

Lot 301

2009 Vauxhall Tigra Convertible Exclusive, 1796 cc. Registration number SH09 UEB. Chassis number WOLOXCR979E001745. Engine number 20MV7624.

Small and stylish, the Vauxhall Tigra is a two-seater convertible that combines sharp looks and open-air fun with low running costs and frugal engines. There are plenty of neat touches but the real highlight is the neat metal folding roof. When it's up, the Tigra is as quiet and secure as a coupe, but it folds down in just 20 seconds to transform it into a stylish roadster.

UEB comes with a 2016 Experian check (number plate change) and MOT history going back to 2013 at 16,385 miles, the last one in July 2020 was at 90,859 miles and our vendor has owned it since 2016, when it was MOT'd at 48,904 miles. Sold with the V5C and MOT history, an ideal cheap summer runabout.

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 302

1998 Porsche 911 (996) Carrera, 3,400cc. Registration number R579 VSE. Chassis number WPOZZZ99ZWS607204. Engine number 66W12241.

Asked to nominate his favourite generation of Porsche 911 during its 50th Anniversary celebrations in 2013, racing driver and journalist Tiff Needell chose the 996 commenting: "This was the model that brought the 911 into the modern world. We finally got rid of the VW pedals and had a chassis that handled in a much more progressive and controllable manner. Not a convert before, completely converted after!" Traditionalists may have decried the 996's water-cooled engine and shared Boxster componentry, however, the newcomer's use of a brand-new platform (the 911's first since 1963) meant that it was notably lighter, stiffer and more aerodynamic than its 993 predecessor. Equipped with four-valve cylinder heads, the 996's 3.4 litre engine developed 296bhp and 258lbft (outputs comparable to those of the 993 Carrera RS's 3.8 litre unit). Allied to either six-speed manual or five-speed Tiptronic transmission, the free-revving flat six enabled the 2+2-seater to sprint to 60mph in 5 seconds and onto 174mph. More ergonomically laid-out and spacious than that of any previous 911, the 996's cabin also boasted a far better HVAC system. Early 3.4 litre 996 cars are increasingly sought after because of their stronger dual row IMS bearings and mechanical throttles.

VSE in Artic Silver with Cinnamon leather interior is a six speed manual with sunroof and a long list of optional extras when ordered new. These include the sports package, traction control, LSD, sports seat left bare, 18" Techno wheels, cruise control with 6 CD autochanger and air conditioning.

Ordered new by George Clarke of Aberdeen there are 17 stamps in the service book, mainly with Porsche dealers or specialists, the last at 135,985 miles in June 2020, there are three brake fluid stamps, the last at 135,985 miles.

There is a large service history folder and MOT history, in 2009 it was purchased by long term owner, Roger Hewitt with a mileage of 64,310 and regularly serviced including a borescope inspection of the cylinders in 2018, in 2019 he spent £2,900 on new manifolds, exhaust and catalytic converters, as well as the coil packs. In June 2020 he sold it on to a dealer who serviced it at 135,985 miles and replaced the air conditioning radiators, a week later our vendor purchased it and replaced the battery and rear tyres. Today the mileage is at 137,845 miles.

Being sold as the owner has a new business venture, it must be noted that there is an issue with the coolant, hence the low auction estimate.

Sold with the V5C, MOT until August 2021, MOT history, service history, receipt folder, one key, and Porsche manuals.

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 303

1989 Bentley Mulsanne S, 6,750cc. Registration number GBZ8806. Chassis number SCBZS00A3KCH26811. Engine number 67499L4101/9.

The Bentley Mulsanne was produced from 1980 until 1992, although derivative models such as the Continental T and Azure continued in production into the next century. The name 'Mulsanne' is derived from Bentley's famous history, which included five victories at the 24 Hours of Le Mans between 1924 and 1930 - the 'Mulsanne Straight' being the stretch of the Le Mans racecourse where cars reach their highest speeds. The company's traditional policy on appropriateness of change was reflected in developing the Bentley Mulsanne by phasing in major technological advances into the Bentley Mulsanne S. Firmer suspension enhanced the Bentley Mulsanne S's road holding and interior features from the Bentley Turbo R were also incorporated. Light alloy wheels were used for the first time on the basic model in the Bentley range. The 1989 model year (being introduced in September 1988) saw the broad one-piece headlamps replaced with twin headlamps. The basic list price in 1989 was £75,569 before any options were added.

GBZ was purchased by our vendor some 10 years ago whilst he was living in Scotland. At the time the mileage was some 142,000; today it stands at 159,158 and has been MOT'd most years in between showing only gentle use over this period. A £1,268 service in 2016 included a reconditioned distributor and the 2018 service at £2,238 included a top end engine overhaul with two new pushrods and a brake overhaul.

We have been advised that the air suspension works well but it requires new rear springs to pass the MOT.

Sold with the V5C, various MOT'S, service records, original manuals and period brochures it is only being sold as he has taken up living on the water and the car is no longer required.

Estimate: 5000 - 7000

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

18.6% inc VAT for Live Bidding and Autobids

Lot 304

1968 Jaguar 240, 2483 cc. Registration number NXY 482F. Chassis number 1J2722DN. Engine number 7J 3170-8. Launched in 1959 as a three-model range from the very beginning, the 2.4-litre, 120bhp engine formed the bedrock of the MKII line-up, with the performance-oriented customer able to choose between 3.4-litre and 3.8-litre engines. Jaguar's independent front suspension and trailing arm suspension at the rear offered sparkling handling, while all-wheel disc brakes meant that it stopped as quickly as it accelerated.

Re-badged the 240 and 340 in late 1967 while Jaguar waited for the XJ6 to be launched, the 340 was withdrawn in 1968 and the 240 in April 1969, when it cost

£1364, only £20 more expensive than the first 2.4 in 1956. Output was increased from 120 bhp at 5,750 rpm to 133 bhp at 5,500 rpm and torque was increased. There was a slight reshaping of the rear body and slimmer bumpers with over-riders were fitted. The economies of the new models included replacement of leather upholstery with Ambla and tufted carpet on the floor.

NYF was purchased from Kennings of York on the 17th of May 1968 by Neville Bycroft and serviced by them at 1029 miles in the November, at 1740 miles in May 1969 and at 11,324 miles in March 1972; nine years later the MOT was undertaken at 56,098 miles and in 1985 at 60,080. It was then purchased by our vendors uncle who intended to restore it but business commitments got in the way so it remained in barn under covers. He never changed the ownership documents.

In April 2005 our vendor purchased it and began a comprehensive restoration, stripped back to bare metal, the shell was in good order and only needed localised repairs, all the chrome was replated or replaced as were all nuts and bolts with stainless steel upgrades, a stainless steel exhaust was fitted. The original interior responded very well to being cleaned and a new headlining was fitted. The engine and the manual with overdrive gearbox, only needed a good service.

Finished in 2013 it was MOT'd at 60,191, in 2015, in 2016 at 60,419 miles and 2017 at 60,460 miles. Today it is at 60,559 miles. The car has been regularly started up and warmed through but our vendor prefers restoration to use and has now decided to part with the car.

Sold with the V5C, V5, old MOT's, comprehensive photographic restoration, receipts for parts purchased, the original service book and manuals.

This 240 is highly recommended by the cataloguer who feels it would win prizes if entered into concours competitions; the underside is as perfect as the topsides!

Estimate: 14000 - 18000

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

18.6% inc VAT for Live Bidding and Autobids

Lot 310

1956 Norton ES2, 499 cc, project. Registration number UAT 973. Frame number 58682 (see text). Engine number L4 66937. Introduced at the 1927 Motor Cycle Show, the ES2 sports roadster used the Model 18's overhead-valve engine in the cradle frame of the overhead-camshaft CS1, and from then onwards the 'ES2' designation was always applied to Norton's top-of-the-range overhead-valve single. The ES2 was built in several versions during a production run lasting until 1963, though the engine dimensions of 79x100mm bore/stroke - first adopted by James Landsdowne Norton in 1911 - remained unchanged to the end. Post-war developments included the adoption of an alloy cylinder head (1955), alternator (1959) and the slim-line version of the Featherbed frame introduced on the single-cylinder range for 1961. Production of all of Norton's traditional singles ended in 1963, though the 'ES2' designation was later applied to a re-badged Matchless.

This project, found at the back of Hull racer Mike Browns shed was registered to Gordon Walmsley, followed by three others before Keith Bass in 1970, then Gary Wilkinson, all of Hull, in 1971 before Mike bought it.

Please note there is only a crank, rod and piston in the engine.

Sold with the V5C and RF60, please note these documents state the frame to be L4 66937.

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 311

1955 Norton Dominator, 499 cc, project. Registration number OJW 984. Frame number, not found. Engine number K122 62340.

Norton's 500cc twin found a new home in the racing singles' 'Featherbed' duplex frame in November 1951, having been previewed at the Dutch Grand Prix at Assen and also at the ISDT. Initially for export only, the newcomer - titled 'Dominator 88' - was the first production Norton roadster to feature the lightweight, race-proven chassis, although the road version used arc-welded mild-steel tubing rather than the sif-bronze welded high-tensile Reynolds 531 of the Manx. Shortened Roadholder forks were fitted at the front, while at the rear the swinging arm pivoted on Silentbloc bushes.

Updated year by year, the Dominator had received an alloy cylinder head, full-width hubs, welded rear sub-frame, alternator electrics and coil ignition by the decade's end and - for 1960 - the narrower 'slimline' Featherbed frame among countless other improvements.

Another machine found at the back of Hull racer Mike Browns shed, this project has Borrani rims front and rear with a 4LS front brake and apparently the original tank.

Please note the V5C states the frame number to be 62340.

OJW was owned by TT racer Wally Dawson of Hull, in May 1969 before he sold it to Mike in September 1969.

Sold with the V5C and VE60.

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 312

1955 Norton ES2, 499 cc project. Registration number VUM 791. Frame number 57118 (see text). Engine number K4 63859. Introduced at the 1927 Motor Cycle Show, the ES2 sports roadster used the Model 18's overhead-valve engine in the cradle frame of the overhead-camshaft CS1, and from then onwards the 'ES2' designation was always applied to Norton's top-of-the-range overhead-valve single. The ES2 was built in several versions during a production run lasting until 1963, though the engine dimensions of 79 x 100mm bore/stroke - first adopted by James Landsdowne Norton in 1911 - remained unchanged to the end. Post-war developments included the adoption of an alloy cylinder head (1955), alternator (1959) and the slim-line version of the Featherbed frame introduced on the single-cylinder range for 1961. Production of all of Norton's traditional singles ended in 1963, though the 'ES2' designation was later applied to a re-badged Matchless. VUM was found at the back of Hull racer Mike Browns shed with a seized engine or gearbox. It appears have been raced at some point with minor alteration the the rear seat mounts and a headlamp mounted number plate. Sold with the V5C and a VE60 in Mikes name from c.1973. Please note both of these documents state the frame number to be K4 63859, the frame number being under the tank which presumably was not removed to check.

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 313

c. 1959/1970 Seeley Mk III type/Norton Dominator race bike project, 599 cc. Registration number, not road registered. Frame number, not found. Engine number 99/2210.

Discovered at the back of Hull racer, Mike Browns shed, see lots 1163 and 1165 Spicers 7th November auction, this frame bears a strong resemblance to the legendary Seeley MkIII one but no number could be found, and as with many racers of the period, local fabricators often experimented with their own versions. We have loosely assembled a machine that Mike rode back in the day with a Dominator engine, concentric carbs, front disc with Lockheed calliper, Borrani rims, Seeley tank, faring with both short and TT seats.

The engine plates support a Quaife gearbox, not with this lot. The engine is an unknown quantity.

This should make an interesting project for a period race bike.

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 314

1968 BSA Bantam D14/4, 175 cc. Registration number PAU 174G. Frame number D14 39457 (covered by powder coating). Engine number D14 39457.

The introduction of the 172cc D10 model in 1966 marked a number of important technical developments for the ever-popular Bantam, the most important of which were a change to coil ignition, replacing the old flywheel generator, and the adoption of a four-speed gearbox, while a raised compression ratio and bigger carburettor increased maximum power to 10bhp and the top speed to 62mph. Introduced for 1968, the successor D14 Bantam boasted a more powerful engine producing 12.6bhp. All three models – Supreme, Sports and Bushman – used the four-speed gearbox first seen on the preceding D10 while the latter pair boasted new, heavy-duty front forks.

PAU was owned by Neil Beck in 2003 who sold it to our vendor as a project in 2016 as a retirement present to himself. He undertook an extensive restoration project including a full engine and gearbox overhaul, the front forks were overhauled, new stainless rims and spokes for the wheels, full suspension overhaul and the frame and tinware were painted by Vale Paints.

The cost of this, excluding man hours was some £3,400.

Sold with the V5C, many receipts for works undertaken, a breakdown of the works and various literature. This bike is ready to show or go but will need a little recommissioning as it has sat since the restoration.

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 315

1956 BSA Bantam D3, 150cc. Registration number OSK 502 (non transferrable). Frame number BD3B 14824. Engine number CD 34355.

Developed from the pre-war DKW RT125 and announced in 1948, the Bantam became a top-seller for BSA, in excess of half a million leaving the Birmingham factory before production ceased in 1971. Originally of 123cc, the engine grew first to 148cc - on the D3 Bantam Major, introduced for 1954 - and then to 172cc. Plunger rear suspension became an option in 1950, the next major changes to the cycle parts being the introduction of swinging-arm rear suspension and a sturdier telescopic front fork on the Bantam Major in 1956.

OSK was owned by Neal Hardy in 2004 after being registered with DVLA in 1991. By 2011 it was with John Marple and then Wesley Bowman in 2018, our vendor purchasing it in 2018 via an internet auction site.

It has been stated that a restoration was undertaken some 9 years ago and when our vendor bought it the carburettor needed attention, which has been sorted.

Sold with the V5C, various receipts for work undertaken and a workshop manual. With a little recommissioning this machine will soon be on the road.

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 316

1985 Honda Silver Wing, 649cc. Registration number B110 VWT (see text). Frame number RC10 4100085. Engine number not found.

Introduced in 1982, the Silver Wing was based on the existing CX500 twin and represented a more affordable alternative to the four-cylinder Gold Wing. Conceived as a middleweight sports-tourer, the CX featured an 80-degree v-twin engine with water-cooling and four valves per cylinder, mounted transversely beneath a spine-type frame and driving the rear wheels via shaft. The GL500 Silver Wing variant was mechanically virtually identical, although readily distinguishable by virtue of its top-half fairing, stepped seat and smaller rear wheel.

Recently recovered from a garage as part of a deceased estate, there is no paperwork with this machine but it is recorded with DVLA, and was last on the road in 2001.

If recoverable the number plate would look great on a VW Transporter (VWT)

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 317

1998 Kawasaki ZX 750 Ninja 750 cc, project. Registration number E270 WCL (see text). Frame number JKAZXF v11JB506320. Engine number not found.

Recently recovered from a garage as part of a deceased estate sale, this Ninja was last on the road in 2007.

There is no paperwork with the machine but it is recorded with DVLA.

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 318

1987 Kawasaki EX500, 498cc, project. Registration number MAN 600N (see text). Frame number EX500A 003596. Engine number not found.

Recently recovered from a garage as part of a deceased estate, there is no paperwork with this machine and it is not recorded with DVLA, although it is recorded with the Isle of Man and was last on the road in 2007.

Sold with a rolling frame from a UK machine.

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 319

1994 Kawasaki GT550, 553cc. Registration number L125 UOR (see text). Frame number KZ550S 018185. Engine number not found.

Recently recovered from a garage as part of a deceased estate, there is no paperwork with this machine but it is recorded with DVLA, and was last on the road in 2004.

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 320

1982 Suzuki GSX400, 399cc, project. Registration number AFJ 8Y. Frame number GSX400FZ00507410. Engine number 121796.

Recovered from a garage as part of an estate sale, this GSX400 was last on the road in 19943.

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 321

C.1970 Balkan MK 50, 48cc. Registration number not registered. Frame number not found. Engine number not found.

Following the end of the Second World War, the DAR factory was renamed to Plant 14 and 1965, the plant produced small capacity motorcycles and cars. Motorcycles with 250 cc engine displacement were produced until 1971, the production of mopeds up to 50 cc lasted until 1975. A total of 271,562 motorcycles and mopeds were produced.

There is no paperwork with this lot although it is sold with a partial machine for spares.

Estimate: 100 - 150

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

18.6% inc VAT for Live Bidding and Autobids

Lot 322

1933 Gillet 98 cc. Registration number not registered. Frame number 94258. Engine number 265V.

Alongside FN and Saroléa, Gillet was one of Belgium's three main motorcycle manufacturers, all of which were situated near the town of Herstal. FN and Saroléa had been around for 20-or-so years before Desire Gillet and his son Leon founded Société Anonyme des Ateliers Gillet in 1919, adding 'Herstal' to the company name to differentiate it from the French René Gillet concern. The fledgling firm soon established a reputation for original design and sound engineering, which was further enhanced when Robert Sexé rode a two-stroke Gillet-Herstal around the world.

This project was bought by our vendor some 20 years ago at auction and he has now decided that he never will restore it.

There is no paperwork with this lot.

Estimate: 250 - 300

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

18.6% inc VAT for Live Bidding and Autobids

Lot 323

1947 Gillet 250 Superconfort, 250cc. Registration number not registered. Frame number not found. Engine number 250946. Alongside FN and Saroléa, Gillet was one of Belgium's three main motorcycle manufacturers, all of which were situated near the town of Herstal. FN and Saroléa had been around for 20-or-so years before Desire Gillet and his son Leon founded Société Anonyme des Ateliers Gillet in 1919, adding 'Herstal' to the company name to differentiate it from the French René Gillet concern. The fledgling firm soon established a reputation for original design and sound engineering, which was further enhanced when Robert Sexé rode a two-stroke Gillet-Herstal around the world.

In 1946 they introduced the 250cc Superconfort twin along with several other new models, all with telescopic forks. The model ran to 1954.

This project was bought by our vendor some 20 years ago at auction and he has now decided that he never will restore it. There is no paperwork with this lot.

Estimate: 250 - 300

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

18.6% inc VAT for Live Bidding and Autobids

Lot 324

1954 Triumph Terrier, 150 cc. Registration number OVC 625 (see text). Frame number T5846. Engine number T15 45801. In 1952 Triumph re-entered the market for lightweight commuter machines with the introduction of the 149cc Terrier, which stood out from the predominantly two-stroke opposition by virtue of being a four-stroke like the firm's larger models. A simple, compact, unitary construction single incorporating a four-speed gearbox, the Terrier power unit went into a plunger-suspended frame while the model borrowed many styling cues from the bigger Triumphs. Deliveries commenced in August 1953 and shortly afterwards a trio of Terriers was ridden from Lands End to John O'Groats under A-CU supervision, averaging almost 37mph and in excess of 100 miles to the gallon. The Terrier was joined in 1954 by an enlarged version - the 200cc Tiger Cub - and continued in production alongside its bigger brother until August 1956.

This example was bought by our vendor from a family friend who had recently lost her husband. Having sentimental value she has retained it for many years but now believes it is time it was passed on to someone who will restore it. It was last on the road in 1987.

Sold with the purchase part of the V5C the proper document is missing and the new owner will need to apply for a new one.

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 325

1973 OSSA MAR, 244 cc, project. Registration number NGV 80M. Frame number not found. Engine number M343929.

In a bid to emulate the competition successes of rivals Bultaco and Montesa, Ossa hired English trials star Mick Andrews in 1967. Then only 23 but already a proven winner, Andrews set about developing Ossa's existing trail bike into a competitive trials mount, a process that culminated in the MAR - Mick Andrews Replica - that carried its creator to consecutive European Trials Championships in 1971 and '72. The MAR put Ossa on the trials map with a vengeance and proved so successful that it remained in production until the late 1970s. A potentially competitive mount for classic 'twin-shock' trials events, this un-restored Ossa MAR was last on the road in 1995.

There is no paperwork with this project, but it is recorded with DVLA.

Sold with a different rear cog and a few spares.

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 326

1958 Matchless G9, 498 cc. Registration number 565 AYC (see text). Frame number A57033. Engine number 57/G9 50713. British motorcycle factories almost tumbled over themselves in the post-war rush to produce a range of acceptable twins, a result of the worldwide demand created by Triumph's Speed Twin in 1937/38. Associated Motorcycles (AMC), trading as AJS and Matchless, launched virtually identical 500cc twins in 1949. Perhaps not as visually exciting as those ex Norton, Triumph, or BSA - who also offered a 650 - the AMC examples ultimately commanded as much respect as any of their rivals, and were almost certainly better finished.

The G9 actually continued in the range until 1961, having formed the basis of AMCs attractive but delicate G45 racer, launched in 1953, the 600cc G11 of 1956, and the 650cc G12 that was announced in 1959. The appeal of the London-built twins is clearly enhanced by fact that the crankshaft spins on an additional, centrally mounted, main bearing, so typical of AMC's cautious design philosophy.

AYC was bought during lockdown, along with a Morris Minor and another motorcycle as projects to restore. Now we are coming out of the restrictions our vendor has decided that the Morris and other motorcycle are the ones he wants to finish and this one is no longer required.

Sold with no paperwork, but it is recorded with DVLA, it also has no seat. It turns over without problem but with no spark. PLEASE NOTE THAT THE MACHINE IS IN NORTH WALES NOT GOOLE.

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 327

1959 Triumph 3TA, 348 cc. Registration number 891 UYN (non transferable). Frame number 3TA H6036. Engine number 3TA H32632 (see text).

Triumph re-entered the '350' class in 1957 with the introduction of the 'Twenty One', its arrival ushering in Triumph's unitary construction era. Also known as the '3TA', the newcomer was readily distinguishable by its Shell Blue metallic finish and 'bathtub' rear enclosure, a feature later applied to Triumph's larger models. With only 18.5bhp on tap, Triumph's smallest twin lacked the urgent acceleration of its larger brethren but nevertheless was a capable tourer good for around 80mph while delivering excellent fuel economy.

This example was first registered on the 2nd January 1959 and nothing is known of its early life. Registered again with DVLA in November 2015, it has had the bathtub panels removed as was common with many back in the day. Our vendor bought it from an elderly friend in 2018 but does not use it.

Sold with the V5C, please note that DVLA have misread the engine number of H32682 as H32632 on the V5C.

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 328

1954 Gilera 150 Sport. Registration number, not road registered. Frame number not found. Engine number 191-3801.

Gilera first sprang to prominence in the late 1930s when its glorious supercharged 4-cylinder racers trounced BMW in the premier Grands Prix and simultaneously snatched the world speed record away from the German marque. Throughout the early 1950s, for Gilera it was the racers that again grabbed the headlines, the Arcore marque's fours taking five manufacturer's titles and six individual championships in the hands of riders such as Geoff Duke, Libero Liberati and Masetti. Take 1957 alone, Gilera won the 500 cc World Championship with Liberati; second was Bob McIntyre, Duke 4th, Milani 9th and Bob Brown 10th, all on Gileras. On the other side(s) was John Surtees 3rd on an MV, Jack Brett 5th on a Norton, and Walter Zeller 6th on a BMW, case closed.

Although racing generated valuable publicity, it was sales of road bikes that paid the bills. The majority of machines sold were lightweights based on the overhead-valve 125 single that had appeared in prototype form in 1948. Developed and enlarged first to 150cc and then 175cc (with perhaps 9.5 bhp and a 4-speed on tap), these simple ohv singles, built in both Turismo and Sport versions, proved top sellers throughout the 1950s and into the 1960s, although their high price outside Italy made them a relatively rare sight.

This unusual machine comes with a 2012 dating certificate from the VMCC and MOT from the same year, there has been no addition to the mileage since so it will need recommissioning if you want to put it on the road.

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 330

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

The KSS (standing for Kamshaft, the owners of the company were originally German, 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 aluminium-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 to our vendor in 2008. Our deceased vendor then set about organising a restoration which included an engine rebuilt along with new wheels and exhaust. It is correctly liveried in black with gold lettering/tank lining and equipped with the distinctive Brooklands-style fishtail exhaust system. It uses KTS mudguards instead of KSS ones.

Sold with V5C

Estimate: 7500 - 9500

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

18.6% inc VAT for Live Bidding and Autobids

Lot 331

1929 Sunbeam Model 90, 493 cc. Registration number BF 8652 (non-transferrable). Frame number E5808. Engine number N3690.

In 1912, John Marston set out to make a 'Gentleman's Motor Cycle' and the Sunbeam was certainly that, being dubbed 'The Rolls-Royce of Motor Cycles' before WW1. However, the use of Sunbeams in competition was always encouraged by the works and, in the hands of riders such as George Dance, Tommy de la Hay and Alec Bennett, the marque scored hundreds of convincing successes in speed events. In the mid twenties, the Dance-inspired and tuned lightweight OHV models were astonishingly successful and almost unbeatable in sprints and hillclimbs.

When, at the behest of the Sunbeam Competition Department, much advanced gas-flow development was done by Harry Weslake on the beautifully-made pushrod engine, the resulting Model 90' overhead-valve models found the power and stamina to win race after race, with T.T. success with Charlie Dodson in 1928 and 1929, and a near miss in 1930, where gearbox design had fallen behind that of their rivals'.

After that, amongst the debt crisis so prominent during the economic collapse of the '30s, Sunbeam continued to produce road machines of high quality and the Model 90 in road and race versions for the wealthy and fortunate few, though only as 'works-supported' rather than the former 'Works' machines when specified for competition use. BV was purchased by our vendors father, Spike Holman, c 2000 in East Sussex as an almost complete project, see photographs on file, he was serial restorer of vintage machinery, including the AJS Model S2 in this auction. The full restoration was undertaken over several years; in 2006 the forks were refurbished by Chris Odling of Oban, with a Bentley & Draper damper set, new springs and a top yoke spindle tube. By March 2018 he had obtained a dating certificate and the machine was registered with DVLA in the June. Unused since completion, the engine has no fluids in it and commissioning will be required, along with final adjustments. Sold with the V5C, dating certificate, pre restoration photographs and several books on the marque.

Estimate: 14000 - 16000

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

Lot 332

1930 AJS Model S2, 996 cc. Registration number DS 9578 (non-transferrable, originally PO 3338). Frame number S 69318. Engine number S2 69318.

Four of the five Stevens brothers (sons of a blacksmith) produced their first motorcycle in 1897 using a proprietary engine, by 1910, to protect the existing name of their engines, it was thought necessary to introduce a new name for their motorcycles. After much deliberation, they chose to use initials only, and as only one brother, Jack, had two Christian names (Albert John), the new marque was christened A.J.S. Up until the take-over by Colliers in 1931 they produced a wide range of machines, some of which gained distinction in the TT. By 1930 the company held 117 world records but was in financial trouble. After 1931 the only true AJS's were the racing 7R's, Porcupines and the AJS Four.

Optimistically as ever, the company added 5 new models to the existing range for the 1931 catalogue, the 'S' series were extremely good value for money, and were offered at very attractive prices. The range consisted of 9 basic models, ranging from a 248 cc OHV single to a 996 cc V-twin machine intended for sidecar use or fast and comfortable touring.

The company made good motorcycles but in 1930 it had shown a big loss for the fourth year in a row and in the autumn of 1931 the company went into voluntary liquidation. Matchless Motorcycles Limited of Plumstead, London, purchased the A.J.S. name, manufacturing rights, and good will for £20,000, consequently the 1931 AJS models were the last Wolverhampton AJS machines.

The S2 had a bore and stroke of 84x90 mm, a 3 speed gearbox with foot-operated clutch and detachable aluminium cylinder heads. The weight was 375 lb.

DS started life out with a registration number of PO 3338 (not found at DVLA's record office so it may be possible to apply for it) and in 1947 was with Robert Fox of Chichester with a sidecar attached. It was taxed every year up until 1959 and then sold to Stuart Tallack of Felpham in Sussex in 1977. In August 1983 it was bought by David Crouch of Hailsham, presumably as a project as when he registered it with DVLA it was assigned a new number of DS 9578. Our vendors father, renowned serial vintage restorer Spike Holman, purchased it as a dismantled project in 2005 and began the resurrection of this rare machine. It is believed this machine had been dismantled at one point and the engine used as a boat winch at Peacehaven in Sussex, presumably prior to the 1983 DVLA registration. The engine is stated to have had new sleeves and pistons, new big ends and a rebuilt magneto, it has been running but not for some period of time so recommissioning will be required.

Sold with the V5C, two R.F 60A as PO 3338, various manuals and literature.

Estimate: 18000 - 22000

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

Lot 334

1962 Heinkel Tourist A-02, 174cc. Registration number 248 XVH (non transferrable). Frame number 0259438. Engine number 608443.

Heinkel Flugzeugwerke's Tourist scooter was launched on to the export market in November 1955 and withdrawn ten years later. As might be expected from a German aircraft manufacturer, the machine was very thoroughly engineered, with an OHV 4-stroke engine derived from the company's bubble-car, fan-cooling, electric dynamotor starting and under-seat luggage compartment, then rare on scooters. All this came at a price and the 'Tourist' was expensive when compared to the Italian ranges which limited foreign sales, making survivors scarce. Promoted on the East Coast of the US at one time as 'The Cadillac of Scooters,' it was indeed a quality item.

The Tourist had a frame of steel tubes to which pressed steel panels were fixed. The 4-stroke motor, with electric start and a 4-speed gearbox was under the seat and its rear drive chain was sealed in an oil bath, unable to coat either the riders or the bike itself.

This example was imported from Belgium by our vendor and underwent a bare metal restoration. The engine was running well so only needed a comprehensive service. It was first registered with DVLA by our vendor in August 2019 and was ridden to the saleroom and around our site. An easy machine to start and ride, it makes a change from Lambrettas and Vespas.

Sold with the V5C and an instruction manual.

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 335

1987 Honda VFR400R, 399 cc. Registration number D228 CHG. Frame number NC21-1015119. Engine number unknown. The first generation of VFR400 was the 1986-1987 NC21, which had replaced the VF400F when the Honda VF series was phased out (mainly due to reliability issues with the head and cam chain). This model came in 4 designations, "R", "Z", "K" and a police version with the "P" designation. The "R" model (VFR400R) being the most common. Between the designations multiple colour schemes were also available. The "R" had a full fairing and single headlight. The "Z" model was semi fared (side fairings and belly pan) and had 2 round headlights. The "K" and "P" both had a single round headlight and bar risers to give a more upright riding position.

All designations had a single piece seat for rider and pillion, 3 spoke cast wheels, an aluminium frame with steel rear subframe, and a conventional dual-sided aluminium swing arm with single shock. The clutch was hydraulically actuated and the front left fork featured Honda's TRAC (Torque Reactive Anti-dive Circuit) system with adjustable dampening on the right fork. This had 4 stage adjustment on the bottom of the fork. Both forks featured air assist. The engine was a 180° degree crank firing version, and had a rpm redline of 13000rpm on the "R" and "Z", the "K" and "P" had a redline of 14000rpm. The 2nd generation was the VFR400R NC24, produced for the 1987 and 1988 model years, it was one of the first production Honda motorcycle to utilise an ELF-designed Pro-Arm single-sided swinging arm followed by the third generation, the VFR400R NC30 in 1988.

Restricted to a maximum of 59.8bhp for the Japanese market, these early models were not officially imported into the UK, unlike the successor NC30. Boasting exemplary build quality but at a fraction of the cost, the smaller NCs are among the most collectable classics of recent times.

CHG was imported into the UK in January 1997 and August 1918 it had a front end overall at a cost of some £230 at Track and Road. Our vendor bought it soon afterwards and has replaced both tyres, the battery and had the exhaust collection box restored.

Offered for sale with the V5C and the Road and Track receipt.

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 336

1964 Royal Enfield Interceptor, 736 cc. Registration number BKX 331B. Frame number 11364. Engine number 15818.

In 1960, Royal Enfield introduced the first motorcycle bearing the name Interceptor; it was a modified version of the company's 692 cc Constellation model. It had a tuned version of the company's biggest engine, the 692 cc vertical-twin and was only sold in the US and Canada. All engines had the engine prefix letters "VAX" and so these are often referred as "VAX Interceptors". A total of 158 692 cc Interceptors were made as per the Redditch factory despatch ledgers.

In 1962 they introduced the all-new 736 cc twin cylinder engine, bore and stroke was 71 mm × 93 mm. The new engine was similar to the 692 cc engine; but there was hardly any part that was not modified or improved. The engine cases were beefed up to withstand the increased torque. What sets this engine apart from other contemporary British twins is that the crankshaft was dynamically balanced from the factory which made these bikes one of the smoothest British twin engines ever. The Series 1 bikes had an automatic advance magneto, coil ignition and a new seat. It was manufactured until 1966. BKX was first registered to Glyn Bailey of Yeovil on the 1st June 1964 and purchased by our vendor (along with the 1960 Bullet 439 KKP) on the 24th April 1984 from Dudley Martin of Yeovil, its second owner, he rode it for a year before cars came into the family and it was stored with a mileage of 21,618 in 1985. Purchased in these rooms in July 2019 as a total restoration project.

The machine has been totally stripped and the engine was found to be in good condition, having been rebored at some stage and only needed new valves and a thorough clean, the carbs were rebuilt, the frame powder coated and the wheels polished and respoked with stainless steel ones. Now reassembled our vendor has reverted to his love of Japanese machines and the Interceptor is taking up space. The owners club confirm it is matching numbers and left the factory in a Blue colour scheme. It is now for the next custodian to have the tinware painted and final assembly.

Sold with the V5C, V5, and a large folder of receipts for parts purchased during the rebuild.

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 337

1982 Yamaha DT 50 MX, 49cc. Registration number BTT 647Y. Frame number 5M61625. Engine number 5M61625.

The Yamaha DT50MX superseded the DT50M when introduced in June 1981 and can easily be identified by its Mono-Cross(MX) rear suspension with a silver painted square-section rear swinging arm and a more angular tank as opposed to the more rounded one found on the M variant. The 'MX' designation was commonly used on Yamaha motorcycles fitted with the 'Mono-Cross' rear suspension, which was the first to employ a single shock-absorber. It remained in production largely unchanged until 1996, gaining only a CDI ignition system and a change to square bodied direction indicator lights in 1986.

BTT was owned by Levi Small in 2011 before selling it to our vendor as a restoration project in 2013. He had this undertaken by Motorcycle Warehouse of Newton Abbot in 2015, including shot blasting the frame, swinging arm and stand, a repaint and clutch, it has only covered some 20 odd since then. A DEP sports exhaust is fitted.

In 2007 the MOT history shows a mileage of 5,680, today the odometer reads 8,403 miles.

Unused for several years this machine will require recommissioning before use on the road.

Sold with the V5C and receipts for the restoration.

Estimate: 1400 - 1600

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

18.6% inc VAT for Live Bidding and Autobids

Lot 338

1959 Greaves 25DB Sports Twin, 247 cc. Registration number SKU 316. Frame number 59 2792. Engine number 950A3123. Greaves commenced production in 1953 with a range consisting of four single-cylinder models (two road, two competition) plus a solitary roadster twin powered by the 250cc Anzani engine. They were famous for their competition machines and were pre-eminent in both trials and scrambles.

Alongside the off-road bikes came a range of Villiers-engined road machines, commencing with the 197cc Standard Roadster. The 'Sports Twin' from 1959 incorporated the popular, smooth and powerful Villiers '2T' 247cc twin.

SKU was owned by Peter Alton in 2015 before our client bought it as a project in 2016. Over the next several months he stripped and overhauled most of the machine, including powder coating the frame and tinware, but has not really used it. Sold with the V5C, receipts for parts over 2016/17 and a Villiers engine manual.

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 339

A Chinese chopper motorcycle. Registration number Not registered. Frame number LKJPCHL065B005683. Engine number *51407037*.

Of unknown age this machine is in working order but will require recommissioning before use, we have ridden it around our yard.

Ideal for restoration to add to a man or lady cave, there is no paperwork with this machine.

Estimate: 350 - 400

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

18.6% inc VAT for Live Bidding and Autobids

Lot 340

2007 Piaggio Vespa LX50, 49 cc. Please note this has an insurance write off notice. Registration number AO57 BZW. Frame number ZAPC3810100038133. Engine number C381M65270.

The Vespa LX 50 is capable of reaching a maximum top speed of 39 mph. The Vespa LX 50 has a load-bearing steel chassis with welded structural supports frame with front suspension being single arm with helical spring and dual effect hydraulic single shock absorber and at the rear, it is equipped with coil spring and dual effect single shock absorber.

BZW has continuous DVLA MOT history although the last one expired in January 2021 with a mileage of some 55,000 km. It kicks over easily and rode happily around our yard, we would recommend a thorough check over before use on the road.

Estimate: 200 - 300

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

18.6% inc VAT for Live Bidding and Autobids

Lot 341

1963 Lambretta Li150, 175cc (see text). Registration number YKE 538A. Frame number 150Li 3 633850. Engine number 150Li 633587.

Although best remembered these days as a 1960s style icon favoured by the fashion conscious 'Mods', the Lambretta motor scooter - together with Piaggio's rival Vespa - had been intended as basic transport for the non-enthusiast masses.

Manufactured by the Italian industrial giant Innocenti, the Lambretta gained instant acceptance in the immediate post-war years, its cleanliness and convenience in particular appealing to those who regarded the true motorcycle with suspicion. By the late 1950s, the scooter had begun to evolve into a larger and faster machine capable of two-up touring. Piaggio led the way with its 150 GS, to which Innocenti responded with the Lambretta TV 175. The latter was all new and incorporated innovations (for Lambretta) of enclosed chain drive and a four-speed gearbox. While the styling was an undisputed success, the engine proved troublesome and the first TV was a failure.

Following the unreliable TV 175 Series 1, Lambretta went back to the drawing board to create one of its all-time greats: the 'Li'. Built as a 125 or 150, the classic Li used the bore/stroke dimensions of the preceding 'D' Series but housed its entirely new engine in modern bodywork similar to that of the TV. The Li twins subsequently underwent a series of styling alterations, the Series 3 offered here being readily distinguishable by the handlebar-mounted headlight and 'slimline' styling that is for many enthusiasts the definitive Lambretta look.

Little is known of YKE's early history, although it is believed to have been in a 40 year ownership before passing to a son. In 2000 it was shown at a local show in Norfolk and was re registered with DVLA in 2005 with an MOT at 16,591 km, gentle use over the years saw this rise iring the restoration the barrel was changed to a 175cc example with a Jetex 22 mm carb, front damper kit and a stainless steel exhaust, The wiring upgraded to 12 volts, along with a large selection of lights and mirrors.

Our vendor purchased it as a display piece so it will need recommissioning before use on the road.

Sold with V5C, some spares, and various paperwork.

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 342

1977 Suzuki TS 100 Blazer, 98 cc. Registration number MFU 855R (see text). Frame number TS100 61916. Engine number TS100 67439.

The TS series is a family of two-stroke, dual-sport motorcycles made by Suzuki since 1969. The series was the first Suzuki trail bikes sold on the mass market, most of the TS line had an air-cooled engine and most models were introduced alongside the closely related TM (Motocross) or TC (trail) models, TF (farm) and also the DS (for Dirt Sport) which in most cases shared engine and chassis designs.

Long term family ownership, which began in 1979, makes this a very original machine that has seen little use over the years, an ideal candidate for a sympathetic restoration.

Sold with a V5 (it is recorded with DVLA) and a 1996 MOT at 8,628 miles.

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 343

1995 Triumph Tiger, 885cc. Registration number M24 SNF. Frame number SMTTD430DKS022769. Engine number 023036. Released to compete with the BMW GS, Honda Africa Twin and Yamaha Super Tenere in the rapidly developing adventure bike market, the Triumph had its work cut out but it more than held its own.

The Triumph Tiger's smooth in-line DOHC triple is the perfect companion for effortless mile-munching. The three 36mm carbs fuel efficiently and without fuss.

The engine was the star of the show, with a particularly strong midrange and a top speed of over 130mph.

With a genuine 75bhp at the back wheel and a healthy 60ftlb of torque it's not short of shove, either. If you want to give the Triumph Tiger even more pep you can fit the CDI and cams from a Speed Triple, Daytona or Trident of a similar vintage.

SNF is a three owner bike, the second purchased it in June 2019 and only had it for a short period before our vendor purchased it in January 2020. There is an extensive MOT history going back to 1998 at 7,809 miles, the most recent being in November 2020 at 35,725. The mileage toady is 35,728 as it has not been used. It had the rear sprocket and chain change and a service before the MOT and has just had a new battery finished.

Sold with the V5C, MOT history, original manuals, this machine is ready to ride out of the saleroom.

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 344

Triumph Tiger 500 GP Replica, 500cc. Registration number not road registered. Frame number hard to read. Engine number LR 121272.

Essentially developed from Triumph's Tiger 100, the prototype Grand Prix model debuted in the 1946 Senior Manx Grand Prix, ridden to victory by Ernie Lyons on a rain-soaked course. Cycle components for the new model were similar to the off-the-shelf T100 and featured a rear-sprung hub with 8" brakes. The T100 engine was much modified, incorporating a lightweight alloy cylinder head and barrel as used in the wartime Triumph generator units with twin Amals carburettors on a modified inlet manifold. The valve gear was lightened and polished, racing camshafts were fitted along with high compression racing pistons. Roller bearings, rather than the standard ball bearings, were employed for the crankshaft and the heavy-duty conrods and bearing caps ran directly on the crank pins. A close ratio box was used. The production model debuted in 1948 and the Grand Prix was one of the most exclusive Triumph models built, production being restricted to numbers variously quoted between 150 and 200 examples.

Very little is known about this machine prior to the early 2000's although the vendor has provided comprehensive paperwork showing an engine refurbishment between 2004-2006 with the following equipment, Lees Racing magnesium crank cases, Nourish 500 crank, Carrillo rods, new mains and shells, Tony Hayward belt drive kit, high compression forged pistons, BT-H Magneto, lightened and polished rockers, lightweight valves and race springs. It is believed to have seen little or no use since the build although it has recently been re commissioned with new fluids and top end strip and check (as new inside) which backs up the work in the early 2000's.

Sold with the British Historic Racing - VMCC race registration V4?37 dated 12/03/06 and various receipts for parts and assemble notes.

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 345

1970/2009 Triton 750cc. Registration number LFE 470H. Frame number P148134. Engine number T140V DX06879.

A happy marriage of Triumph power and Norton roadholding, courtesy of the latter's peerless Featherbed frame, the Triton is rightly regarded by enthusiasts as the quintessential British sports special. This hybrid first emerged in the 1950s and continues to be built by professionals and amateurs alike, enjoying marque status today. One of the first specials-builders to put the Triton into what might be termed 'limited production' was Dave Degens, proprietor of Dresda Autos. Riding one of his own Dresda Tritons, Degens won the prestigious Barcelona 24-Hour Endurance Race in 1965, defeating many works-entered bikes in the process, and went on to develop his own Featherbed-derived frame to take power units other than the original Triumph. The T140 750 cc was the second generation in the Bonneville series developed from the earlier 650 cc T120 Bonneville and was produced by Triumph in a number of versions, including limited editions, from 1973 until 1983 when the company was declared bankrupt. Licensed production of the T140 Bonneville was continued by Les Harris between 1985 and 1988 at Newton Abbot in Devon, these machines became known as 'Harris' or 'Devon' Bonneville. LFE sports a Triumph Bonneville T140 engine from 1978, mated to a Norton Model 99 Wideline Featherbed frame from 1959. The DVLA V5 has a declared manufactured date of 1970, on file is a report on the 1985 MCN Classic show where the then owner, Dave Waring, won Best Triton from a field of 26 machines. In 1992 it was acquired by Michael Steer of Rotherham, he is believed to have raced it at this time. The 2000 MOT states a mileage of 20,353, which remained the same over the following two years.

In 2002 he sold it to our vendor who upgraded to what you see today. In 2009 a full engine rebuild by Nova Classics took place and a phosphor swinging arm, belt drive, electronic ignition, hand made tanks and Laverda running gear was used. Basically unused since the build, it is sold with the V5C, V5, old MOT's, photographs, MCM report and receipts for the engine build.

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 346

1973 Triumph T100P, 490cc. Registration number SAT 54M. Frame number T100P DH31363. Engine number T100P DH31363.

Triumph enjoyed a long history of providing machines to police forces around the world, and the machine offered here - based on the T100R but to police specification - was constructed in April 1973, making it one of the very last 500cc models built at Meriden. By that time the BSA/Triumph Group was in severe financial difficulty, and the proposed closure of Triumph's Meriden factory led to a workers' occupation of the plant in September 1973. When the plant eventually reopened properly in March 1975, the two 500cc models in production immediately prior to the shutdown - the Daytona-derived T100R and the TR5T Trophy Trail - were not revived.

SAT started life with the Office of Revenue Commissioners at Dublin Castle, the Irish Government agency responsible for customs, excise, taxation and related matters.

By 1977 it had left the service but remained in Co. Dublin with Barry Tracey, then Martin Flynn and Terrance Moria, before in 1985 it moved to Co. Wicklow with Gerald Blades and in 1990 with Paul Coates. Our vendor states that Coates built it from boxes when he bought it and 25 years later rebuilt it again with emphasis on the engine (including new pistons). Our vendor brought it over from Ireland in March 2015 and registered it with DVLA, he states the piston tops were still spotless when he bought it. He bought it not running and had only to clean the petrol tap and carb, add a charged battery and it started second kick. It has always run strongly with great pulling power and is a lot quicker than his 1964 Speed Twin, he suspects it has 9:1 pistons as against the 7.5:1 fitted as standard when new. He has probably done less than 2000 miles on Club runs in 5 years.

Sold with the original Irish registration and V5C.

Estimate: 4000 - 6000

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

Lot 347

1979 Honda CB400N Super Dream cafe racer, 396 cc. Registration number GNA 603V. Frame number CB400N 2000185. Engine number CB400NE 2000196.

The Honda CB250N and CB400N Super Dream were produced from 1978 to 1986, they were the successor to the short lived Dream model. It had a series of revisions including a six-speed gearbox and what Honda termed as European styling which resembled the CB750F and CB900F. The Super Dream was fitted with a four stroke, air-cooled, twin-cylinder engine. It had three valves per cylinder, two inlet and one exhaust, operated by a chain-driven overhead camshaft. Ignition was provided by capacitor discharge ignition with a 360° crank layout similar to many traditional British parallel twins, but with two balance shafts to reduce unwanted vibrations. Fuelling was provided by twin Keihin carburettors.

The CB400N was very similar to the 250N variant, however, it differed with its larger engine capacity, twin front brake discs and a halogen front head light. The front instrument had different markings for the rev counter and speed to reflect the lower maximum engine speed and higher top speed of the 400N. The CB400N had several revisions during its production run. The launch model CB400N (1979-1980), CB400NA (1980-1981), CB400NB (1981-1983), CB400NC (1982-1985) and CB400ND (1983-1986).

GNA was first registered on the 18th September 1979 and by November 2013 it was with William Wilkinson of West Lothian by which time the mileage was 21,258 miles. Over the next two years he restored and converted it to a cafe racer with a CRK kit at the cost of some £1,150 and reset the speedo so when MOT'd in 2015 it had covered only 6 miles. One presumes a full engine refresh was undertaken during this period as there are several receipts from David Silver. Sold by these rooms in March 2020 our vendor bought it to hill climb but finds the pegs do not suit him so he has hardly used it. Sold with the V5C, MOT history from 2013, CRK instruction book and various receipts.

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 348

1966 Ducati Mach 1, 250 cc. Registration number ABW 959D. Frame number not stamped. Engine number DM250M1 01635.

Although the Ducati manufacturing organisation could trace its history back to the 1920s it did not start manufacturing motorcycles until the late 1940s and early success led to the appointment of Fabio Taglioni as chief designer in 1954. His first design was a 98cc sporting overhead-camshaft machine, to become known as the Marianna, proved a great success and was to become a competitive entrant for long distance road events so favoured by the Italians. Taglioni built on his success with the introduction of larger displacement machines featuring the now established OHC design which was eminently suited to tuning and serious competition and in 1959 a 125 Taglioni design took a young Mike Hailwood to his first Grand Prix victory. The first 250cc engine bike entered production in 1961 and was an immediate success, to become known in the UK as the 250 Daytona, it was the first of the 'narrow-crankcase' derivatives which would dominate production until the late 1960s, and in 1964 one such derivative appeared in the form of the 'Mach 1.' The Mach 1 featured a tuned motor sporting high lift cams, big valves with stronger springs and modified adjusters, a high compression piston and a 29 mm Del Orto carburettor producing a claimed 28bhp at 8500rpm, against the Daytona's not inconsequential 17bhp. Coupled to a 5 speed gearbox the Mach 1 offered blistering performance for a 250 machine and it was tested at 105mph making it the fastest production 250 of its day.

ABW was initially sold in the USA as part of Joe Berliner's stock and in later years was with Richard Moran of Cedar Rapids. After his passing it found its way over to the UK with Richard Wujkiw and Peter Hindley who restored it with receipts on file for and engine gearbox rebuild.

Our vendor spent many years searching for a good example of a Mach 1 and found this machine in February 2019. Ill health now means he wishes to pass it on to a new home.

Sold with the V5C, period Ducati manual, various receipts and magazine articles. Please note there is no oil in the machine so recommissioning will be required for road use.

<https://www.goodingco.com/vehicle/1965-ducatti-250-mach-i/>

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