August 2023 and service history report manuals and one key.

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 406

1999 Mercedes Benz SLK 230 Kompressor, 2298cc. Registration number S488 EGU. Chassis number WDB1704472F103987. Engine number 11197322051598.

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.

EGU has had 7 former keepers and is low mileage with only 85,000 on the odometer, there is some service history from Mercedes and also by other garages, the MOT runs until May 2023.

Sold with the V5C, current MOT, previous service history and MOT's confirming the mileage, the electric hood works with no issues.

Estimate: 1500 - 1700

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

Lot 407

2003 Jaguar S Type, 2.5 V6 Sport. Registration number BJ53 UTR. VIN number SAJAC03N94JN03059.

The S-Type Jaguar unveiled at the Birmingham Motor Show of 1998 had strong echoes of the company's glorious past. Not only did it share the name of one of the company's popular 1960's saloons, but the Geoff Lawson styling appeared to have been heavily influenced by an array of iconic Jaguar models from the same era - not least the immortal MKII.

UTR presents well with a MOT history going back to 2006. It has recently had the rear subframe replaced along with the suspension receiving a rebuild. It also benefits from a new battery and radiator. There are six stamps in the service book and a good selection of receipts for parts and servicing.

Sold with the V5C and MOT until April 2023.

Estimate: 1000 - 1200

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

Lot 408

2000 Range Rover Vogue, 4556cc V8 petrol. Registration number W801 UAJ. VIN number SALLPAMJ3YA433388. Twenty five years after its triumphant introduction, what's now known as the Range Rover 'Classic' gave way to the second generation of the model, the P38A, named after the office building in Solihull which the vehicle development team was based. By then the Rover's original workmanlike persona had been completely transformed - long gone were the hose-down rubber flooring and basic trim, which had been replaced by increasingly deep pile carpets, leather upholstery and wood finishing's. The newcomer brought a strengthened chassis and less boxy exterior, while power was now provided by upgraded 4.0-litre and 4.6-litre versions of Rover's ubiquitous all-alloy V8 engine and suspension by an improved version of the company's air system. A BMW diesel was also available.

UAJ is a low mileage example that has spent the last six years cosseted in a heated garage, only coming out for MOT tests, these go back to 2006 at 40,431 miles and climbed at about 4,000 p.a. until 2016 when it was retired from active service and put on SORN, at 79,001 miles. The most recent MOT, in August 2022 was at 79,886 miles, it was driven to our saleroom. The service book has 17 main dealer Land Rover stamps, 16 whilst with the original owner in Stockton on Tees. The last one is a local main agent whilst with our vendor who bought it in 2016.

Offered in very good condition with an immaculate cream leather interior this is definitely one of the better Range Rover V8's out there.

Sold with the V5C, MOT until July 2023, there are receipts on file for some £760 to include a new battery.

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 409

2004 Mercedes Benz SL350, 3,724cc. Registration number MH54 GJG. VIN number WDB2304672F086587.

The Mercedes-Benz SL 350 is a stylish and enjoyable roadster, is powered by a naturally aspirated 3.7-litre V6, which produces 242bhp and 258lb-ft of torque, driving the rear wheels via a five-speed automatic transmission.

Specified in Brilliant Silver metallic with a dark grey leather interior, this hard-top convertible boasts year-round practicality. GJG is a three owner, low mileage example that presents very well. First owned by Colonel Hall of Aldborough who sold it to our vendors husband and on his passing it was transferred into her ownership. There is limited service history, which is from Mercedes specialist Mer Tech of Hull, but the DVLA MOT history confirms the mileage going back to 2008 at 21,676 miles, every year until 2016 when it was 40,777 miles, then on SORN for 2017, 2018 at 40,970 and 2019 at 41,097, then on SORN until the recently August 2022 MOT at 41,111 miles.

The roof mechanism works perfectly and all systems seem to be operating, it is due a service according to the on board computer.

Sold with the V5C, MOT until August 2023 and the partial service history.

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 410

1990 Jaguar XJ-S Convertible, V12, 5343cc. Registration number G43 LHD. VIN number SAJJNADW3DB168440. Engine 8S073664SB.

On the 10 September 1975 Jaguar revealed the XJS to the world. The car was aimed squarely at the Mercedes SL customers and to help lure customers away from the German marque, it was priced at nearly £2,000 less on launch.

From July 1981, the XJ-S was renamed the XJ-S HE and received the new High-Efficiency V12 engine for much better fuel economy, power output was increased as a by-product to 295 hp.

In 1986 the XJ-SC targa convertible was introduced, it was not a full convertible but was a fixed profile variant with a non-removable centre targa-type structure, it was never a great success and was replaced by a two-seat full convertible in 1988 which proved to be a great hit.

LHD is a Regency Red example with cream leather interior and burr walnut wood cappings. There is MOT history on file going back to 2006 at 71,289 miles, 2011 at 71,621 miles and then it was sold by auction as part of a deceased estate sale. It is believed to have been in storage between 1998 and 2006. Unfortunately the service history was not included with the car. Our vendor added it to his stable in 2017, with a mileage of 71,651, where it has lived in a heated garage.

Unused it has been recommissioned and a new MOT obtained in August 2022 at 71,649 miles.

Sold with the V5C, current MOT and a copy of the earlier ones mentioned.

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 411

1983 Porsche 924, 1984cc, CAT S. Registration number YPC 150Y. VIN number WPOZZZ92ZDN401668.

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.

YPC has DVLA MOT history going back to 2006 at 66,704 miles, increasing gently every year until 2021 when it was declared a Cat S by an insurance company. Subsequently fully restored, including a new checkerboard interior, it passed it's next MOT in August 2022.

Sold with the V5C, current MOT, DVLA MOT history, original steering wheel, it also comes with a factory sunroof, BBS type alloy wheels and a sports exhaust.

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 412

1971 MGB Roadster, 1798cc. Registration number JTF 420K. Commission number G23N 031834. Engine number 18GG-RWE-H24886.

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. JTF has come from a deceased estate, being the gentleman's pride and joy. It had been owned by Euan Dunbar of Chester in 1995, our vendor buying it in 2001. It has been fully restored, mainly in 2009/10, with an upgraded leather interior, burr walnut dash, mohair hood, brake servo, fuel tank 72 spoke wire wheels and book rack, the work was undertaken by Merlin Classic Cars Ltd. The car was stripped, doors off, wings off, glass out, engine out, then repairs to the metal where needed, the whole car was then painted including the engine, then reassembled.

Sold with the V5C and history folder, including receipts for parts.

Estimate: 7000 - 9000

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

Lot 413

1977 Triumph Spitfire 1500. Registration number XGF 911S. Chassis number FH1019180. Engine number FM0866001HE. The Mark IV featured a redesigned rear design similar to the Triumph Stag and Triumph 2000 models, both also designed by Michelotti. The front end was revised with a new bonnet pressing eliminating the weld lines on top of the wings, door handles were recessed, the convertible top received squared-off corners. The interior was revised to include a full-width dashboard, with instruments ahead of the driver rather than over the centre console, initially finished in black plastic and beginning in 1973 finished in wood. The 1500 followed in 1974.

XGF has good history with MOT's back to 1988 at 64,017 miles, then 1990, 1999, 2005 (at 68,501 miles), 2007, 2009-2012, 2014- 2016 at 81,698, then 2017 to the recent one in October 2022 at 21,650 miles. Receipts on file go from 2008 to a Ray Hall of Lancaster for a recon diff, Carol Strobel in 2010 had an Agreed Valuation registered, then Leslie Murray of Scotland has many invoices from 2015, including a new soft top. In 2022, Kirkburton Autocraft have fully restored the body with new wings and repair panels, plus a full respray, she has just passed her MOT.

Sold with the V5C, current MOT until October 2023, old MOT's receipts mentioned and spares books.

Estimate: 5500 - 6500

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

Lot 414

1971 MGB GT, 1798cc. Registration number FTJ 436J. Chassis number GHDS/244995G. Engine number 18V-399E-H146. 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.

FTJ was owned by Cattaneo Catering of the George Hotel in Land of Green Ginger in Hull in 1987 being sold to our deceased vendor in 1990. He passed away in 1999 and it has been in garage storage ever since.

Sold with the V5, 1998 MOT and tax disc plus the purchase receipt. In is now in need of recommissioning, we have driven it on our land and it appears structurally sound. Please note the engine change from the V5 18GG-RWEH 24477

Estimate: 3000 - 3500

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

Lot 415

1972 MGB GT, 1798cc. Registration LVO 305K. Chassis number G-HD5/277811-G. Ivor Searle Engine number RS 46382, type 1072 910.

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 the last one in 2012 at 19,686 miles, today it is at 34,595 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, MOT history, photographs of repairs, receipts mentioned.

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 416

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 an 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: 5500 - 6500

Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person

18.6% inc VAT for Live Bidding and Autobids

Lot 417

1963 Jaguar MK II, 3.8 litre. Registration number 1715 TU. Chassis number 231114BW. Engine number LC 7260-8.

Jaguar replaced the Mk 1 in October 1959 with the Mk 2, it was closely related, but heavily revised; slimmer windscreen pillars and deeper side windows enlarged the glass area. The removal of the rear wheel spats allowed the rear track to be widened, a move which increased roll resistance and stability. Otherwise, the running gear remained much the same as before, with Dunlop servo-assisted disc brakes on all four wheels. A redesigned dashboard with speedometer and rev-counter and the six toggle switches and four minor gauges grouped centrally, established Jaguar's layout for years to come.

The MK II 3.8 has 220bhp and was the top of the range engine.

TU was restored in the 1990's and the speedo now reads 14,631, possibly what it has travelled since then. It has recently had the carbs serviced and is running but needs recommissioning as the brakes are binding from lack of use. Originally an automatic it has been changed to manual, electronic ignition is fitted, as are inertia seat belts. The interior was restored at this time also and has now mellowed well.

Sold with the V5C

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 418

1972 SAAB 96 V4, 1498cc. Registration number BHH 547L. Chassis number 96732001698. Engine number 254694.

The Saab 96 was built from 1960 to January 1980, replacing the 93, with an aerodynamic two-door bodywork, four-passenger seating and at first a two-stroke, three-cylinder engine, later in 1967 the Ford Taunus four-stroke V4.

The Saab 96 was driven most famously by Erik Carlsson, in many international rallies. His most famous successes were first in the 1960, 1961 and 1962 RAC Rallies and first in the 1962 and 1963 Monte Carlo Rallies.

It had a column shift gearbox that has to have reverse selected to remove the ignition key. An unusual feature is the 'freewheel' (overrunning clutch). This allows the transmission to run faster than the engine, such as when decelerating, or descending a long hill.

BHH is a 3 owner example that displays 54,353 miles on the odometer, unwarranted. MOT history goes back to 2006 at 48,614 miles and was last undertaken in 2010 at 54,181 miles. In recent years it has been stored in our vendors garage and he has now decided it is time for a new custodian. She was recommissioned and driven the 40 odd miles to the saleroom with no issues.

Offered in good condition, this iconic car is sold with the V5C and several old MOT's.

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 419

1973 Triumph TR6 injection, overdrive, 2500cc. Registration number BCT 955L. Chassis number CR8860. Engine number CR000751HE.

Triumph sports cars had relied exclusively on four-cylinder engines for the preceding decade-and-a-half, they turned to six cylinders to extend the life and improve the performance of the much loved 'TR' series. Similar to the preceding four-cylinder TR4A - the first TR with independent rear suspension - but with Triumph's 2.5 litre, six-cylinder engine installed in place of the old 2.1-litre four, the TR5 was produced during the 1968 model year only (October 1967 to November 1968) pending the arrival of the TR6. Restyled for 1969 by Karmann of Osnabruck, the TR6 sported a full-width nose and squared-off tail. Under the skin the chassis remained basically the same as its independently-rear-suspended TR4A ancestor's while the 2.5-litre Lucas fuel-injected power unit was unchanged, producing 150bhp initially then 124bhp from 1973 onwards. Handling was improved over that of the TR5 courtesy of wider wheels and a front anti-roll bar. Good for 120mph with acceleration to match, the six-cylinder TRs are arguably the most exciting Triumphs ever made, continuing to enjoy an enthusiastic following world-wide and an excellent network of spare parts and service providers.

BCT is an original UK right hand drive car, being first registered on the 16th May 1973, there are a large amount of MOT's on file, back to 1984 at 78,695 miles, through to 1997 when it went "around the clock" at 200 miles, these continue until 2020 at 16,122 miles, showing continuous gentle use over the years.

The large history folder of receipts go back to 1987 when the owner, Mr Weremczak, who bought it in 1985 for £2,500, had the engine rebuilt at 83,696 miles, rebored, the crank was reground, new pistons fitted. In 1989/90 he had the body rebuilt with many new panels and the suspension overhauled. His receipts continue until 2003, showing constant maintenance and improvement.

The next receipts on file are for a Mr and Mrs Poole, in 2010/13 our vendor buying her in 2017. He has continued with maintenance receipts.

It is now being sold as interesting project has arrived in his garage and space is needed.

Sold with the V5C, comprehensive MOT history, history folder, this TR6 presents very well and sounds wonderful with the sports exhaust.

Estimate: 13000 - 15000

Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person

18.6% inc VAT for Live Bidding and Autobids

Lot 420

1952 MG TD, 1250cc. Registration number LTG 697. Chassis number TD 126630. Body Type 22381 Body number 12001/82096. Engine number replacement XPAG TD2/30606, body plate XPAG/TD2/12997.

The MG Series T-Type Midget sport cars were produced from 1936 until 1955, when they were replaced by the MGA. Five models were produced, TA, TB, TC, TD, and TF, predominately for the export market, the vast amount going to the USA. The TD was introduced in late 1949, it used a modified Y-Type chassis which improved the ride, wire wheels were no longer used (although they soon became an option) and the engine for the new MG TD was the same 1250cc XPAG unit fitted to the previous model. The new body was some 5 inches longer and the cabin 1 inch wider, the TD found an even larger market than the TC, selling almost three times as many in a similar four-year production run.

In July 1951 the 1250cc XPAG engine received a new block, increasing the performance to 60hp, a new sump, a new bell-housing and a new flywheel in order to accommodate a larger clutch. The engine number prefix was changed to TD2, and MG TDs fitted with this engine have subsequently become known as TD2 models. Of the 30,000 produced only 1,656 were for the Home market.

LTG is a Home market example that left the factory in January 1952 with engine number XPAG/TD2/12997. At some point a correct MG replacement engine has been fitted and the car appears to be an older restoration, although the paint now could do with some improvement. Owned by our sadly passed vendor for many years it now needs a bit of TLC and can be viewed as a rolling restoration or a car that wears its patina well. Unfortunately there is no history folder with the car.

Sold with the V5C, tonneau cover and single small windscreen.

Estimate: 9000 - 11000

Fees: 2% inc VAT for absentee bids, telephone bids and bidding in person

5.6% inc VAT for Live Bidding and Autobids

Lot 421

1967 Jaguar Mk II, 3.4, 3442cc. Registration number KBU 862E. Chassis number 171223D/N. Engine number KJ.9839/8.

Jaguar replaced the Mk 1 in October 1959 with the Mk 2, it was closely related, but heavily revised; slimmer windscreen pillars and deeper side windows enlarged the glass area. The removal of the rear wheel spats allowed the rear track to be widened, a move which increased roll resistance and stability. Otherwise, the running gear remained much the same as before, with Dunlop servo-assisted disc brakes on all four wheels. A redesigned dashboard with speedometer and rev-counter and the six toggle switches and four minor gauges grouped centrally, established Jaguar's layout for years to come.

The MkII 3.4 has 210bhp on tap, just 10 hp less than the 3.8 at 220bhp. It was capable of 120mph, and performance was so superior to anything else on the road that it quickly became the car to have.

KBU is a matching numbers car that has been cherished by its seven owners. First registered on the 1st February 1967 it's history can be traced back to 1977 with Royston Ireland of Bristol, followed by Alfred Wooten of Southampton in 1992. In 1995 it was with Mr Boulwood of Southampton who had AJC of Southampton rebuild the engine, including regrinding the crankshaft, new bearing, gas flowed the head, the gearbox was changed for a BMW 5 speed box and power steering fitted at a cost of some £12,000. The mileage on the odometer was 98,407 on the 1997 MOT. Next was Mr Gascoigne, again of Southampton in 1999 and the same year to long term owner L.J. Norman of Isle of Wight/ Kidlington. There are copious receipts on file for maintenance during his custodianship.

Our vendor bought her in 2011 and has lavished more on her, including a 586 hour full body restoration by J.M. Watson of Malton, c.2008, this included two new wings, four door skins, inner and outer sills plus floor pans. All the brightwork was rechromed, stainless steel wire wheels, new wiring loom, electric seats, central locking, four pot Cooper Craft calipers, stainless steel manifold and exhaust and a full leather retrim and carpets.

Over the years the mileage has risen to the current 30,595, an average of 1,400 since the engine rebuild. She has just completed a trip to Blackpool and back.

Sold with the V5C, MOT history and copious receipts, this Mk II is surely one of the best available today.

Estimate: 25000 - 30000

Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person

18.6% inc VAT for Live Bidding and Autobids

Lot 422

1985 Rolls Royce Silver Spirit, 6750cc. Registration number YIL 4504. Chassis number SCAZS0000GCH13985. Engine number 13985.

Launched in 1980, the Rolls-Royce Silver Spirit was effectively a continuation of the previous Silver Shadow. While the Shadow has captured the hearts and minds of the classic car cognoscenti, the Silver Spirit offers virtually the same experience on a far more feasible budget for the majority of enthusiasts. From 1980 to 1998 the entire Rolls-Royce and Bentley range was derived from the SZ – or Silver Spirit base, and this model was technically responsible for the rejuvenation of the Bentley brand as well as the continuation of Rolls-Royce until a new, BMW-led era.

Originally Ice Green with Magnolia leather seats and light green trim, YIL was sold by Jack Barclay of Berkley Square. The service book has 23 stamps, the last at 111,175 miles in 2018. Today the mileage is 111,346. There is a letter on file stating the autobox and coil pack had been replaced. At some point she has been repainted white.

Sold with the V5C, service history, Current MOT until August 2023, handbooks.

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 429

A twin axle open trailer, bed 198 x 365cm, two car ramps, spare wheel, manual winch, sturdy chassis, good wheels/tyres all round, 155 x 13.

Estimate: 700 - 800

Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person

18.6% inc VAT for Live Bidding and Autobids

Lot 430

c.1939 liveaboard barge, "Fidelity". Cat D waterways. 57' 6" x 14' 2" approximately. Lister JP2 diesel, gearbox, shaft drive. Fidelity is a steel hull ex coal barge, built by Harkers of Knottingley and owned by J. Wilby of York as a dumb barge to transport coal on the canal system. In 1971 she was converted to run with a Lister diesel engine.

Converted as a liveaboard with a main living area, she is in need of finishing.

Bathroom with bath/shower and porta potti, separate composting toilet, large rustic kitchen space, full size cooker, fridge, freezer, sink. Water pressure system. Solid fuel cast iron stove to main living area. 12v and 240v electrical system with a battery charger.

The bow has a winch and anchor, the wheelhouse has wheel and controls.

The engine has recently been serviced with a video available of it running.

The safety certificate has expired.

Last surveyed in 2011.

She is sold as seen and no warranty is given or implied, buyers should satisfy themselves as to her condition. Upon completion she will make a comfortable home that can cruise our inland waterways.

Estimate: 22000 - 26000

Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person

18.6% inc VAT for Live Bidding and Autobids

Lot 448

2017 Hanway HC125 Cafe Racer, 125cc. Regsitration number YH67 DDA. Frame number SJVHC121X HU000081.

This example has only covered some 80 odd miles and is sold without a steering lock/ignition due to being recovered as part of a debt authorised by the Police.

Sold with an HPI result, the new owner will have to apply to DVLA for a V5C.

Estimate: 750 - 850

Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person

18.6% inc VAT for Live Bidding and Autobids

Lot 449

1996 Yamaha T80 Townmate, 79cc. Registration number P409 PWR. Frame number 35T-043206. Engine number 35T-0483206.

The TownMate is the final incarnation of Yamaha's multi-generational stab at Super Cub-style greatness. Like the Super Cub, it featured a four-stroke, single-cylinder engine. It also came in two different displacements: the T50, which was a 50cc bike, and the T80, which was a slightly more powerful 79cc bike. Both came with shaft drive.

PWR is a low mileage example that is unrestored and comes with a DVLA MOT history check from 2010 confirming its low mileage of 5,311 miles. The MOT has only just run out and the V5C has been mislaid so the new owner will need to apply to DVLA for a new one.

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 450

1967 Velocette Vogue, 192cc. Registration number FXG 741E. Frame number 467/37 not confirmed. Engine number 8394/3 not confirmed.

The Vogue first appeared at the Earls Court Show in 1962, based on the L.E. The body was constructed from fibreglass hung on a new main frame structure composed of a large backbone from the head stock to a cross tube above the rear fork pivots. Twin side by side headlights were provided and a wind shield was an option.

Performance was not good, and when tested in 1964, 60 mph was just achievable but dropped to 40 mph on small gradients. The Vogue was expensive at £246, and up to £272 if a windscreen, indicators and panniers were fitted. The Ariel Leader, its rival, sold for £225 and gave a better performance.

Velocette only sold 381 examples and about 83 are believed to still be in existence.

FXG is stated on the V5C as having 2 former keepers but nothing is known of its life until 2021, when it was acquired from a long term owner. It appears to have been restored at some point in the past.

Sold with the V5C, it will require light recommissioning due to the fuel tap leaking, but it is in working order.

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 451

1958 Adler MR 100 Junior Scooter 98cc. Registration number 120 KH (non transferrable). Frame number 407792. Engine number 407792.

The Adler company built it's first vehicle in the 1870s, a tricycle, and their first motorcycles appeared in 1902 finishing in 1910 to concentrate on bicycles, typewriters and motorcars.

As with many European manufacturers post WWII production commenced in 1949 with a 98cc two stroke followed by improved 123cc, 147cc, 195cc and 247cc designs. Motorcycle production ceased in favour of office equipment in 1959.

The 1958 Roller used a 3 speed foot change gearbox, with an Earles style front suspension using telescopic hydraulic dampers and had electric start only. The body fully enclosed the machine with access panels for the battery and fuel. It was a solidly built machine and better suited to solo use due to its weight.

120 KH was sold by K.K. Blakey, two stroke specialist of Hull in August 1958 to Harry Thompson of Beverley who used it to commute to work through to 1966 when it was retired from service and remained in his dry garage. In August 2006 our vendor bought it from him and recommissioned it, needing only paint, new batteries, tyres and a repair to the exhaust it was taxed and MOT'd in 2010. Since then it has seen no use but occasionally fired up and ridden on his property.

When collected for auction it started with a cloudy ease and has been ridden around our premises.

Sold with the V5C, R.F.60, 1964/65/66 tax discs, dating certificate, Dynastart manual and the original Instruction Manual.

This scooter certainly draws attention and would make a rare addition to any collection, and is totally original except for the paint and tyres, even the seat has not been restored!

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 452

1965 Ariel Leader, 247cc. Registration number DUO 97C. Frame number T34800B. Engine number T34800B unconfirmed.

Designed by Val Page and his team, the Ariel Leader and its sports derivative, the Arrow, sought to combine the virtues of speed and agility with those of cleanliness and convenience. Launched in 1958 and powered by an all-new 247cc air-cooled two-stroke twin with unit gearbox, the Leader also broke with British tradition in its frame and suspension design, employing a stiff, fabricated-steel beam instead of tubes, and a trailing-link front fork. Detachable panels enclosing the engine and most of the rear wheel extended forwards to meet leg-shields and screen while the rear chain was fully enclosed. DUO was owned by Raymond Bolt of Exeter in 1996 before moving to Richard Wiggins of Birmingham in 2001, it was placed on SORN in 2014.

Sold with the V5C, various MOT's dating back to 1982 at 46,965 miles slowly rising to last one in 2009 at 51,514 miles and a quantity of Leader paperwork and copy manuals. It should be noted that the kick start has worn on the pedal so does not engage.

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 453

2004 Honda SCV100 scooter. Registration number YD04 KUY. 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 the V5C has been mislaid and the next owner will need to apply to DVLA for 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 454

1983 Garelli Moped, 49cc. Registration number A716 MNW. Frame number 00106. Engine number 386341.

Garelli was founded in 1919 by the engineer Adalberto "Alberto" Garelli. The company produced small displacement two-stroke motorcycles and mopeds until it closed its doors in 1987.

MNW was purchased by our vendor in 2018 and has now been restored. It started with ease and rode around our carpark. Sold with the V5C, and 1985/6/7 tax discs, it does not need an MOT but as with all non MOT machines we recommend that safety checks are undertaken before hitting the road.

Mileage 8217

Estimate: 500 - 600

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

Lot 455

1991 Honda PC800, Pacific Coast, 798 cc. Registration number H763 ATV. Frame number (not visible, declared RC341 000319. Engine number (not visible).

The Pacific Coast was manufactured by Honda between 1989 and 1998, named after California's Pacific Coast Highway, over 14,000 were sold in North America, Europe and Japan. The bike is noted for its single integrated boot straddling the rear wheel and full bodywork.

ATV was imported into the UK in 1999, by 2004 it was with George Budd of Deal and later Gareth Roberts of Mountain Ash in 2008, followed by Mr Leeming of Liverpool a couple of months later. The first MOT on file, is from 2004 at 32,098 km (19,944.21 miles) and every year since a few miles had been added until 2015 at 49,849 km. It was then stored before being sold by these rooms at the Sledmere House auction of October 2019.

Recommissioned by our vendor and MOT'd at 49,877KM he set about improving the machine with heated grips, LED headlamp and driving lamps, new Hagon shocks, new steering head taper bearings, fully rebuilt the front forks, the front calipers were resealed, USB and 12v sockets added and upgraded the rear drive unit to an 1100 version, (this reduces the revs by 500RPM when cruising).

Used by him for the last three years the mileage has increased, the last and current MOT was undertaken in November 2021 at 52,080KM. It is now being sold as he requires a hip operation and is downsizing to a smaller machine.

Sold with the V5C, MOT history, various receipts for works, two keys, including the red master one. It was ridden to the saleroom but the battery is very low so will need replacing.

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 456

1979 Honda CX500, 496cc. Registration number CMK 729V. Frame number CX500 2037237. Engine number CX500E 2037381.

The CX series feature a crankshaft configuration aligned longitudinally with the axis of bike, similar to the Moto Guzzi layout. Unlike a "boxer" flat-twin, the cylinders protrude at an angle above the horizontal. The included angle of the CX is 80°, and the heads are twisted 22° so that the inlet tracts do not interfere with the rider's legs.

CMK has been unused for many years and will need recommissioning, it has been recently run on a slave fuel line.

Sold with the V5C.

Estimate: 800 - 900

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

Lot 457

1994 Honda CBR900RR Fireblade, 893cc. Registration number L58 GAJ (non transferrable). Frame number SC28 225070. Engine number SC28E 2250708.

The first generation CBR900RR was introduced in 1992 with an 893cc inline-four engine. It set a precedent for lightweight in the superbike class, being much lighter than other large-displacement bikes of the time. Changes for the 1994 model comprise a new shift-drum to improve notchy gear shifts.

GAJ has been owned by our vendor since 2012 and in that time the mileage has risen from 20,565 to the last MOT in 2017 at 25,175 when he stopped riding it due to mobility issues.

Several years ago he had Clive of Rapier Paints in Hull to custom airbrush the fairing and tank with this dragon design. In 2017 he had the current handlebars and light unit fitted, retaining most parts apart from the clip ons and top yoke (buyers should satisfy themselves to the components). When collected from our client the engine fired up with ease and sounded fine but further recommissioning is advised.

Sold with the V5C and 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 458

1997 Honda CBR900RR Fireblade, 919cc. Registration number R194 DRP. Frame number JH2SC33A 2VM106740. Engine number unknown.

Launched in 1992, the Fireblade blew away the opposition – principally Yamaha's FZR1000 and Suzuki's GSX-R1100 - with its combination of litre-bike performance and a 600-sized package.

1996 brought major changes to the CBR900RR with the third generation, to optimize rigidity Honda revised the suspension and chassis. The only changes for the 1997 model were graphics and color options.

This example has seen little action since its 2007 MOT when it was at 22,532 miles, gently increasing to the last one in January 2022 at 23,540, today it stands at 23,559 miles. It has had a Maxton monoshock fitted recently and is in good

overall condition, although it has been stood since the MOT and fresh fuel is advised.

Sold with the V5C, old MOT's, service receipts including Honda Abingdon at 23,438 miles in 2016

Estimate: 2800 - 3200

Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person

18.6% inc VAT for Live Bidding and Autobids

Lot 459

1992 Ducati 750SS, 748cc. Registration number J492 LLK. Frame number ZDM75SC 000446. Engine number ZDM748A2C 000472.

Introduced in 1992 the 750SS has a 748cc, 90-degree ohc V-Twin, with desmodromic valve actuation, with each of its two valves per cylinder opened and closed via rocker arms, its camshafts driven by toothed rubber belts. It uses an oil bath clutch a pair of 38mm flat-slide Mikunis.

LLK has been restored at some point and there are bills on file to a Simon Bishop for a belt change in 2018 at 28,079 miles, today the mileage is 28,716 miles. Our vendor took it out for a 5 mile ride before bringing it to the saleroom and said it rode very smoothly.

Sold with the V5C and current MOT expiring in December 2022

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 460

2000 Triumph TT600, 599cc. Registration number X617 AKU. Frame number SMTTH800SYY110949. Engine number 111268. Shortly after Triumph returned to the American market, the designers set their sights on entering the highly contested 600cc market. The TT600 was designed in 1996, and produced between the years 2000 and 2003. It was their first in-line four-cylinder 600 cc sportbike, designed to compete in the world's most competitive motorcycle class, the fuel-injected middleweight category.

AKU was bought by our vendor in 2018, with a MOT history going back to 2005, at 21,613 miles. It shows minimal use over the years, only failing in 2009 at 13,956 for a stop lamp issue. It was put on SORN when bought.

Sold with the V5C and copy of the MOT history, although running before being brought to the saleroom it will need recommissioning.

Estimate: 1200 - 1500

Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person

18.6% inc VAT for Live Bidding and Autobids

Lot 461

2000 Triumph TT600, 599cc. Registration number W998 TRF. Frame number SMTTH800SXX099072. Engine number S106121.

Shortly after Triumph returned to the American market, the designers set their sights on entering the highly contested 600cc market. The TT600 was designed in 1996, and produced between the years 2000 and 2003. It was their first in-line four-cylinder 600 cc sportbike, designed to compete in the world's most competitive motorcycle class, the fuel-injected middleweight category.

TRF was bought by our vendor in 2018 when the mileage was 23,380 miles and ridden a bit over the next year until its last MOT in June 2019 at 24,912 when it was put on SORN.

Sold with the V5C, various old MOT's, receipts and copy of the MOT history, although running before being brought to the saleroom it will need recommissioning.

Estimate: 1200 - 1500

Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person

18.6% inc VAT for Live Bidding and Autobids

Lot 462

2001 Triumph TT600, 599cc. Registration number KE51 VYY. Frame number SMTTH810SY1114670. Engine number 115027. Shortly after Triumph returned to the American market, the designers set their sights on entering the highly contested 600cc market. The TT600 was designed in 1996, and produced between the years 2000 and 2003. It was their first in-line four-cylinder 600 cc sportbike, designed to compete in the world's most competitive motorcycle class, the fuel-injected middleweight category.

VYY was bought by our vendor in 2020, with a MOT history going back to 2005. Its last MOT was at this time at 21,482 miles and then placed on SORN.

Sold with the V5C, MOT history and various receipts, although running before being brought to the saleroom it will need recommissioning.

Estimate: 1200 - 1500

Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person

18.6% inc VAT for Live Bidding and Autobids

Lot 463

1991 Triumph Trident, 885cc. Registration number J202 ORW. Frame number SMTTC338DDM001104. Engine number 001138.

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.

ORW was bought by our vendor in 2019 when the mileage was 42,973 miles, he then placed it on SORN. It has MOT history going back to 2006.

Sold with the V5C and copy of the MOT history, although running before being brought to the saleroom it will need recommissioning.

Estimate: 500 - 800

Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person

18.6% inc VAT for Live Bidding and Autobids

Lot 464

1990 Kawasaki GPZ500S, 498cc. Registration number G36 CRD. Frame number EX500A-038949. Engine number EX500AE-035686.

The GPZ 500 S was sold from 1990, with a 60HP four stroke twin engine. Capable of reaching 120MPH the engine begs to be revved, adopting a banshee-style wail to accompany super fast acceleration over 7000rpm. Down low the Kawasaki GPZ500S can be a bit lumpy but it's not a major flaw. Smooth and reliable, owners of the Kawasaki GPZ500S describe it as "bullet proof".

CRD has MOT history from 2006 at 24,090 miles, in 2007 it was 15,678?? and was MOT'd each year until 2010 at 18,276 miles. It was then laid up being bought in 2021 and MOT'd in April 2022 at 18,276 miles, today the odometer reads 18,277 miles.

Sold with the V5C, current MOT until April 2023, Spicers would recommend some recommissioning as it is running rich and it has not been on the road since April.

Estimate: 500 - 600

Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person

18.6% inc VAT for Live Bidding and Autobids

Lot 465

1972 Honda CB350F/Four, 347cc. Registration number HVG 524L. Frame number CB350F-1025797. Engine number CB350FE-1025844.

In 1972 Honda released the CB350 Four, aka 'CB350F,' its 347cc four-cylinder engine was actually the smallest production 4-cylinder engine in the world at that time, it redlined at 10,000 RPM. Like its bigger brothers, the Honda CB350 Four had a front disc brake and electric starter.

The engine was incredibly smooth, but only made 34 hp and couldn't go 100 mph, despite a 394-lb curb weight. In contrast, the 326cc two-cylinder Honda CB350, aka 'CB350K,' made about the same power, was 136 pounds lighter, which made it quicker. Plus, it was cheaper to run and service.

As a result, Honda sold 319,712 two-cylinder CB350s in the US from 1968-1973 before replacing it with the CB360, in comparison, only about 70,000 CB350Fs were made before the bike was replaced with the CB400F. It was never sold in the UK.

HVG was imported from the USA by Weatherleys Motorcycles of Harleston in 2013 and sold to our vendor, the MOT at the time showed 18,262 miles, today it is 18,615. He has left it original apart from rebuilding the engine.

Sold with the V5C, dating certificate and various receipts, it is being sold due to a lack of 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 466

1981 Suzuki GS550E, 549cc. Registration number NET 262X. Frame number GS550E-145607. Engine number GS550-201459.

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 467

1976 Honda Gold Wing GL1000, 999cc. Registration number MAU 606P. Frame number GL1-2002389. Engine number GL1E-2002756.

The Gold Wing was introduced in 1976 it didn't really fit properly into any particular motorcycle class, even though it was officially tagged as a tourer. Weighing in at 584lbs dry, it was far too heavy to be called a sports bike and the upright sitting position also helped to kill of any such sporting pretensions. It proved to be a very reliable motorcycle, quite capable of going very long distances without missing a beat and after a while the aftermarket fairing & pannier suppliers started to cater for the requests of those who wanted to use the GL1000 for more than just popping down to the shops or Sunday morning posing at the local meet.

MAU was owned by Ray Castledine in 1994 before passing to Peter Hill in 2001. It would appear to have been last MOT'd in 2012 at 46,491 miles, today the odometer shows much the same mileage.

Sold with the V5C it will require recommissioning.

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 468

1997 Honda CBR1100XX Super Blackbird, 1137cc. Registration number P679 CJT. Frame number JH2SC35A 2VM 001541. Engine number SC35E006451.

In the mid 1990's, Honda was determined to produce the world's fastest production motorcycle and to take over the associated bragging rights and marketing impact, at the time held by Kawasaki's Ninja ZX11. This led to the creation of the CBR1100XX Super Blackbird, the name is a nod to the Lockheed SR-71 aircraft, the world's fastest production aircraft. In the February 1997 issue of Sport Rider magazine, the CBR1100XX was tested at a top speed of 178.5 mph compared with 175 mph for the ZX-11. In 1999, the Suzuki Hayabusa overtook the CBR1100XX with a top speed of 194 mph, Hayabusa is the Japanese term for the Peregrine Falcon, a species of raptor which preys on blackbirds!

CJT has MOT history from 2013 at 44,659KM through to 2022 at 49,331 Miles (one presumes a dial change and recalibration). In August 2021 it was set up at John Warrington Motorcycles dyno, producing 140hp at 9685rpm. Sold with the V5C, a new MOT and a copy of the dyno report.

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 469

1981 Honda CX500, 498cc. Registration number SBJ 600W. Frame number CX 500 2209748. Engine number CX500E 2010329.

The CX series feature a crankshaft configuration aligned longitudinally with the axis of bike, similar to the Moto Guzzi layout. Unlike a "boxer" flat-twin, the cylinders protrude at an angle above the horizontal. The included angle of the CX is 80°, and the heads are twisted 22° so that the inlet tracts do not interfere with the rider's legs. A camshaft nestles at the base of the V between the cylinders. Although Honda generally favors OHC engines, the cylinder head twist necessitated the use of stubby pushrods to operate the four overhead valves per cylinder, with a forked rocker arm acting off each pushrod. The 5-speed transmission is located below the crankshaft, with both in the same housing, an arrangement which keeps the engine short (length wise) but quite tall. The engine has a 10.0:1 compression ratio and 9,650 rpm redline. Just as with the Honda Gold Wing, the transmission rotates opposite to the engine to help counteract the engine torque's tendency to tip the bike slightly to one side when the throttle is opened or closed.

SBJ has DVLA MOT history back to 2007 at 80,972, rising each year to 2016 at 83,347 when it was acquired for our vendors Honda collection, today the mileage is 83,363.

Recently partially recommissioned for the auction, the engine has been running smoothly although Spicers would recommend further safety checks before road use.

Sold with the V5C.

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 470

1985 Kawasaki GT750 P3, 738cc. Registration number C150 HCP. Frame number KZ750P-006016. Engine number KZ750NE 017929.

The GT750 was produced between 1982 and 1987, using a detuned GPz750 engine producing 78 bhp at 9,500rpm. With its shaft drive it was renowned for its reliability and all round competence.

HCP has MOT history from 2007 at 28,310 miles, then was off the road until 2010 when it was 28,822 miles, followed by 2012 at 29,004 miles and the last one in 2015 at 29,031. Our vendor bought it in 2015 and placed it on SORN. It will need recommissioning before use.

Sold with the V5C and a copy of its MOT history.

Estimate: 3000 - 3500

Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person

18.6% inc VAT for Live Bidding and Autobids

Lot 471

1980 Honda Britain CB750SS, 736cc. Registration number AEC 10W. Frame number CB750G1015084. Engine number B750GE 1012615.

When Phil Read won the 1977 TT on a CB750F2 Honda decided to make race replicas (FRR) and commissioned Colin Seeley to undertake this and some 150 were produced before a falling out with Reed and Honda halted the production. There surplus components and Eric Sulley of Honda decided to carry on production with minor changes, a new paint scheme and re naming the bike the "Honda Britain 750 SS". In November 1978 Colin received an order for 50 machines in red and white, and 50 machines in blue and white. The conversion from the standard F2 750 Honda consisted of the Phil Read type fairing and seat unit, alloy petrol tank, modified side panels, front mudguard and a Seeley reverse cone exhaust system.

The total production run for these machines was 225, with the first models reaching dealerships in early 1979. Colin Seeley did not keep records of the frame numbers of this series of motorcycles, it is believed this was probably because this was essentially a styling exercise and did not utilise Colin's own superior Seeley made frame of the original Seeley Honda 750. With thanks to Eva Seeley for the background.

AEC was bought by our vendor in 2009 as part of his Honda collection and has been started up regularly. It's MOT history with DVLA goes back to 2005 at 23,493 rising to 23,661 in 2009.

Recently partially recommissioned for the auction, the engine has been running smoothly although Spicers would recommend further safety checks before road use.

Sold with the V5C.

Estimate: 5000 - 5500

Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person

18.6% inc VAT for Live Bidding and Autobids

Lot 472

1980 Honda Britain CB750 F2 Phil Read Replica, 736cc. Registration number AVH 415V. Frame number CB750G1013443. Engine number B750GE 1003375.

When Phil Read won the 1977 TT on a CB750F2 Honda decided to make race replicas (FRR) and commissioned Colin Seeley to undertake this and some 150 were produced before a falling out with Reed and Honda halted the production.

With thanks to Eva Seeley for the background.

AVH was bought by our vendor in 2009 as part of his Honda collection and has been started up regularly. Its MOT history with DVLA goes back to 2006 at 13,226 rising to 13,632 in 2008.

Recently partially recommissioned for the auction, the engine has been running smoothly although Spicers would recommend further safety checks before road use.

Sold with the V5C.

Estimate: 4500 - 5000

Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person

18.6% inc VAT for Live Bidding and Autobids

Lot 473

1980 Moto Guzzi V5, 490cc. Registration number EDT 119V. Frame number PB16104. Engine number 16397.

Rarely do the smaller capacity machines from an established big bike maker ever live up to the performance and general demeanor of their bigger brothers and sisters but the V50 does. It is just like a mini Le Mans, and every bit the real Guzzi experience, a perfectly scaled down version of bigger machines in the stable. Great savings in weight throughout the machine, allied to a superb chassis design make the machine a real delight, with every one of the 40-plus horses thumping home its authority.

Production started in 1976, the Mk II in 1979 and the MK III in 1980, it finished in 1982.

EDT has been well restored recently and is offered for sale with the V5C.

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 474

2002 Honda Deauville NT650. Registration number LG02 XMW. Frame number TBC. Engine number TBC.

Across all three generations, the Deauville was known for its shaft-drive, liquid-cooled V-twin engine and extensive painted plastic bodywork with integrated panniers. The first generation Deauville (1998-2001) featured an engine capacity of 650 cc. The second generation (2002-2005) featured redesigned bodywork, enlarged panniers and numerous engineering modifications.

XMW has covered some 57,000 miles and comes with service history, top box, Oxford heated grips and LED lights.

Sold with the V5C, MOT history back to 2006, the MOT expired in August 2022.

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 475

2002 Triumph Trophy 1200 T312. Registration number VU52 WTG. Frame number TBC. Engine number TBC.

Originally more sportster than tourer, Hinckley Triumph's first bike slowly evolved into a fully-fledged tourer with a slightly sporty personality. The main change to the Triumph Trophy 1200 came in 1995 with a much-improved fairing and bodywork, as well as colour matched hard luggage fitted as standard. It features a 1,215 cc liquid-cooled, 12-valve, straight-three engine, which is mated to a six-speed gearbox and shaft drive.

WTG has just completed a tour of Scotland and comes with a recent chain, Geared Up sprockets, new battery and a service. It has panniers and a top box, matching keys, heated grips, Viper double heated seat, auxiliary LED lights, twin Delkevic exhaust and an USD charger.

Sold with the V5C and MOT until April 2023.

Estimate: 1200 - 1500

Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person

18.6% inc VAT for Live Bidding and Autobids

Lot 476

1973 Honda CB 175, 174cc. Registration number HRY 743L. Frame number CB175-7038891. Engine number CB175E-7039601.

The CB175 was one of the best-selling bikes of the early seventies giving many learner motorcyclists their first taste of riding a bigger bike on a typically well-built and reliable Honda.

HRY appears to have subject of a good quality restoration that has mellowed well and starts and rides with ease.

Sold with the V5C.

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 477

1990 Yamaha YB100, 97cc. Registration number H349 BFT. Frame number 2U0-328448. Engine number 2U0-328448.

The YB100 was a popular learner bike with good reliability.

BFT appears to be an original unrestored example in good condition that we have ridden around our premises.

Sold with the V5C.

Estimate: 1200 - 1500

Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person

18.6% inc VAT for Live Bidding and Autobids

Lot 478

c.1970/73 Moto Guzzi Nuovo Falcone, 500cc. Registration number, not registered. Frame number 48E?. Engine number A10968.

The Nuovo Falcone (new falcon) was a redesign of the original with a flat single cylinder 500cc engine. It has a top speed of about 85 mph. It didn't take off like its predecessor, with only 26 HP and 450 pounds, but it was used by every police department in Italy who appreciated its ability to carry extra weight — police gear, luggage, leg shields, etc, as well as most city councils.

This is an older restoration that has been running but will need recommissioning and registering with DVLA.

There is no paperwork with the bike.

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 479

1960 NSU Supermax, 247cc. Registration number 332 CXT. Frame number 1841889.

The Supermax was derived from the Max and Spezialmax but differed in many areas, the most obvious being the rear suspension. Commanding considerable esteem both in Germany and abroad, it was a high performance machine with excellent reliability. It was produced between 1956 and 1963.

CXT was owned by Antony Hardisty of Nottingham in 1991 before selling it to long term owner Dr. Gatton of Leicester in 1993, he restored at some point and it presents well. Our vendor bought it in 2018 but has not used it. Sold with the V5, some light recommissioning may be required.

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 480

1939 NSU 201 ZDB, 198cc. Registration number 867 UXE. Frame number 1119253. Engine number 387461.

In 1873 Heinrich Stoll and Christian Schmidt started NSU, the name came from the first letters of the rivers surrounding the plant: Neckar and Sulm. Their first motorcycle was produced in 1901, it had a 1.5 hp motor, imported from Zedel of Switzerland.

The 201 range of motorcycles was produced from 1934 until 1940, some 81,000 units, its specification was a 198cc single cylinder two-stroke engine, 198cc, between 6.5 to 7 hp, three-speed (4 speeds on the block models). There several models, ZD, ZDL, ZD Block Luxus and ZDB with various improvements included extra tool compartments, steering damper, larger petrol tank, stronger forks.

UXE was imported in 1972 but nothing is known of its existence until 2005 when our vendor registered it with DVLA. He was an NSU enthusiast, with a comprehensive library about the marque as well as many spares which are included in this auction.

In 2007 and 2009 it was MOT'd and has been ridden to many events in the area. Unused for several years it will require recommissioning.

Sold with the V5C, old MOT's, 1972 import document and a passenger seat.

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 481

1928 Peugeot P105, 315cc. Registration number BF 9494 (non transferrable). Frame number 1449. Engine number 65204.

The French marque was one of Europe's Pioneer motorcycle manufacturers entering the market in 1899. They quickly established themselves as one of the premier engine suppliers and motorcycle manufacturers, with their power units being used by companies such as Norton who won the 1907 Isle of Man TT with a Peugeot powered 5HP V-twin, in the hands of Rem Fowler .

In the years before and following the WWI production concentrated on a series of V- twins ranging in capacity from 330cc to 746cc.

These were joined at the start of the twenties by various lightweight two stroke singles followed in 1926 by a 350 side valve single with unit construction engine.

In October 1927 a new 346cc overhead valve single, the P105, was introduced at the Paris Salon, it featured a gearbox built in unit with the engine. Marketed as a sporting model, the P105 became popular for its good looks and fine running qualities. With bore x stroke of 72 x 85 mm the engine could propel the machine with a top speed of 60MPH.

BF was purchased from Lewis Martin of Chabris, France in 2018 by Charles Godfrey who then set about it restoration, this included and engine and magneto rebuild. There are numerous receipts on file for parts. It should be noted that the gearbox is playing up and needs investigation.

Sold with the V5C, French paperwork and many receipts for parts.

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 483

1923 Raleigh Model 2, 2 3/4hp. Registration number WY 9159. Frame number 7522. Engine number 7283 (see text).

Raleigh of Nottingham were the world's largest producer of bicycles in the early 1900's and started producing motorcycles from 1899 until 1906, and then after WWI in 1919 until 1933. Their own engines were also sold to many smaller manufacturers. Both side and overhead valves were produced as was a 798cc SV twin.

The 2 3/4 hp (348cc) Popular model used a 3 speed Sturmey Archer gearbox, primary drive was by chain with a belt for the rear drive. The forks were by Brampton and the saddle by Terry. it was sold for £45.00.

WY has history back to 1931 with Edward Seed of Boston Spa, then Robert Findley in 1932, then long term owner Joseph Allen of Ripon in 1934, Kenneth Deighton of York bought it in 1978 and then Mr Hick in the late 1990's. He restored it but never got it running smoothly and on his passing it went to our vendor in 2019. Being a mechanic he had it up and running, see video of the engine running.

Sold with the V5C, (please note this has the engine number as 7695 which was the original engine), R.F. 60, a tool box, fuel tap and a quantity of related literature.

Estimate: 5500 - 6500

Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person

18.6% inc VAT for Live Bidding and Autobids

Lot 484

1939 Velocette KSS MkII, 350cc. Registration number 277 UXC (non transferrable). Frame number KDD8666. Engine number KSS9051

The KSS (standing for Kamshaft and the SS for Super Sports) was introduced in 1925 and from the beginning the overhead camshaft K-type stamped its authority on its competitors, its victory in the Junior TT on its first outing establishing its credentials and kick starting a 20 year long distinguished competition career. Velocette introduced the first practical foot-change on the K-type in 1931 and the arrival of the Mk II KSS in 1936 saw significant enhancements. All new for that year was the aluminum-alloy cylinder head with enclosed valve gear, together with the cradle frame and heavyweight Webb forks of the new MSS. In this form the KSS was to remain in production until late 1947, heavy production costs contributing to its demise.

A touring version, the KTS was also developed with 19-inch wheels and matching mudguards. In 1936 Velocette developed the KSS Mk II, which had a Mk V KTT based chassis and a new engine with an alloy cylinder head.

From the Velocette Owners Club website, according to the Factory Despatch Book 6, it would appear that KSS/KTS engines with engine numbers 8016 – 9243, left the factory between May 1937 - Sept 1940. UXC's engine number of KSS9051 putting it in 1939.

In 2004 John Andrew of Barton owned it, selling it in 2008. Our vendor bought it as a nearly finished project from these rooms in March 2021 when it came from a deceased estate auction. He then had to strip the engine as the wrong piston had been fitted, along with many other issues he got it on the road and enjoyed a summer of riding. It is now surplus to his requirements and is being moved on. He reports that the points need some adjustment to make it run smoothly.

Sold with the V5C and recent receipts for £753 for parts bought to make it rideable. It uses KTS mudguards instead of KSS ones.

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 485

1953 BMW R51/3, 490cc. Registration number KDM 328. Frame number 525181. Engine number 525181.

BMW were faced with rebuilding an almost totally destroyed factory following the end of hostilities in 1945, were banned from building motorcycles, cars or aero engines by the Allies and were hampered by the scarcity of raw materials.

Consequently their first postwar production vehicle, a bicycle, utilised the one material that was available in sufficient quantities, aluminium, extensively in its construction. As the allies relaxed their restrictions on what BMW were allowed to produce, the company introduced a single cylinder 250cc machine, the R24 in 1948 and followed it with an over head valve, horizontally opposed twin displacing 500cc in 1950, typed the R51/2. This machine was based on the pre war R51.

The cycle parts were similar to the pre-war model and featured plunger rear suspension and telescopic front. The horizontally opposed twin cylinder over head valve engine displaced 494cc and produced 24bhp at 5,800. For 1952 a subtly revised model, typed the R51/3 was introduced. Detail changes made to the new model included revised gear ratios and a slight drop in compression ratio to 6.3:1, however, further modifications were made to the model the following season when new brake drums were adopted, these then being replaced for the 1954 season by full width items. During the three years that the R51/3 was available approximately 18,400 examples were built, selling for 2,750 DM. The R51/3 was BMW's first true post-war motorcycle design, following the prewar-derived R51/2. Renowned then as now for its exceptional refinement and comfort, the R51/3 features twin plunger rear suspension, shaft drive, and a four-speed gearbox.

KDM has been owned by our deceased vendor for some 20 odd years. When purchased it had been unused for a long time and he got it up and running, using for touring all year round and often exhibiting at NECPWA events.

The V5C has recently been changed to his wife's name so there are only two former keepers.

Sold with the V5C, various rosettes and related paperwork, there is also a new set of exhaust pipes and silencers, stainless steel spokes and other spares. It should respond well to recommissioning.

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 486

1939 (see text) Excelsior Autobyk, 98cc. Registration number LXS 791 (non transferrable). Frame number AX/2522. Engine number 2520.

Excelsior were Britain's first motorcycle manufacturer, starting production of their own 'motor-bicycle' in 1896 based in Coventry before moving to Birmingham in 1921. Like most motorcycle manufacturers they joined the Autocycle boom in the 30s before moving over to war production in 1940.

The Autobyk marked Excelsior's return to civilian production in 1946 and was originally offered with the 98cc Villiers Junior De Luxe engine. For 1947 it was joined by a version using Excelsior's own 2-speed Goblin engine.

This example was re-registered with DVLA in 1983 and they declared the age to be 1939, by our reckoning the frame number and engine type would indicate a c.1946/7 age.

This example is in good patina order and has been running recently.

Sold with the V5C.

Estimate: 500 - 800

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

Lot 487

1956 Peugeot 57TC, 125cc. Registration number 137 UYR. Frame number 408696. Engine number 408696.
Peugeot built motorcycles as far back as 1904 of all engine sizes up to V-twin 746cc. After WWII they concentrated on a large range of two strokes from 98cc through to 248cc.

UYR was found in Pouille, France in 2016 and brought back to the UK as restoration project, apparently in original condition. This was started by the owner and nearly completed.

Sold with the V5C, French Declaration de Cession, NOVA certificate, before restoration photographs. Buyer should satisfy themselves as to the completeness of this nearly finished project.

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 488

1950 Monet-Goyon S6V, 122cc. Registration number MXS 279 (non transferrable). Frame number 7537. Engine number 9888.

The S6V series are 122cc motorcycles powered by a 10D Villiers engines built under licence, the model was also available badged as a Koeler-Escoffier as a KS6V. The series ended in 1957 when Monet was bought by Unimeca.

This example was bought in France in 2020 as a project in apparently complete condition and then stripped to be rebuilt.

This has not been finished and buyers should satisfy themselves as to the completeness.

Sold with the V5C and photographs prior to the restoration.

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 489

c. late 1950's/early 1960's Itom Sports 50cc. Registration number not registered. Frame number IOM * 7276 OM 16045. Engine number 149013/N

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 from 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: 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 490

c.1960's Kerry Capitano Grand Prix, 49cc. Registration number not registered. Frame number T 07353. Engine number 5990.

The Kerry marque reappeared at the end of the 1950s 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: 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 491

c.1970 Testi Grand Prix, 49.6cc. Registration number not registered. Frame number TESTI*WEC4*06732. Engine number, not found.

Founded in 1953 by Bolognese entrepreneur and designer Erio Testi and his son Umberto, Testi produced mopeds and motorcycles with super stylistic elegance and a high level of finish. The 60s & 70s were extremely productive and successful models included the 50, Champion & Grand Prix.

This Fantic engined example with a six speed gearbox is an older restoration that has stored for many years. It was bought by our vendor in 2015 from the Dale Winfield estate who had a lifelong love of motorcycles and was the first sponsor of world superbike star Carl Fogarty when he turned professional.

There is no paperwork with this lot.

Estimate: 1200 - 1500

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

Lot 495

1949 BSA B31 competition trials, 349cc. Registration number WSJ 507. Frame number ZB32 2151. Engine number ZB32 116.

The B31 was introduced in 1945, it was the first new model introduced by the company after the Second World War. Based on pre-war designs, it used a single cylinder four stroke engine that displaced 348 cc. Initially, it had a rigid frame and telescopic forks, the first use of such on a BSA. There was a competition kit available for the original rigid model B31 and B33. It was immediately popular and was soon joined by a 500 cc version, the BSA B33 and competition equivalents, the BSA B32 and BSA B34.

Little is known of the history of this trials prepared bike, it comes with a bum seat and different gearbox ratios. Running recently, we would always recommend safety checks before road use.

Sold with the V5C.

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 496

1969 BSA B40 MkI, R.A.F., 348cc. Registration number KFE 26G. Frame number A/CTS/WV/8592/DC52 (2). Engine number B40 GB 606.

The B40 like most military motorcycles of the period was basically a road machine with limited off road performance. It is suggested that the total number supplied to the British Armed forces was 3,087, which included 135 for the RAF and 26 for the Royal Navy.

This example, with its rare military tag still attached, was with a Dr J. Maw of Tyne and Wear in 2011 when he had the engine rebuilt with a conrod overhaul. There are MOT's on file from 1998 with a mileage of 11,240 through to 2013 at 11,403 miles. Today it is at 11,482 miles.

Running recently, we would always recommend safety checks before road use with this rare R.A.F. bike.

Sold with the V5C, previous MOT's and receipts.

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 497

1979 Honda XL500S, 498cc. Registration number EHN 789V. Frame number L2505023826 (see text). Engine number PD01E 5003358.

The XL500S which sold between 1979 and 1984, it descended from a long line of Enduro bikes. In 1979 one colour was available, Tahitian Red. The fuel tank and side cover stripes were black, red, and yellow. The control levers and kickstarter arm were silver. The speedometer had a 100 mph limit. The front wheel was 23" while the back was 18". The exhaust was a 2-into-1 system from the 498cc OHC 4-valve single cylinder engine with one carburetor, with a 5-speed gearbox.

EHN has DVLA MOT history from 2006 at 7,165 miles through to 2017 at 7,365 miles. At 7,335 miles in 2017 it received a service which included re-winding the lighting coil at a cost of £452.47, the mileage today is 7,367. Recently recommissioned and the bodywork repainted, it was ridden around our site when delivered for the auction. Buyers should satisfy themselves over this machine as the frame number is for a 250cc engine not a 500cc.

Sold with the V5C.

Estimate: 2800 - 3200

Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person

18.6% inc VAT for Live Bidding and Autobids

Lot 498

1968 BSA B25 Trials, 250cc. Registration number KCK 107F. Frame number B25 B4445. Engine number not known.

BSA acquired the Triumph marque in 1951 and developed the C15 250 cc from the Triumph Tiger Cub; in 1958 they introduced unit construction and the BSA C15 Star was their first model, which was much more reliable than the outgoing C11, although it still had many gremlins. In 1967 it was replaced by the new B25 Starfire and C25 Barracuda, with a stronger crankcase and alloy cylinder barrel. The Starfire was aimed at the all-important US market and was styled as an off road bike with raised exhaust and strengthened handlebars, produced between 1968 and 1970. An unashamed exercise in 'badge engineering', the Starfire and the Triumph TR25W Trophy basically were the same machine except for an alteration in gearing, adoption of different wheel sizes. The range stayed until the end of BSA in 1972.

This trials version appears to have been built by Duncan Brown of Preston in 2005 and registered with DVLA in the February. Our vendor bought it in 2007 and has been occasionally used as a winter bike by him. There is MOT history from 2006 at 2,763 miles and 2012 at 33,380 and 33,503 in 2013. It is now Historic and the mileage is 33,800.

Sold with the V5C and MOT history, it should only need light recommissioning before green lane use again.

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 499

1971 Bultaco Matador MK IV, 250cc. Registration number EKH 305J. Frame number B8201518. Engine number M8201560. Bultaco, founded in 1959, first competition success came in 1962 with an adapted 175cc Sherpa trials bike; it won two gold medals at the ISDT. In 1964 the first Matador was created and by 1971 the MK IV was released after 7 years of continuous improvement.

EKH has had an interesting history; on file is a May 2000 letter from Brian Horrocks of Alicante, he states that it was bought in kit form from Jimmy Sandifords of Bury in April/May 1973, then shipped out to Nairobi where it was used for competition over the next five years. In 1978 he took it to Spain selling it to a friend of his son in 1981; it was left unused so he bought it back and rebuilt the engine before being sold on.

It was first registered with the DVLA in 2007 by David Firth of York and he also rebuilt the engine, including conrods and a general fettling of the bike. In 2010 Ian Davies of Ammanford bought it but rarely used it

In 2018 it was bought by Robert Davis of Leeds from Pembrokehire Classics, he set about a gradual improvement of the machine, using it sparingly for trips over the Moors. A basic lighting system has been installed using the tool bag on the tank.

Sold with the V5C, original owners manual, letter as above and a quantity of recent and past receipts, Spicers can recommend this machine that has great competition back history.

Estimate: 3800 - 4200

Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person

18.6% inc VAT for Live Bidding and Autobids

Lot 500

1966 BSA Hornet, 650cc. Registration number AVG 802D. Frame number A65HA-8887. Engine number A65HA 887-Y. Only produced in 1966 and 1967 the Hornet was an all-thrills/no-frills bike designed for off road and desert scrambles, negating the need for lighting and road equipment. Bikes delivered to the US East Coast feature high pipes, while West Coast bikes had low pipes. Power comes from the energetic full-race Lightning engine, with 10.5:1 compression. AVG has been made UK street legal since its import from the USA in 2018 with lights and a horn. It comes with a BSA Owners Club certificate dated 2018 stating it is matching numbers and was supplied to the USA on the 29th November 1966. Very well restored recently, our vendor rode it before bringing to the saleroom and we have a video of it running. Sold with the V5C, dating certificate and a modern DVLA frame number of DVLA SWA3971903101.

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 501

1979 Suzuki Beamish RL250, 246cc. Registration number VYA 391W. Frame number 101038. Engine number 101038. 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. It comes with the V5C, a Beamish owners Club certificate, and various manuals. Light recommissioning may be needed due to its rest period, owner confirms it is a good runner.

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 505

C.1963 BSA C15, 249cc. Registration number unregistered. Frame number C15. 38098. Engine number not found.

In September 1958 BSA introduced a new '250' that would provide the basis for an entire range of singles in capacities up to 500cc. This newcomer, the C15, featured a compact overhead-valve engine and unitary four-speed gearbox. Alternator electrics and coil ignition were features, early models being distinguished by a distributor-type points housing. The engine/gearbox unit was housed in a conventional cradle frame with bolt-on rear subframe. Trials and scrambles versions were offered as the range expanded during the 1960s.

There is no paperwork with this project.

Estimate: 500 - 800

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

Lot 506

c.1971 Triumph TR6R Tiger 649cc. Registration number not registered. Frame number TR6R GE 26712. Engine number TR6R GE 26712.

All TR6's were known as Triumph Tiger. There were 4 basic models: TR6R (Roadster & now the standard version), TR6C (with high pipes), TR6P (Police), & TR6RV (a Roadster with an optional 5-speed transmission).

The 1971 Triumph TR6 & it's sister bike, the 1971 T120 Bonneville were complete revamped from stem to stern, with a complete redesign that included a new oil-bearing frame, new forks, new wheels with conical hubs, new cycle gear & bodywork & a whole new look.

There is no paperwork with this machine and appears to be in good condition and with a Halfords oil filter suggesting it has been serviced and overhauled in the UK since returning from the USA.

Estimate: 3000 - 3500

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

Lot 507

1967 BSA C25 Barracuda, 249cc. Registration number FJX 315E. Frame number C25 639. Engine number C25 639.

BSA introduced the C25 Barracuda (UK) and the B25 Starfire (USA) in 1967 as a sporty replacement for the C15 and, in the UK, aimed at learner riders, it was only produced for one year. It shared many parts with the B44 Victor Roadster. The Triumph TR25W was a badge engineered copy with a fibreglass tank and side panels, high bars and a high level exhaust on the right hand side.

FJX is an early matching numbers example, number 639 off the production line and has MOT history dating from 1984 until 2010, ownership records are from 1990 in Pontefract, 1991 in Gloucester, 2011 again in Gloucester and then Welwyn Garden City in 2020. Its last MOT was in October 2021.

Sold with the V5C, October 2022 MOT at 6,671 miles, and MOT history. In running order when delivered, although its MOT will have just expired by the time of the auction, although due to its age it is MOT exempt.

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 509

1964 BSA Bantam, D7 Super, 175cc. Registration number AAT 586B. Frame number D7 40230. Engine number FD7 1045. Many a now-mature motorcyclist's first two-wheeled experience will have been gained aboard a BSA Bantam. Developed from the pre-war DKW RT125 and announced in 1948, the Bantam became a top-seller for BSA, in excess of half a million leaving the Birmingham factory before production ceased in 1970. Originally of 123cc, the engine grew first to 148cc in 1955 for the D3 Bantam Major and then to 175cc for the D5 Bantam Super, which replaced the D3 in the 1958 line-up. The new 175cc engine went into mildly revised cycle parts, but the D5 was destined to be a one-year-only model, being superseded by the D7 for 1959. It had a similar 175cc engine to the D5 but had an entirely new swinging arm frame and hydraulically damped forks which incorporated a nacelle mounted headlamp. The D7 continued in production until 1966 with at least 3 different styles of tank and alterations to the Wipac powered electrical system including a change to battery powered external coil ignition.

AAT was sold by Browns of Hull, to Eric Watson on the 19th May 1964, and it then went to Pat Dennison in 1990. Our vendor bought it as a project in 2018 and proceeded to strip the bike down to its components, the frame was blasted and powder coated, the tinware repainted the original red, the engine was stripped and rebuilt. Used occasionally since other hobbies now means it is not being used.

Sold with the V5C, photocopy of the V5 (engine and frame numbers the wrong way round), photographs of when bought and the during the restoration, and an original handbook.

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 510

1978 Triumph Trophy 650cc. Registration number BDV 420T. Frame number KA 12756. Engine number TR6R AG 46456 (1972).

ISDT success in the late 1940s prompted Triumph to adopt the Trophy name for their off-road styled twins. But although it retained its sporting character, the model became more of a roadster as time passed, ending up, in effect, as a single-carburettor Bonneville. With the launch of BSA-Triumph's much revised 'oil-in-frame' range in November 1970, the 'Tiger' name was revived for the TR6R roadster while the TR6C street scrambler version continued to be known as the 'Trophy'.

This example uses a later 1978 frame with an earlier TR6R engine from c.1972 and has been built a street scrambler.

The MOT history goes back to 2010 when this speedo was fitted and it has seen gentle use over the years, the current mileage being 429 miles. Running recently, we would always recommend safety checks before road use.

Sold with the V5C and MOT history.

Estimate: 4500 - 5000

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

Lot 511

1965 Royal Enfield Continental GT, 248cc. Registration number KHH 132C. Frame number 71064. Engine number GT 16841. In the early 1960's Cafe Racers were all the rage and Royal Enfield wanted to get into the first bike market; at the time, 250cc motorcycles were learner-legal prior to passing the official riding test. Young, hard-up pseudo racers would dress up their machines in whatever way they could afford; home made clip-on handlebars, racing style seats, air scoops for brakes and rudimentary rear set footrests.

R.E. started with the Crusader Sports and they upgraded many parts to make the Continental GT in 1963, a five speed gearbox, clip-ons, rear sets, 'jelly mould' fibreglass petrol tank with quick release filler cap, dual seat with racing rear hump, an air scoop for the front brake and sporty touches like exposed rear springs, ball end levers, Smiths instruments and a fly screen. The engine had a compression of 9.5:1, 1 1/8" Amal Monobloc, large diameter racing crankcase breathing tube, 5 speed gearbox and the GT could approach 85MPH.

KHH has a dating certificate from the R.E. Owners Club, stating matching numbers and dispatched in 1965, our vendor registering it with the DVLA in April 2022. It has not been run yet but has good compression, the gearbox appears not to be working properly and a new remote gear linkage is offered with it.

Sold with the V5C and dating certificate.

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 512

1973 Triumph Trident T150V, 750cc. Registration number YTA 838L. Frame number T150V AH01728. Engine number T150V AH01728.

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

Although ultimately upstaged in the showroom by Japanese rivals, the Triumph and BSA 750 triples did more than enough on the racetrack to ensure their place in motorcycling history. The team narrowly missed victory at the 1970 Daytona 200, its first major event. when Gene Romero finished second on a Triumph. Dick Mann's BSA won at Daytona in 1971 and John

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

YTA was exported to the USA returning in 2015 where it was owned by Michael Jefferson of County Durham, he recommissioned it including a new clutch and it was MOT'd at 21,189 miles. Our vendor bought it in 2017 and has hardly used it, the mileage today is 21,288.

When delivered both carbs were flooded and it started with the first kick and no choke, ridden around our premises it presents very well and should offer the next custodian an enjoyable ride.

Sold with the V5C, 2015 MOT and various receipts.

Estimate: 7000 - 9000

Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person

18.6% inc VAT for Live Bidding and Autobids

Lot 513

1966 BSA Bantam D7, 172cc. Registration number LHU 590D. Frame number D7.4708. Engine number FD7 3597.

Many a now-mature motorcyclist's first two-wheeled experience will have been gained aboard a BSA Bantam, a model that was produced in various forms for over 20 years. The introduction of the first 172cc model - the D5 - for 1958 marked a number of developments, the most important of which were a stronger big-end bearing and improved lubrication. A raised compression ratio and larger carburettor increased maximum power to 7.4bhp and the top speed to 59mph. Introduced for 1959, successor D7 model - known as the Bantam Super - featured the 172cc engine while boasting a new frame, hydraulically damped front fork, bigger brakes and up-swept handlebars.

LHU was restored by a Mr Hart of Melton Mowbray c.2004 with an engine rebuild, including a plus 30 piston, the frame and tin ware were stripped and powder coated, it was then MOT'd at 16,725 miles, it moved to Bryan Price in 2007 and then Robert Battersby in 2008. The last MOT was in 2022 at 17,623. It has recently been ridden.

Sold with V5C, MOT's mentioned and receipts for works undertaken in 2004.

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 514

1953 BSA A10/Road Rocket, 650cc. Registration number CSL 312 (non transferrable). Frame number BA 752875. Engine number CA10R 8250.

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 sidocar 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 515

1962 BSA Rocket Gold Star, 650cc. Registration number JFO 611. Frame number GA10 618. Engine number DA10R 62233 HHC.

Launched in February 1962, the RGS used a tuned A10 Super Rocket engine with a 9:1 compression, Spitfire camshaft, and Amal carb, producing some 50 bhp, the frame was similar to the Gold Star, without a kink and prefixed GA10. Options such as the RRT2 gearbox, drop bars and Siamesed pipes were available. It is believed some 1,580 bikes were produced and it is one of the most copied British bikes with a lot of look a likes out there. Production ended in 1963 with the unit construction A65.

JFO left the factory on the 31st October 1962 and went to Hap Alzina, BSA's USA West Coast Distributor in California, it came back in 1995 and was given a dating certificate by Classic Services. It was owned by Peter Morrish of South Brent in Devon at this time and he sold it to Stephen Burch in 2002, our vendor buying it from him in 2004 (receipt for £5,250 on file). In 2014 it was subject to a Police investigation as another owner claimed the frame number, that turned out to be a fake and this frame was declared the correct one.

Unused for many years it will require recommissioning before use although it has recently been run on a slave fuel line.

Sold with the V5C, V5, MOT's from 1995, 1998 and 2002 where the mileage increased from 44 to 882, today it is 891, various paperwork related to the investigation. Buyers should satisfy themselves as to the authentication of the machine.

Estimate: 7000 - 9000

Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person

18.6% inc VAT for Live Bidding and Autobids

Lot 516

1956/2008 Norvin, 998cc. Registration number 830 XUN (non transferrable). Frame number L122 67634. Engine number F10AB/1/1594. Crankcases both 0 63.

A Norvin is a rare machine, built by engineers in their own garages combining the best 1950's engine (the Vincent V-twin) and the best handling frame of the time (the Norton Featherbed). One of the reasons for the rarity is the expense of the Vincent in the first place, people do not like to break them but engines do occasionally appear.

Our vendor, a qualified engineer with some 40 years of experience of bike building and restoration, had always wanted to build one and for a period of time he was the Norvin Section Organiser of the Vincent Club. This gave him access to the build records and experience of many other owners, what worked and what did not.

In 2001 he acquired this machine as a project; a 1956 Norton Dominator 88 frame with a 1949 matching crankcases ex race Rapide engine. He set about the project with the frame being adapted for the engine, then it was powder coated, the swinging arm had new bearing as did the headstock. The Roadholder forks were stripped and rebuilt and adjustable Koni rear suspension fitted. Akront alloy rims, stainless spokes and an 8" Triumph twin leading shoe front brake went onto the forks.

The engine was a modified ex race example, with two twin plug front heads fitted and a reduced flywheel, it was in need of a rebuild so it was sent to Bob Dunn. It was rebuilt to standard 998cc with new liners and 8.5:1 compression pistons, the cams were reprofiled to Lightening MkII spec, 32mm Amal Concentric carbs were fitted with a Lucas electronic ignition. Transmission is via a belt primary drive with a Norton Commando diaphragm clutch to a rebuilt Norton gearbox. A Kubota generator is fitted along with a Lucas Li-Ion battery. The alloy tank is a short circuit Manx example made by Lyta and the exhaust is stainless steel Vincent modified with a short Gold Star silencer.

Completed in 2008 it passed its MOT and again in 2009, with a mileage of 178, another was done in 2012 at 280 miles, today the odometer reads 426 miles.

Sold with the V5C as a 1956 Norton, a Norton dating certificate for the frame as February 1956 Model 88, copious build records and diagrams, receipts from Bob Dunn for the engine build in 2006 at £1910, receipts for the engine parts from Maughan & Sons, receipts for other cycle parts, photographs of the engine build and other related material. Due to the lack of use Spicers would recommend light recommissioning before road use.

Estimate: 25000 - 30000

Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person

18.6% inc VAT for Live Bidding and Autobids

Lot 517

1970 BSA A65 Thunderbolt, 650cc. Registration number TOF 503H. Frame number XD03529 A65T. Engine number XD03529 A65T.

The BSA Thunderbolt was designed as a touring motorcycle. A traditional air cooled 650cc, twin cylinder with a single large bore Amal Monobloc carburettor, it did not suffer from the same level of vibration as earlier BSA twins and could comfortably cruise at 70mph and reached over 100mph. Fitted with 12 volt electrics, a Zener diode voltage regulator and twin coil ignition, the Thunderbolt sold well. From 1968, it benefited from a number of minor improvements including a longer kick start to make starting easier, metal tank badges and stiffer suspension to improve cornering.

TOF, a matching numbers machine, has MOT history back to 2004 at 2,798 miles, with Mr P. Wright (new tacho fitted) rising gently each year until the 2012 one at 3,565 miles. In 2014 the tank was sealed at a cost of £322 by Anson Classic Restorations.

Our vendor bought it in 2018 and the mileage now is 3,728.

Sold with the V5C, old MOT history, and several receipts. It will require recommissioning due to lack of use but it has been started up periodically.

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 518

1965 Triumph Tiger 100, 500cc. Registration number HWE 6C. Frame number SH 40491. Engine number T100SS H 40491.

This model created a new evolution of sports machines which would last for eight years, and was the first C class machine not to debut with the bathtub fairing. Instead the UK model had the new 'bikini' fairing, a separate chrome headlamp rather than the nacelle, and a slim front mudguard rather than the roman helmet design whereas in the US the fairing was dropped altogether. It wasn't until the 1964 model that the UK version lost its fairing.

It was lighter than the T100A that it evolved from which provided increased performance over that model, but over time the bike got heavier until in 1970 it was 161kg; though still lighter than the T100A. One of the causes of this increase in weight was the introduction of a twin leading shoe front drum brake in 1969.

HWE comes only with verbal history, bought new by the preceding owners father in 1965 it was fully restored some 10 years ago but rarely used so it was sold to our vendor in 2018. He had several bikes so rarely rode this one, only replacing the exhaust pipes during his tenure. It has now has mellowed nicely and rides well.

Sold with the V5C.

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 519

1960 Excelsior Consort 98cc. Registration number not registered. Frame number SC9/1515. Engine number 652A 7058.

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 520

1959 James Comet L1, 98cc. Registration number NFO 340 (non transferrable). Frame number BL 1-1787. Engine number 607B 9731.

The Comet L1 was manufactured from 1956–1964, using a Villiers Mk 4F 98cc engine, with a two speed gearbox.

NFO was first registered to Andrew Downie of Edinburgh, our vendor buying it in 2007 from Les Booker who had bought it in 2000. There is MOT history from 2008, 2009 and 2010 and a dating certificate from the VMCC.

Sold with the V5C, MOT history and dating certificate, it will require recommissioning before use.

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 521

1978 Triumph T140E Tiger 750, 744cc. Registration number TAO 657S. Frame number T140E EX 08704. Engine number T140E EX 08704.

Essentially identical to the Bonneville, the Tiger 750 ran one carburetor instead of the Bonnie's two, make for a little less fussy operation and better fuel mileage. Stylistically, the new side panels and bold paint schemes, easily distinguished the new Bonneville from the previous 1976-1977 models. As a sidenote, one of the new finishes, Tawny Brown and Gold was met with limited enthusiasm in the US, and some 480 units were sent back to the UK by TMA.

This US example was brought back to the UK in 2020 and appears to be in good condition with some 15,000 on the clock. It appears unrestored and to be in original condition.

Running recently, we would always recommend safety checks before road use.

Sold with the V5C.

Estimate: 4500 - 5000

Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person

18.6% inc VAT for Live Bidding and Autobids

Lot 522

1951 Douglas MK5, registration number 934 YUH (non transferrable). Frame number 9970/5B. Engine number T35/S/1202.

The Douglas Engineering Company began life in Bristol in 1882, building its first motorcycle engine in 1905, they specialised in horizontally-opposed twin cylinder machines. Post WWII they restarted motorcycle production with the T35, a ohv flat-twin 350 cc, set across a duplex frame with torsion bar rear suspension. The standard bike evolved through several incarnations to become the Mark 5 in 1951, being replaced by the Dragonfly in 1955.

YUH is an older restoration from c.2011 when it was reregistered with DVLA, that presents well, our vendor being the third since then.

Gentle recommissioning should see it on the road without too much effort.

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 523

1964 Honda CB160 Sport 160, 161cc. Registration number LKK 544B (non transferrable). Frame number B160-1004552. Engine number B160E-1004857.

The CB160 was developed out of the Benly, retaining the basic backbone chassis, but putting a tubular swingarm in place of the former pressed-steel one, and a telescopic fork in place of the leading-link. Introduced during 1964 the single over head cam parallel twin cylinder engine produced 16 bhp at 10,000rpm, which combined with a four speed gearbox gave the machine a top speed of over 75 mph. Of equal significance was the fact that the engine, despite its high revving nature, was flexible in use. Braking was provided by a twin leading shoe unit at the front end complimented by a single leading shoe unit at the rear.

LKK was restored by Brian Morris of Milton Keynes in 2019 (originally registered as FNK 155C whose paperwork had been mislaid), including the metal parts being shot blasted and powder coated, the engine was stripped and rebuilt and other parts restored or replaced as necessary. It passed to our vendor in 2020 and he has used it sparingly. Now, for medical reasons, he is giving up riding and it is time for a new home, it should be noted the starter ring has some issues, sometimes working, sometimes not.

Sold with the V5C, re-registration paperwork, and many receipts for the works undertaken.

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 524

1957 Triumph Tiger Cub, 200cc. Registration number TGD 391. Frame number 33989. Engine number T20/ 36031. With the introduction of the 149cc Terrier in 1952, Triumph re-entered the market for lightweight commuter machines. A simple, compact, unitary construction four-stroke with four-speed gearbox, the Terrier was joined in 1954 by an enlarged version - the 200cc Tiger Cub - that offered 60mph-plus performance and 100mpg. A big success, particularly with younger riders, the Cub underwent continual development for the next 16 years.

TGD is an older restoration that presents very well, gentle recommissioning should see the bike on the road without much effort.

Sold with the V5C.

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 528

1985 Honda NS400RF, 399cc. Registration number C140 VKV. Frame number NC19-2001137. Engine number NC19E 1003594.

The NS400R was a proper race replica built between 1985 and 1987 that used the interesting 90-degree engine configuration of Spencer's championship machine, but with two cylinders forward-facing and the middle cylinder vertical, a change no doubt made to accommodate road equipment like a starter motor, electrical system and airbox.

VKV was owned by Robert Waters of York in April 1992 before selling it to Gary Thompson of York in March 1993. Our vendor bought it from him in 2001. It comes with MOT's from 1991 at 16,177 miles, then 1992, 1994, 1995 and the last one in 1997 at 22, 448 miles. Today it is 23,194.

Sold with the V5C, V5, MOT's mentioned, receipt for our vendor's purchase, this rare machine will make an interesting restoration.

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 529

1985 Yamaha YPVS RD500, 492cc. Registration number B704 CFR. Frame number 1GE-002711. Engine number 1GE-002711.

The YPVS 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.

CFR was owned by Kay Deacon in February 1999 and in her ownership the engine was overhauled with a rebore and +0.5 pistons fitted, Stephen Jones of Stockton on Tees followed in August 2000. Our vendor bought it from him in August 2004 which was the last time it was on the road. MOT history is from 1998 at 20,262 miles, 2000 at 23,136, 2003 at 23,157 and the last one in 2004 at 23,267 miles.

Sold with the V5C, copies of earlier V5's, MOT's mentioned, receipts for engine parts, receipt for our vendors purchase. She will of course need recommissioning.

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 530

pre 1972 Ducati Mk3 Desmo 250cc. Registration number not road registered. Frame number DM250 * covered by the fairing bracket. Engine number 113296.

In 1968 Ducati launched the first 'Desmo' road bikes in 250cc and 350cc capacities, born out of their racing program, Ducati's Desmodromic valve actuation system, has valves that are both opened and closed by cam followers, rather than relying on coiled springs.

This example was constructed from pre 1972 parts by our vendor in 1989 specifically for the Manx Grand Prix lightweight classic race as a second ride for his Norton 500. Built from spares, on a tight budget, it was not completed or run prior to arrival and final setting up was during practice.

On the day it was down on speed compared to the 2 stroke Suzuki's but was reliable and ultimately finished 2nd on the day behind Dave Smith on an Aermacchi, 3rd was another Ducati. It is believed that this was the last time that three four strokes were on the podium before the two strokes took over the honours. Following further development he returned in 1990 (5th) and 1991 (7th), in 1992, with wet conditions affecting the electrics, he was mid table when the race was cancelled. The bike was then retired to his shed.

In 2015/16 he totally restored the bike with the intention of entering the Festival of 1000 Bikes at Mallory but other circumstances got in the way and the bike has not been ridden since the restoration.

During the restoration the engine was rebuilt with all new bearings and seals, big end overhauled, and the crankshaft refurbished. The brakes were fully rebuilt, the tachometer overhauled and new cables.

He has now decided it is time for a new owner to enjoy and it comes with 4 rear sprockets, a Scitsu charging lead, Desmo valve springs, collars and shims, piston rings, a two piece paddock stand, 1989 period race photos and various receipts and details of the engine spec.

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 531

1980 Laverda Jota Mk 1, 180, 981cc. Registration number JUD 23W. Frame number LAV.1000*6842* DGM 12571 OM. Engine number 1000 *6842*. Laverda began with the manufacture of farm machinery, diversifying into production of small capacity motorcycles in 1949. Increases in capacity and variations of design (including a scooter) followed over the years. They eventually offered a large-capacity 650cc twin in 1966, which was soon enlarged to 750. In 1969 Laverda exhibited their first three-cylinder machine which was to take until 1972 before being offered to the public as the 3C, later becoming the 3C(E). At the instigation of the British importer, Roger Slater, performance was enhanced by Laverda and the 3C(E) became the Jota. The 180 had the distinction of being the fastest production motorcycle in the world in the late 1970s, at over 140mph.

The Jota model ran from 1976 through to 1982 and is powered by a 981cc DOHC air cooled inline triple with a dry weight of 234 kg. Originally fitted with a crankshaft with 180° crankpin phasing and ignition timing on the right hand side of the engine till 1980. Then in 1981 the ignition timing which was by then electronic, was moved to the left side and in 1982 the Jota 120° was released which had the crankpin phasing to 120°.

JUD was owned by John Goldthorpe of Scarborough in 1995 and sold to our vendor in 1997. It has almost continuous MOT history from 1990 at 37,425 miles until its last one in 2018 at 58,231, today the odometer reads 58,337 miles and it has been unused since but often it has been fired up.

It has had an Electrex alternator and regulator installed but it is basically totally stock and unmolested, it has been well cared for over the years with regular servicing and is now being sold due to our vendors advancing years.

Sold with the V5C and MOT history, it will require some recommissioning before use.

Estimate: 10000 - 12000

Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person

18.6% inc VAT for Live Bidding and Autobids

Lot 532

1980 Laverda Montjuic/Formula 500, 496cc. Registration number YTR 262V. Frame number 2349. Engine number 2447. In 1977 Laverda launched the Alpino a 500cc, 180-degree 4-stroke parallel twin, unfortunately it was very expensive and sales were slow. In order to promote it they launched a one make race series, the Coppa Laverda, or Laverda Cup, for which the company introduced a new variant, the Formula 500. To boost performance, Laverda equipped it with S1 high-performance race cams, 10.5:1 forged pistons, a larger oil pump and a close-ratio gearbox. Clip-on handlebars, rearset pegs, a race fairing and a one-piece moulded petrol tank/seat/tail section were added, as was a race exhaust system.

The Coppa Laverda proved to be hugely popular and ran for four years in Italy, from 1978 to 1981. The series involved six rounds, and was duplicated in Belgium and Germany. The factory also entered Formula 500s in the 24-hour endurance race at Montjuic Park in Barcelona in 1978 and 1979, winning the 500cc class both times, and Laverda's U.K. importers, Slater Bros., entered six Formula 500s in the 1980 Isle of Man Formula 2, winning the team prize.

It is believed between 175 and 200 bikes were produced.

YTR has confirmed Slater history as Montjuic frame number 2349, imported in March 1979 and allocated to the Slater race program and ridden by Peter Davies for the season, at the end of which it would have been sold into the trade. He came 9th in that seasons Isle of Man Formula 2 TT on this frame, which had a Formula series 1 body and a Montjuic Mk1 fairing. The Formula 500 engine, number 2447, was imported in July 1979 and allocated to dealers Avon Bikes, Bristol.

When the bike was registered with DVLA in 1980 by Slaters both the frame and engine were together and it was sold on. In 1982 it had changed colour to maroon and gold with a new owner and our vendor bought it in 2012 as a basket case as a retirement project.

The whole bike has been restored between 2019-21, the frame and wheels powder-coated, the bodywork came from Germany, being painted and detailed as per the 1979/80 season, the engine parts were supplied by Keith Nairn, of Laverda Scozia, Richard Slater and Van Dijk, Motoren in the Netherlands. The engine work was completed by Keith Nairn, to include inspection and check of crank, re-bore of new pistons, fitting of new valves, re-cutting of seats and buckets, fitting of new clutch spring and all plates. The bike is believed to have a Formula close ratio gearbox fitted.

In August 2020 it passed it's daylight MOT test and has had some shakedown miles put on it, final setting up would be recommended.

Now for sale due to a medical condition which precludes riding it, it is offered with the V5C, 2020 MOT (historic class so exempt), Slaters letter of authenticity, copies of Laverda dispatch records, copies of period photographs, receipts for the engine work and other related literature.

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 533

1977 Harley Davidson XLCR1000, 998cc. Registration number EKR 254T. Frame number 7F25772H8. Engine number 7F25772H8.

The XLCR Street Racer was produced over three model years, 1977-1979, some 3100 bikes in total. The all-black machine used a steel tank and fiberglass tail used a model specific black Siamese exhaust. It was the first Harley to use triple discs brakes.

Unfortunately, it was not a sales success as traditional Harley buyers preferred laid back cruisers and the Sports/Street Market had better and cheaper Japanese models to choose from.

EKR was imported into the UK in 1990 being owned by Daniel Smith of Pittsburg from 1986. By 1999 it was with Mark Martin and there are receipts on file from Black Bear and Warr's for service parts purchased. Our vendor bought it in 2005. There are MOT's on file from 1997 at 24,998 miles to 1999 at 25,930 miles. In 2001 it was recorded at 13,203 indicating a new speedo, through to the last one in 2014 at 14,197 miles, the front brake master cylinder failed on a ride and it was parked up.

Now in need of recommissioning this rare machine will make a good winter project ready for the spring.

Sold with the V5C, USA title, MOT history, various receipts, owners manual and parts book.

Estimate: 8000 - 10000

Fees: 0% inc VAT for absentee bids, telephone bids and bidding in person
3.6% inc VAT for Live Bidding and Autobids

Lot 534

2009 Harley Davidson XL883R Sportster, 1200cc. registration number AV09 VWX. Frame number 5HD4CS2129K422810. Engine number S2129K422810.

In 1986, the 883cc displacement was returned to the Sportster line and the 1,000cc model was increased to 1,100cc. In 1988 the 1,100cc model was increased to 1,200cc. In 2007, the XR1200 was added and so was the XL883R.

VWX was purchased by Tom Bell from Black Bear Harley Davidson in Suffolk in April 2010 when the mileage was 2,079. Our vendor bought it in August 2011 and when its first MOT was undertaken it was at 2,835 miles, the last one in August 2021 was at 3,579 miles. In the September he had Harley World of Chesterfield fit a stage 1 and 1200cc conversion to the engine and this was upgraded to stage 2 in the October as well as a Crazy Horse exhaust. In 2012 he fitted a new seat and tail from Storz Performance of California and Ohlins rear shocks.

Sold with the V5C and many receipts for parts as per above.

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 535

1977 Harley Davidson XLCR 1000, 998cc. Registration number not registered. Frame number YF00888H7. Engine number 3A15785H9.

The XLCR Street Racer was produced over three model years, 1977-1979, some 3100 bikes in total. The all-black machine used a steel tank and fiberglass tail used a model specific black Siamese exhaust. It was the first Harley to use triple discs brakes.

Unfortunately, it was not a sales success as traditional Harley buyers preferred laid back cruisers and the Sports/Street Market had better and cheaper Japanese models to choose from.

This example was bought by our vendor in 2004 from A.R. Motorcycles of Emsworth in Hampshire and came with no paperwork. The bikini fairing is with the bike but the fixing bars are missing. There is a dating letter from Dockgate Motorcycles.

This rare machine will make an interesting project for the next owner.

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 536

1984 Harley Davidson XR1000. Registration number A691 KJT. Frame number 1HD1CDH34 EY111014. Engine number 1HD1CDH34 EY111014.

The XL 1000 was a development of the 1982 Sportster chassis and engine bottom end, and added new, better cylinders and heads bolted to the crankcase. A single carb with competition-look K&N air filter fed each head with a high level exhaust, again with a nod to the XR750. Wheels were cast aluminum, paint was more subdued; most of the two year run production run of 1100 were charcoal in colour, 177 were black with an orange strip.

The basic XLX Sportster was just \$3995, the XR1000 was nearly \$7000 so never sold well.

KJT is a rare UK machine with only two owners, the first being Frank Chapman of Oxford who registered it on the 2nd March 1984. He sold it to our vendor in 2004. There are MOT's on file from 1998 at 3,758 miles, 2000 - 2004, 4,970 miles, then 2008 at 4,982 and 2009 at 5,248, today it is 5,256.

Unused for many years it will require recommissioning and will make a great addition to any Harley Sportster collection.

Sold with the V5C, V5, old MOT's and purchase receipt for our vendor. The believed original front mudguard and seat in black and orange are included with the machine, there are no keys.

Estimate: 7000 - 9000

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