

Lot 1

A collection of car related books, mainly MG.

Estimate: 20 - 30

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 2

Brough Superior, The Rolls Royce of Motorcycles, by Ronald H. Clark, 1964, signed by the author.

Estimate: 80 - 120

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 3

A collection of motorcycle and motorcar related books.

Estimate: 20 - 30

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 4

A 1982/83 Marshall's autograph book from the North West 200, approximately 55 signatures to include Joey Dunlop, Mick Grant, Wayne Gardner (AUS) and others.

Estimate: 80 - 120

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 5

Of TT interest; two photograph albums from the 1958/59/60 seasons, of the approximately 240 images, 40 are signed, taken by Colin Dykies an amateur photographer. Signatures to include John Surtess, Hailwood, Minter, Campbell, Macintyre, King, Duke, Bill Smith. Races to include Senior, Junior, Lightweight 125 & 250, Sidecars and pit scenes. Together with four motorcycle books.

Estimate: 500 - 800

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 6

A Pashley ladies Post Office bicycle, model Female RM92 Millennium, serial number 8554, with three speed gears and front basket, original condition.

Estimate: 60 - 80

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 7

A BSA delivery bicycle, with three speed gears and rod brakes, wicker basket, sign written Scuffy Murphy's Bank Messenger.

Estimate: 50 - 70

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 8

A Evening Standard double sided trade bicycle advertising sign, 28 x 58 cm.

Estimate: 80 - 120

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 9

A metal and enamel Cyclist's Touring Club headstock badge, J. H. Neale, Whitton, Middx.

Estimate: 20 - 30

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 10

A Humber Oil Company Excelene cycle lubricating oil can, unused, with nozzle, 14 x 8 cm.

Estimate: 40 - 60

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 11

A German vintage brass Ordinary bicycle barometer, the 9 cm cm dial with German instruction, the case stamped D & R, height 20 cm.

Estimate: 100 - 200

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 12

A single sided, vitreous enamel New Hudson Bicycles sign, 52 x 47 cm.

Estimate: 270 - 300

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 13

A Lucas Calcia Toura acetylene lamp.

Estimate: 30 - 40

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 14

Standard Vanguard Phase 1A, publicity photograph dated 1953, size 29 x 40 cm

Estimate: 20 - 30

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 15

A collection of ten F1 framed photographs, framed, together with one of a motorcycle.

Estimate: 30 - 40

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 16

An AA Hamels Mansion directional enamel sign, 57 x 92 cm.

Estimate: 80 - 120

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 17

A double sided swinging forecourt sign, painted with a Castrol motif, height 80 cm.

Estimate: 150 - 200

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 18

A single sided circular sign, painted with Its British Regent Petrol motif, diameter 80 cm.

Estimate: 100 - 150

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 19

A single sided Agricastrol Tractor Oil sign, diameter 60 cm and a 500 M sign (2).

Estimate: 120 - 150

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 20

A tin Michelin tyre sign, 75 x 75 cm,

Estimate: 80 - 100

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 21

An enamel advertising sign, We Give Gold Bond Stamps, 76 x 61 cm.

Estimate: 100 - 150

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 22

A pair of 30 MPH warning reflective signs, diameter 30 cm.

Estimate: 20 - 30

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 23

A single side tin Ferguson Tractor advertising sign, 47 x 132 cm.

Estimate: 60 - 80

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 24

A double sided hanging vitreous enamel advertising sign, Auto Cycle Union Repairer, 51 x 51 cm.

Estimate: 200 - 250

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 25

A circular vitreous enamel single sided sign, Oilzum, Motor Oil, green and orange pictorial with two race cars, diameter 51 cm.

Estimate: 600 - 800

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 26

A single sided vitreous enamel pictorial advertising sign, Webb's Seeds, Wordsley, Stourbridge, 90 x 60 cm.

Estimate: 1000 - 1200

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 26A

A double sided tin Hillman sign, 84 x 31 cm.

Estimate: 150 - 200

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 27

A single sided vitreous enamel Power Agency petrol globe sign, 89 cm square.

Estimate: 500 - 600

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 28

A single sided plastic Dunlop tyre sign, 121 x 30 cm and a single sided tin Mobil Regular sign, 30 x 35 cm (2).

Estimate: 80 - 120

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 29

An oval bevel edge mirror, painted with a BSA motif, 60 x 50 cm.

Estimate: 60 - 80

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 30

A single sided rectangular sign, with painted Castrol motif, 41 x 90 cm.

Estimate: 70 - 90

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 31

A pressed alloy rectangular sign, Unsuitable for Motor Vehicles, 51 x 61 cm.

Estimate: 80 - 100

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 32

A single sided triangular sign, with painted It British Regent Petrol, with post mounting brackets, 56 cm.

Estimate: 90 - 120

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 33

A double sided, wall mounted, vitreous enamel advertising sign, Players Weights Cigarettes, 28 x 42 cm.

Estimate: 200 - 250

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 34

A single sided circular enamel No Overtaking sign, 60 cm.

Estimate: 50 - 70

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 35

A single sided hexagonal Stop sign, 70 cm.

Estimate: 80 - 100

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 36

A single sided circular sign, painted with a Castrol motif, diameter 60 cm.

Estimate: 80 - 100

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 37

A R ROYCE advertising sign, with red glass inset letters, 14 x 74 cm.

Estimate: 50 - 70

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 38

An alloy framed and illuminated Rolls Royce and Bentley showroom sign, 30 x 90 x 14 cm.

Estimate: 400 - 500

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 39

A single sided enamel speed limit sign, 50 and another 40, with post mounting brackets, 60cm.

Estimate: 100 - 150

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 40

A reproduction cast metal and painted AA Garage sign, 25 cm.

Estimate: 25 - 30

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 41

A single sided enamel circular Round about sign, mounting brackets, 60cm and a similar directional sign (2).

Estimate: 100 - 150

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 42

An enamel advertising sign, Rolling Rock with clock, height 51 cm.

Estimate: 80 - 120

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 43

An illuminated Jaguar display sign, 58 x 65 cm.

Estimate: 100 - 150

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 44

A vitreous enamel advertising thermometer, Stephens' Inks, glass broken, with spare thermometer, 90 cm.

Estimate: 250 - 300

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 45

A vintage Bentley plate glass reverse printed and painted display sign, unframed, 41 x 91 cm.

Estimate: 50 - 80

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 46

A red reflective glass mounted warning sign, diameter 61 cm.

Estimate: 200 - 250

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 47

A Good Year Grand Prix S tyre tin map, 97 x 61 cm.

Estimate: 20 - 30

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 48

A Ford Fiesta Challenge Cup showroom poster, framed, 82 x 107cm overall.

Estimate: 80 - 120

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 49

An Aston Martin V8 showroom poster, framed, 82 x 107 cm overall.

Estimate: 80 - 120

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 50

A Castrol Lubrication index chart, 1936 - 1960 models, 107 x 82 cm overall.

Estimate: 80 - 120

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 51

A set of plastic forecourt display letters for Castle Garage, each letter 30 cm high.

Estimate: 120 - 150

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 52

A single sided vitreous enamel Wakefield Castrol Motor Oil sign, 51 x 76 cm.

Estimate: 200 - 250

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 53

A double side, hanging, vitreous enamel Shell Motor Oil, can shaped sign, 51 x 40 cm.

Estimate: 800 - 1000

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 54

A double sided, wall mounted, vitreous enamel Vacuum Motor Car Oils sign, 41 x 51 cm.

Estimate: 600 - 700

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 55

A wood and printed John Bull heat resisting Radiator Hose sign, 1" - 2 1/2", 27 x 80 cm.

Estimate: 180 - 220

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 56

A double side, wall mounted, vitreous enamel BP Motor Oil Spirit sign, restored bracket, 41 x 61 cm.

Estimate: 220 - 250

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 57

An alloy wall mounted Lotus Selected Dealer sign, 51 cm square.

Estimate: 120 - 150

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 58

A single sided tin Golden Compton sign, 15 x 63 cm.

Estimate: 20 - 30

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 59

A single sided tin Redox Refresher sign, 64 x 44 cm.

Estimate: 250 - 300

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 60

A double sided, wall mounted, vitreous enamel Mobiloil Gargoyle sign, restored bracket, 40 x 50 cm.

Estimate: 220 - 250

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 61

A single sided tin Champion Spark Plug sign, 24 x 58 cm.

Estimate: 60 - 80

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 62

An Authorised BSA Motorcycle Dealer showroom sign, framed, 26 x 31 cm.

Estimate: 150 - 200

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 63

A quantity of pewter motorcycle figurines, including the Gathering.

Estimate: 30 - 40

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 64

A Belstaff Trial Master wax jacket, size large or x large.

Estimate: 100 - 150

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 65

A Lewis Leathers yellow Aviakit jacket, size 44.

Estimate: 60 - 80

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 66

A Lewis Leather blue Aviakit jacket, size 42.

Estimate: 60 - 80

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 67

A Vincent HRD owners club membership card, number 4706, Mr J.A. Omer, 31/12/59, an alloy and enamel bumper badge and a lapel badge (3).

Estimate: 50 - 80

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 68

A British Army Medical Corps vintage car bumper badge, by Gaunt of London.

Estimate: 30 - 40

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 69

A Scotland enamel grill badge, together with three bumper badges, Hampshire, Glamorganshire and a St. Christopher (4).

Estimate: 30 - 40

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 70

A collection of MG badges, including a T Register bumper badge and four brown and enamel centres.

Estimate: 30 - 40

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 71

Six winged AA car bumper badges, a Lambretta badge and other badges.

Estimate: 30 - 40

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 72

A vintage RAC Association bumper badge, by Collins of London, number N61701, with 1925 disc to the verso.

Estimate: 40 - 60

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 73

An RAC enamel bumper badge, numbered MCB20102 and a Rolls Royce Silver Shadow II badge (2).

Estimate: 80 - 100

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 74

17 winged AA car badges, together with other AA and RAC badges.

Estimate: 40 - 60

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 75

The Magic Circle, London car bumper badge, by Beaulah, with perspex cover.

Estimate: 30 - 40

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 76

A Silverstone 50 years anniversary plaque, a Jaguar chrome leaping cat and a Rolls Royce desk set (3)

Estimate: 30 - 40

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 77

A Desmo brass car horn, with grill and a Deluxe brass car horn (2).

Estimate: 50 - 70

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 78

A Rotax black vintage horn and two other horns (3).

Estimate: 30 - 50

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 79

A Thomas Mercer Ltd cylinder bore gauge, 50 - 152 mm, case.

Estimate: 40 - 60

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 80

Beverley & District Motor Club, Reliability Trial silver trophy, London 1925, 10 oz, 26 cm, mounted on a plinth, together with a large collection of electroplated trophies awarded to P. Shearsmith by the Eboracum(York) Motor Club, c.1950's. Shearsmith ran a motorcycle dealership in York.

Estimate: 80 - 120

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 81

Cherished registration number W22 WOW, on retention, buyer to pay the transfer fees.

Estimate: 200 - 300

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 82

A plastic Michelin Man illuminated truck motif, with original bracket and wiring, 40 cm.

Estimate: 180 - 220

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 83

An Electric Speedway game, by BGL, London, 51 x 31 cm.

Estimate: 30 - 50

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 84

Two Carless, Hope Chemical Works, Petroleum Spirit cans, 50 and 40 cm (2).

Estimate: 40 - 50

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 85

A clear glass Essolube 1 quart oil bottle, 39 cm.

Estimate: 30 - 40

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 86

A Cermoil oil can with pyramid top, 50 cm and a 1953 WD petrol can (2).

Estimate: 30 - 40

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 87

An Esso Blue Paraffin can, 53 cm, together with a green can with painted Castrol motif, 43 cm (2).

Estimate: 100 - 150

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 88

Four petrol cans with caps, Shell-Mex, Pratts, Esso and SM & BP Ltd (4).

Estimate: 60 - 80

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 89

A collection of mainly oil related cans, including two unused, Quaker State Oil and Oilzum.

Estimate: 50 - 80

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 90

A green can, with painted Castrol motif, 43 cm.

Estimate: 50 - 70

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 91

An opening Schrader Valves display tin, with hinged door and small tin, 37 cm.

Estimate: 80 - 120

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 92

An Atlas Motor Oil 1 gallon can.

Estimate: 30 - 50

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 93

A Labrol Oils High Test can, 31 cm.

Estimate: 60 - 80

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 94

A Speedwell Grease can, 7 lbs, no lid.

Estimate: 80 - 120

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 95

A Castrolase Motor Grease can, 1 lb.

Estimate: 40 - 50

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 96

A Gedrag Motor Grease can, with contents, 1 lb.

Estimate: 60 - 80

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 97

A collection of various oilers and a brass burner.

Estimate: 30 - 40

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 98

A plastic RIX 2 STAR petrol globe, repaired, 34 cm.

Estimate: 180 - 220

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 99

A Shell white glass petrol pump globe, Property of Shell - Mex & B.P. Ltd, height 45 cm.

Estimate: 400 - 500

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 100

A Redex alloy and glass forecourt dispenser, 62 cm.

Estimate: 250 - 300

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 101

A scratch built pedal car, c 1960/70's, constructed from shaped tube and angle iron, using J40 running gear and alloy body panels, length 180 cm.

Estimate: 300 - 400

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 110

A Jaguar Mk II tool kit, in metal case, lacking one spanner and Girling tin.

Estimate: 50 - 80

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 111

A Jaguar E Type Series 1/Mk 2 dash board centre and rev counter (2)

Estimate: 50 - 80

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 112

A Jaguar Series 1 front bumper with blades.

Estimate: 50 - 80

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 113

A Jaguar E Type Series 1/Mk 2 alloy cam covers, and a Mk 2 inlet manifold (3).

Estimate: 50 - 80

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 114

Jaguar Automatic Transmission service manual, with hand written notes.

Estimate: 20 - 30

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 115

A box of mainly MGB spares, together with a car radio.

Estimate: 30 - 40

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 116

An MGA 1500 cc engine, 15 GB-U-H-33551, a Riley 1500cc engine, 15RA-U-H-7438 and two gearboxes, unknown condition.

Estimate: 50 - 80

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 117

Various MGA trim, including grills, dashboard, glass and other items.

Estimate: 40 - 60

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 118

Various MGB trim, including grills and a rear bumper.

Estimate: 20 - 30

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 119

A 1990 Rover Mini part exhaust and a chrome front and rear nudge bar set.

Estimate: 30 - 40

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 120

A pair of Mini MkI rear lights with mounting plates, a pair of MkII lights and other Mini parts including rocker covers.

Estimate: 30 - 40

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 121

A set of four Mini 13" Minilite alloy wheels with centres.

Estimate: 150 - 200

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 122

A set of five period Mini 10" Mamba alloy wheels.

Estimate: 60 - 80

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 123

Two Mini chrome bumpers with over riders.

Estimate: 40 - 50

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 124

A Mini chrome set of wheel arch covers, and other arch covers.

Estimate: 30 - 50

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 125

Three Mini ECU's, working when removed from the car.

Estimate: 30 - 40

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 126

A pair of Mini 10" Minilite alloy wheels, part number SB 14593.

Estimate: 20 - 30

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 127

Ten various Mini grills, together with other trim.

Estimate: 40 - 50

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 128

A quantity of Mini door hinges.

Estimate: 30 - 40

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 129

A Mini two speed heater, working when removed from the car.

Estimate: 30 - 40

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 130

A Mercedes W126 chrome three piece rear bumper, used but good.

Estimate: 150 - 200

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 131

A Mercedes W123 steel sunroof with mechanism.

Estimate: 40 - 60

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 132

A pair of Mercedes W123 glass H4 headlamp covers.

Estimate: 100 - 150

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 133

A quantity of mainly Mercedes W123 spares, to include lights.

Estimate: 30 - 40

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 134

A Mercedes Benz SL500 metal hardtop skin and a soft top, both in poor condition.

Estimate: 100 - 150

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 135

A collection of 1970/90's car radios, condition unknown.

Estimate: 20 - 30

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 136

An Austin 7 top end, apparently overhauled, and an unknown gearbox, (2).

Estimate: 50 - 80

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 137

A vintage Desmo dash board lamp, with on/off switch and slide for the amount of illumination, with a label stating part no 959, retail price 5 shillings, together with a side lamp (2)

Estimate: 50 - 80

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 138

A Smiths vintage dash board clock, silvered dial, hinged to allow winding, diameter 9 cm.

Estimate: 40 - 60

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 139

A pair of King of the Road Biflex Long Range lamps, one bar and lens missing, together with a pair of side lamps.

Estimate: 30 - 40

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 140

Five owners manuals, Mini 850/1000, BMW 1602-2002tii, BMW 2500-2800 Skoda 105 and Audi 80 (5).

Estimate: 30 - 40

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 141

An autojumbler's lot, Alfa Romeo dash, locking wheel nuts and Suzuki spares.

Estimate: 20 - 30

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 142

Various Audi Quattro spares, to include oxygen sensors.

Estimate: 30 - 40

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 143

An Ecko valve radio, c.1950's, removed from a Daimler Conquest Sport in 1965.

Estimate: 40 - 50

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 144

A pair of Dunlop 5.00 - 16 ELP tyres, unused.

Estimate: 30 - 40

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 145

A Triumph Herald, Vitesse and Spitfire workshop manual, part 511243.

Estimate: 20 - 30

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 150

A BSA C11 petrol tank, c. 1946-47

Estimate: 50 - 80

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 151

A 1924 AJS petrol tank, an over frame tube fit (possibly model E or earlier), soldered construction, no filler caps, together with a gear gate mechanism with this tank.

Estimate: 100 - 150

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 152

A Zenith brass carburettor, model 22FZ 042022

Estimate: 50 - 70

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 153

A JAP engine, 250 cc, c. 1936 (ex- OK Supreme), engine number PO/F57430/SOH, OHV with valve spring covers, believed to be in good condition but no Pilgrim pump.

Estimate: 400 - 600

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 154

A Sunbeam engine built to Model 90 specification, c.1928, believed rebuilt, number N 1014 A. It has been drawn to the auctioneer's attention that the oil feed entry points are inconsistent with those of a Model 9/90, featuring for instance the earlier quill entry in the front of the crankcases. The "A" suffix of the engine number stamping, N1014A, was not used by Sunbeam in the marking of their engines. We note that engine N1014 is extant and has always been in a well known 1927 Model 90. The twin port Model 90 cylinder head is from a 1928 machine, where the inlet stub was angled so that the carburettor would clear the new wedge shaped oil tank. Case castings were the same for 1927/28 years. We conclude that the engine has been built up to Model 90 specification and may have used Model 9 and Model 90 parts.

Estimate: 800 - 1200

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 155

A Bonniksen 100MPH speedometer, by Rothermans of Coventry, c.1925, the nickel case with silvered dial with twin needle, time and trip subsidiary dials and distance window, patent number 2052/12, 77 mm diameter, case numbered C4143.

Estimate: 500 - 800

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 156

A quantity of Triumph Trophy engine parts, c.1950/1960, to include cylinder head and crankshaft.

Estimate: 50 - 100

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 157

A quantity of Triumph Trophy gearbox parts, c. 1950/60.

Estimate: 30 - 50

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 158

A quantity of Triumph Trophy suspension parts, to include a Borrani rim.

Estimate: 50 - 100

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 159

A quantity of Triumph Trophy electrical spares, c.1950/60.

Estimate: 30 - 40

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 160

A 1954 Triumph Trophy TR5/T100, one year only, front brake assembly.

Estimate: 40 - 60

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 162

A collection used Honda CB550 spares, 1970's, to include lens, levers and cables.

Estimate: 30 - 40

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 163

A Lambretta 225 cc top end, by SRS, hood, barrel, piston, rings, pin and gaskets.

Estimate: 40 - 60

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 164

A BMW K1100KT fairing, instrument panel, panniers with brackets.

Estimate: 50 - 80

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 165

A pair of Krauser panniers.

Estimate: 20 - 30

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 166

1937 BSA B22, Empire Star Project 249 cc. Registration number KSJ 414 (non transferrable). Frame number HB20 5848 (V5C says HB22 1589). Engine number HB22 1589.

During the 1930s BSA concentrated on producing a range of dependable, well-made, competitively priced motorcycles. The firm's single-cylinder range was redesigned by Val Page for 1937, the engines taking on many of the characteristics they would retain in the post-war era, most notably dry-sump lubrication, rear-mounted magneto and that distinctively shaped timing cover. There were three new offerings in the 250 class: the sidevalve B20 and a pair of overhead-valve models – B20 and B22 - the latter designation being adopted for the top-of-the-range Empire Star. The new engines were housed in conventional cycle parts and drove via four-speed gearboxes, the Empire Star's benefiting from the convenience of foot change.

The VMCC confirms that they were originally despatched together as a B22 Empire Star on 10th April 1937 to J. Beadle, Dartford, Kent.

KSJ was registered with Swansea in 1997 with the incorrect frame number as was the dating certificate. In 1997 it was with Arnold Hunt of Hull and our vendor in 1999.

This project is believed to be complete, bar a couple of levers. The engine and gearbox have both been overhauled.

Prospective buyers should satisfy themselves as to the completeness of the project.

Sold with the V5C.

Estimate: 800 - 1200

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 167

Believed c. 1973 Wassell Antelope project, Sach 122cc. Registration number not registered. Frame number not found. Engine number 7176886 and 7315039.

W.E Wassell Limited of Birmingham, England, a manufacturer and distributor of motorcycle components for British, then Japanese bikes, was founded by Ted Wassell in 1946 and soon found a world market. There wasn't an off-road motorcycle made in the UK that didn't use Wassell parts. Aluminum petrol tanks were a specialty. In 1972 they announced trials and scrambles frame kits for the popular BSA Bantam and then its own 125cc Sachs powered machine engineered by ex-Dalesman's Jim Lee and Peter Edmondson.

This rare example will make an interesting project.

PLEASE NOTE: THIS LOT IS NOT AVAILABLE FOR VIEWING OR COLLECTION AT DRIFFIELD. PLEASE CONTACT AUCTIONEER FOR COLLECTION OR VIEWING DETAILS.

Estimate: 200 - 300

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 168

1972 Motobécane Mobylette, Type 40 ,49 cc. Registration number CWF 397K. Frame number 40084984. Engine number 9011192.

The Mobylette was launched in 1949 and was manufactured until 1997, with production numbers exceeding 14 million with peak production in the 1970s, averaging around 750,000 annually. The word "Mobylette" has since become something of a genericized trademark in the French language, referring to mopeds in general.

1970s 50V model

All Motobécane mopeds are generally referred to (and usually carry the name) Mobylette, however there are several styles of submodel. Particularly during the moped boom of the 1970s, several variations were available, usually incorporating a number/letter combination such as 40T, 40TL, 40V, and 50V. These naming conventions determined which types of equipment were standard or even available with the moped. For example, the 40T was usually a slower version, capable of just 25mph maximum speed and having no rear suspension. The top of the line 50V had front and rear suspension, a heavier body, and was capable of 30 to 35 miles per hour.

CWF was purchased by our vendor in 1976 and has MOT's from 1975 until 1978 when it came off the road and was stored in the family garage. That garage has now been cleared and the Moby reappeared.

Sold with the V5 and old MOT's it will make an interesting project. It is not registered with DVLA.

Estimate: 100 - 150

Fees: 20% inc VAT for absentee bids, telephone bids and bidding in person
23.6% inc VAT for Live Bidding and Autobids

Lot 1000

1974 Triumph Dolomite Sprint Project, 1998 cc. Registration number PRH 840M. Chassis number VA7694DL. Engine number TBC.

Although the Triumph Dolomite range, introduced in 1972, had proved to be refined and sporty, competitors such as BMW's 2002 had a performance advantage which was costing Triumph dearly, both in terms of sales and prestige. To remedy this, they unveiled the Dolomite Sprint in June 1973, although the launch had been delayed by a year, having been due to go on sale in 1972 alongside the main range.

A team of engineers, led by Spen King, developed a 16-valve, single overhead camshaft head. The capacity was increased to 1,998cc and combined with bigger carbs the output was upped to 127 bhp. This represented a significant increase over the smaller 1850cc variant, however, it fell frustratingly short of the original target of 135 bhp. As a result of this new engine, the Dolomite Sprint has a claim to be the world's first truly mass-produced multi-valve car and the design of the cylinder head won a British Design Council Award in 1974. Performance was excellent, with 0-60 mph taking around 8.4 seconds and a maximum speed of 119 mph.

PRH was bought by our vendor in 1980 and driven for a few months until he decided to restore it, stripped for welding, some of which has been undertaken and some new panels obtained as well as a spare engine. It was then pushed into the corner of his workshop and left until its recent removal. Most of the car is believed to be present, apart from the boot lid, buyers should satisfy themselves as to the completeness of this worthy project.

Sold with the V5C.

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Estimate: 500 - 1000

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

Lot 1001

2008 Chrysler 300C CRD automatic, 2987 cc. Registration number OY08 ZPF. Chassis number 1C3H9E3D78Y107777. Engine number unknown.

The 300 debuted as a concept at the 2003 New York International Auto Show with styling by Ralph Gilles and production starting in January 2004 for the 2005 model year. The Chrysler 300 was designed as a modern interpretation of the Chrysler C-300 featuring a large grille, long bonnet and low roofline that was prominent on those vehicles. The styling retained many elements of the 1998 Chrysler Chronos concept car, such as chrome interior accents and tortoiseshell finishings on the steering wheel and shifter knob. It was the last Chrysler vehicle designed under Tom Gale, upon his retirement from DaimlerChrysler in December 2000. In Europe and Australia, the 300C was available with a Mercedes-Benz 3.0 L diesel V6 engine.

ZPF was sold by Hatfields Jaguar in Hull to our vendor Sir Tatton Sykes in 2010 and used for personal use although mainly he was driven by a member of staff. At the time of purchase the mileage was some 20,000 and over the years it rose to its current 133,000. It was taken off the road in 2016 when the alternator failed and stored in a garage. When a fresh battery was connected it started with ease and was driven to the auction venue.

Sold with the V5C.

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Estimate: 500 - 1000

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

Lot 1005

1980 Mercedes Benz W123 300D, 3005cc. Registration number GOJ 98W. Chassis number 123 13022178192. Engine number 61791222093785.

Like its predecessors, W123 gained the reputation of being over-engineered, well-built, durable, and reliable. Many taxi companies chose W123 for this reason, and they were common sight in Germany. Reaching 1,000,000 km with minor mechanical issues was common.

All engines from W114/W115 are carried over. The single new engine was SOHC 2.5-litre M123 inline six. The 3-litre five-cylinder diesel engine received a proper nomenclature for W123, matching the engine displacement: 300 D instead of 240 D 3.0 on previous W114/W115.

GOJ was with Peggy Francis of Sutton Coldfield in 1986 before moving to David Hodgkiss and our vendor bought it some five years ago. He embarked on a restoration which included a glass out/interior out respray from 2016. This has stalled and although the moves under its own steam with no issues he has not completed the refit of the interior. It is believed all parts will be with the car. Comprehensive MOT history and receipts confirm the correct mileage of only some 61,000 and once completed this classic Mercedes will be a very handsome car.

Sold with the V5C, old MOT's and receipts and a quantity of spares.

PLEASE NOTE: This car is parked in postcode area YO30 should anyone want to cost re-logistics.

Unfortunately the solenoid on the starter motor was smoking when jumped starting.

There are no oil deposits on the garage floor where it has been parked the only note being that it has a radiator leak .

The car it will come with the following:

1. radio cassette
2. carpets and mats used
3. Boot fuel tank covers x 2
4. spare headlamp cover glass
5. original spare wheel and jack
6. exterior trims and rubbers

When the respray was carried out all 4 doors were replaced with original ones hence they are not rusted like normal on these cars.

Vendor is locating all of the switchgear in possession to finish of the control panel which is in black.

The car will need to be transported by trailer.

Estimate: 2500 - 3000

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

Lot 1006

1951 Morris Oxford MO, 1500 cc. Registration number VAS 908. Chassis number SM0/70030 (V5C states SM0170030). Engine number 76491.

Designed by Alec Issigonis, the Oxford, along with the Minor, introduced unit construction techniques such as Unibody construction even though it is not widely recognized as a true unibody car. Torsion bar front suspension was another novelty and hydraulically operated 8-inch drum brakes were fitted all around. Under the bonnet, it used a side-valve straight-4 rather than the older overhead-valve unit. The single SU-carburetted engine displaced 1476 cc and with its output of 40.5 bhp at 4200 rpm could propel the car to a heady 72 mph. The four-speed gearbox had a column gear change and steering was by rack and pinion.

Interior fittings were reasonably comprehensive by the standards of the time, with a full width shelf under the dashboard and "useful pivoting ventilator panels" (hinged quarterlights) at the front edge of each of the front doors and a rear window blind included in the price. Instrumentation included an oil pressure gauge, an ammeter and an electric clock, also available, albeit at extra cost, was a heater.

VAS was first registered in February 1951 and by 2002 was in Hampshire and known of as Murtle! Her mileage at this time was 64,000 and over the years the MOT history has seen her mileage rise to 68,365 in 2016. She was then bought by John Deverell of Hayling Island and he sold her to our vendor in 2017. today the mileage is at 68,433 miles.

Murtle has the optional extra heater fitted and started with ease when viewed. Rarely used these days she now awaits a new custodian.

Sold with the V5C, various old MOT's, various tax discs from 1993 - 2001 and sundry literature.

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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 1007

1975 Bedford CF 22 cwt pickup truck, petrol, 2279 cc. Registration number HPW 217N. Chassis number 973360EY605407. Engine number 3214401.

Introduced November 1969 to replace the 17-year-old Bedford CA, the CF van variants soon became some of the most popular light commercial vehicles on British roads.

The engine was the well-proven Slant Four engine which was introduced for the Vauxhall FD Victor models in 1967. Apart from an increased engine capacity from 1,598 cc to 1,759 cc units and from 1,975 cc to 2,279 cc in 1972, the power units remained unchanged. A four-cylinder 1,760 cc Perkins diesel engine could be specified for an extra GB£130 (1969),

The Bedford used the same basic suspension lay-out as the Vauxhall Victor, though married to greater wheel arch clearances and calibrated for greater weight carrying capacity. The front independent suspension featured a double wishbone layout with coil springs and telescopic shock absorbers, while the rear wheels were suspended by a combination involving a live axle and traditional long single-leaf springs.

There were three CF1 body styles. A standard panel van which was intended to rival the Ford Transit; the special van body (essentially a self-contained cab with a general-purpose chassis onto which a wide range of custom-built bodies or beds could be built), and the Dormobile (caravanette).

HPW was first registered by Tricentral Trucks of Kings Lynn on the 3rd March 1975 to Mr Rix of Snettisham and serviced at 4,925 miles in the December, 8,025 in 1976 and then later at 35,320 miles. In September 1980 it was sold to John Waling of Wisbech. MOT history from 1996 records the mileage at 53,952 miles rising to 59,313 miles in 2003. In 2012 it was with Paul Allison of Selby and our vendor bought it in 2017 and has now restored the exterior and the running gear at a cost of

some £3,000. He has left the interior of the cab to show its patina.

He has now decided to part with the CF as he will not be using it. Sold with the V5C, V5, original maintenance book and other literature.

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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 1008

2000 SAAB 9-3 SE Turbo, 1985 cc. Registration number X819 WRA. Chassis number YS3DF55CX12000439. Engine number B20EDM001001385.

The Saab 9-3 was launched in 1997 for the 1998 model year essentially as a rebadged second generation Saab 900 (1994–1997 model), and succeeded by a redesigned 9-3 for the 2003 model year. The 9-3 was available with a new variant of the B204 engine (B204E, 154 hp), a low pressure turbo engine based on the B204L used in the last generation Saab 900. One of Saab's traditional features is a floor-mounted ignition lock on models with the manual transmission, which some find strange yet others think cool. The transmission has to be shifted into reverse before the key can be removed.

WRA was first registered in Derby in September 2000 and has 10 stamps in the service book, mainly SAAB main dealer or specialists, the last being at 79,938 in 2014

WRA was bought by our vendor in 2016 with some 83,000 miles on the clock, hardly used, the 2018 MOT was at 83,273, the 2019 was at 83,338, and the current September 2020 at 83,564 miles.

Sold with the V5C, service booklets and new MOT from 16/09/2020.

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 1009

2000 Mercedes Benz E240 Avantgarde Auto, 2597 cc. Registration number X983 YNN. Chassis number WDB2102622B211158. Engine number 11291430812386.

The W210 was manufactured in both saloon (1995-2002) and estate (1995-2003) form. The W210 was the first Mercedes-Benz production car featuring Xenon headlamps.

For model year 2000, a multi-function information system was incorporated into the instrument cluster below the speedometer, and the introduction of steering wheel controls for the audio/navigation/phone system. In addition, the 5-speed automatic transmission introduced +/- gate positions for semi-manual control of the gearbox, marketed as "Touch Shift." Exterior changes included a revised front with a steeper rake, similar to the CLK, and restyled bumpers and lower body trim. Estate cars had Citroën-like self-leveling rear suspension with suspension struts rather than shock absorbers, gas-filled suspension spheres to provide damping and an under bonnet pressurizing pump. Unlike the traditional Citroën application Mercedes opted for a fixed ride height and employed rear coil springs to maintain the static ride height when parked.

YNN was in long term ownership with John Gartside of Huddersfield from at least 2004 until 2014 with two stamps in the service book at 12,920 and 27,379 miles, the regular MOT history confirms the mileage.

Our vendor bought YNN in 2014 when the mileage was some 53,000, it has mainly been on SORN since and the current mileage is only 55,685.

Sold with the V5C, new MOT from 17/10/20 and service booklets.

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 1010

2003 Audi TT Quattro convertible, BAM 225 bhp 1781 cc. Registration number OV52 ZWL. Chassis number TRUZZ8NX31008614. Engine number BAM 038265.

The production model (internal designation Type 8N) was launched as a coupé in September 1998, followed by a roadster in August 1999. Both variants were recalled in late 1999/early 2000, to improve predictability of the car's handling at very high speeds with Audi's Electronic Stability Programme (ESP) rear spoiler were added, along with modifications to the suspension system, all changes were incorporated into subsequent production.

The MKI was replaced by the MkII in 2006.

ZWL was first registered in January 2003 and has had long term ownership until September 2020 with Mrs Grundy of Aylesbury, service history at 18,830 miles in 2004, 37,796 miles in 2006, in 2007, mileage unrecorded, 61,746 in 2009, 79,331 in 2013, in 2014 the clutch and both the master and slave cylinders were replaced, plus a service at 86,971 miles, 92,268 in 2015, timing belt in 2016 and service, various items in 2017 when it was SORNed, recommissioned in 2020 when the bonnet was painted due to the cover affecting the paint, the front discs were also replaced during the service and MOT at in June at 98,394 miles.

Basically a one owner car with good service history the car comes with the rare and original hood cover and service books. Sold with the V5C, MOT until June 2021 and service history.

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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 1100

c.1974 Honda TL125, 125 cc. Registration number unregistered. Frame number TL125 1016428. Engine number TBC. Powered by an all-alloy, single-cylinder, four-valve engine, Honda's first proper trials machine - the TL125 - first appeared in 1973 and under the guidance of off-road maestro and many-times British Trials Champion, Sammy Miller, was developed into a competitive mount for the clubman. Production continued until mid-1978. Purchased by our vendor in the early 2000's, it is believed the machine was used by a game keeper prior his ownership. Recently recommissioned the next custodian is recommended to undertake further safety work before hitting the trial again. There is no paperwork with this lot.

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 1101

1986 Honda TLR 250R, 244 cc. Registration number, not registered. Frame number MD18-1001567. Engine MD18E-1001675.

Having established itself as a credible producer of off-road motorcycles with the XL250 trail bike, Honda moved into the more demanding realm of competitive trials with the TL125. Looking like a reduced-scale XL250, the TL125 was constructed along similar lines, housing its all-alloy, overhead-cam, four-valve motor in a robust cradle-type frame. As all the Japanese manufacturers would learn, there is a world of difference between a trail bike and a competitive trials bike, so Honda turned to off-road supremo Sammy Miller for assistance. Miller's first brief was to develop the TL125, which he did by retaining the basic engine while subjecting the chassis and suspension to considerable detail revision. The TL/TLR200/250 versions that followed were fundamentally similar apart from their larger engines and altered gearing.

Offered with an air cooled 4 stroke OHC single cylinder engine with a six speed gearbox and pro-link rear suspension. This, Japanese market only, model comes with a 2004 dating certificate and is unregistered with DVLA. It has been used off road with the headlamp/speedo (28,515 KM) and rear light detached.

Unused for many years, it has been lightly recommissioned and is in running order but Spicers would advise potential purchasers to undertake forth recommissioning before taking to the circuits again.

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 1102

c.1970 Dalesman Trials, Puch 122 cc. Registration number not registered. Frame number not found. Engine number 3690842.

Founded in Otley, West Yorkshire by Peter Edmundson, Dalesman made '125' trials bikes from 1968 to 1974. Dalesman started with Austrian Puch engines, using four-speed followed by six-speed units, then switched to Sachs power in 1972 until the end of production. The frames were made by Jim Lee with Mick Grant undertaking much of the welding. Puch suspension was used initially before the firm adopted 'REH' hubs and forks made by Robin Humphries, while MP forks also featured. Dalesman's products were immediately well received and a number of enduro models appeared in the hands of British riders at the 1969 International Six Days Trial at Garmisch-Partenkirchen. In 1971 the firm received an injection of finance from its US importer, who voted Edmundson off the board. Towards the end of production, when Peter Gaunt had a spell as a works rider, Dalesman introduced a Sachs-powered model featuring disc drakes, perhaps the first example of a disc-braked trials iron. Some 2000 machines were produced with about 75% going to the USA. UK trials examples were sold by the firm for £299.95 in kit form or £340 for the Enduro.

This example, supplied by James Sandiford of Bury is a rare survivor and also come with an Enduro tank. and a folder of Dalesman literature.

PLEASE NOTE: THIS LOT IS NOT AVAILABLE FOR VIEWING OR COLLECTION AT DRIFFIELD. PLEASE CONTACT AUCTIONEER FOR COLLECTION OR VIEWING DETAILS.

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 1103

1974 Yamaha TY250, 250cc. Registration number not registered. Frame number 434-015044. Engine number 434-013044. Having come to dominate the spheres of road racing and moto-cross, the major Japanese motorcycle factories turned their attention to the trials world in the early 1970s, recruiting top British riders to assist with machine development. In Yamaha's case this meant Mick Andrews, late of Ossa, who began work on the TY250 in 1973. A conventional, air-cooled, single-cylinder two-stroke equipped with Yamaha's reed-valve induction, the TY250 proved good enough for Andrews to win the arduous Scottish Six Days Trial in 1974 and the model went on to establish a formidable reputation in observed trails. Mono-shock rear suspension and a six-speed gearbox were among the innovations tried, both of which later found their way on to the production model.

Little is known of the early life of this TY as it was imported in 2015 with a NOVA obtained and present. The previous owner had contacted the Aircooled RD Club for a dating certificate, which was issued on 15 May 2020. The bike has been run about on the vendors property and appears to be complete.

Sold with the NOVA and dating certificate.

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 1104

2000 Honda Cityfly Trail 125CC. Registration number X83 SGF. Frame number VTMJ018ADWE101232. Engine number JD18E-5002207

The Honda CLR125 CityFly was introduced in 1998 as a dual purpose motorcycle and is powered by a 124cc SOHC single cylinder engine. The machine does not have the same engine as the Honda CG125 but the engine from the Honda XLR offroad motorcycle. The CLR125 "CityFly" was discontinued in 2003. Although the motorcycle was launched as a dual purpose machine, it was better known for city use and town use; this was mainly due to the lack of power of the engine. The Honda CLR125 received mostly favourable reviews upon release.

SGF is a fine example of the Honda model and is currently on SORN. With a safety check and MOT, this machine could soon be on the road making an excellent commuter motorcycle.

Sold with V5C.

Estimate: 750 - 900

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

18.6% inc VAT for Live Bidding and Autobids

Lot 1105

1970 BSA B44 Victor Special, 441 cc. Registration number SVR 540H. Frame number DB06673 B44VS. Engine number DB06673 B44VS.

In 1966 the Victor Enduro joined the world-beating Victor Grand Prix moto-crosser in BSA's extensive range of off-road models. Displacing 441cc, the Victor's power unit was developed directly from the works 420cc moto-cross engine, itself a distant cousin of the first of the line that had debuted in the humble C15 250 roadster back in 1958. Of rather less exotic specification than that of the Grand Prix, the Enduro's de-tuned engine employed a lined cylinder and the same camshaft as the SS80 roadster. The compression ratio was reduced, and the GP's battery-less ignition retained, while a 6-volt (later 12-volt) alternator supplied current to the lights. Instead of the Grand Prix's oil-in-frame chassis the Enduro employed that of the C15T trials bike. The front fork was of the new shuttle valve type developed for the moto-crosser, but front wheel diameter was down to 19" from the latter's 20". Renamed Victor Special for 1969, the model ceased production in 1970. In 1969 the B44 Victor Enduro was revamped, gaining an 8" front brake, coil ignition, full lighting equipment and a new name: 'Victor Special'.

Made for export only, the Victor Special lasted for only a couple of years, disappearing when the BSA range was extensively revised in the autumn of 1970.

This matching numbers example was first registered with DVLA in 2014 by John Robinson, presumably an import from the USA. He undertook a recommissioning, starting in 2008, with general service items and a new front rim.

In 2014 our vendor bought it as a commission sale from Saddleworth Classic Motorcycles with a new MOT at 1 mile. In 2016 this had risen to 6 miles and when last tested in 2017 it was at 650 miles, (please note the current speedo records 486 miles).

A change in circumstances then meant it has been unused and it will require light recommissioning before use.

Sold with the V5C, old MOT's 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 1106

1951 Triumph TR5 Trophy, 499cc. Registration number PPB 916, Frame number 5491 NA. Engine number TR5 1823 NA. From the time of its introduction in 1948 the Triumph Trophy was established as a true all-rounder: a machine that could be ridden to work during the week and then, with extraneous components removed, competed on at weekends in its owner's chosen branch of motorcycle sport. Although catalogued primarily as a trials machine, its true forte was scrambles and the ISDT, events in which the power of the tuneable Triumph twin worked to its advantage and its weight was less of a handicap. The arrival of a new swinging-arm frame for 1955 finally put paid to the Trophy's pretensions as a one-day trials mount, for although the rear suspension enhanced traction and improved the handling, the lengthened wheelbase and increased weight rendered it un-competitive. Nevertheless, the TR5 remained an extremely competent and stylish roadster until the end of production in 1958.

PPB 916 is basically a one lady owner machine, purchased by Mrs Gladys Bouttell on the 25th January 1951. Her husband, Arthur, was a regular trialist in the late 1940's through to the 1960's and had many friends in the Triumph Trophy works SSDT/ISDT teams, including Ken Heanes. Gladys would compete in local events but one year also completed every stage of the Welsh Six Day for fun.

As a result this machine, Gladys's only transport until blindness stopped her riding in her 80's, had constant upgrades. The engine has standard TR5 cams, 5:1 compression ratio, one piece forged Grand Prix crankshaft, Lucas Police generator, Lucas Wader magneto, as per British Trophy Team and Ken Heanes, platinum points, Bonneville con rods and Dural engine mounts. It runs on Borrani rims, with a Campbell silencer, mounted on the competition side, quick release wheels and cables with modified brake arm and shaved foot pegs.

The bike has never been restored and has been roadworthy all of its life, as testified by old MOT's that run from 1969 with a mileage of some 15,000 to 2013 at 67,314 miles. In 1998 it had its head hardened for lead free fuel. There are also many tax discs from 1981 until 2014.

In 2004 it passed to her grandson who maintained it but no longer has the space for it.

Offered for sale with the V5C, old MOT's and tax discs mentioned, it only needs a new brake light switch and horn to be road legal.

This is a rare opportunity to be the next custodian of a period trials machine that has extensive history.

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 1107

1975 Ossa MAR, 244 cc. Registration number JCE 57N. Frame number B222922. Engine number M222922.

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, Andrews became the Monarch of the Glens in the 1970 Scottish, 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.

This UK bike was first registered in June 1975 and it was used by a marshal at various events to get himself in position (see decals on the body). By 1982 it was with father and son, Brian and Peter Moore of Cambridge, they rebuilt the engine with new piston rings. Followed by a more comprehensive restoration in 1988, there is an MOT on file for 1,320 miles in 1993.

Our vendor bought it in 2007 and stored it in a dry garage.

Recently recommissioned it would be advisable for the next custodian to undertake their own safety checks before entering this competitive machine into competition.

Sold with the V5, old MOT, various receipts, workshop manual and brochure.

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 1108

1975 Ossa Explorer, 250 cc. Registration number JGM 196N. Frame number B333295. Engine number M333295.

Spain's Ossa factory had a relatively brief existence from 1951 to 1984, but in that time produced outstandingly successful competition models for racing as well as enduro and road machines. 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. Indeed, the MAR put Ossa on the trials map with a vengeance and proved so successful that it remained in production until the late 1970s.

In 1972, OSSA released the Explorer – a great name for the kind of riding the bike would be subjected to. The intent was to have a light bike that was easy to ride, something between an enduro and a trials bike.

This example, first registered on July 1975, is a UK bike, and in 1991 was owned by Patrick Neill of Wokingham who sold it to Kevin Hookey of Bordon in 1998. In 2005 he commenced a restoration of the machine which included an engine rebuild, together with the frame and body being repainted. It was MOT'd at 707 km and taxed that year. Our vendor bought it from in in 2007 and stored it in a dry garage. The mileage is now 809 km.

Recently lightly recommissioned it would be advised for the next custodian to undertake their own safety tests before hitting the trial again.

Sold with the V5C, 2005 MOT, tax disc 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 1109

1982 Moto Villa Everest 348, 310cc. Registration number GKR 491Y. Frame number FV 348 * 0602 * DGM 18470 0M.

Engine number FV 348E 517.

Brothers Francesco and Walter Villa began building their own machines in the mid-1960s. Walter raced Villa bikes before his rise to stardom and three consecutive 250-class World Championships for Harley-Davidson between 1974 and '76, to which he added one in the 350 class. Manufactured up to 1988, the firm's lightweight roadsters used proprietary engines, while its successful moto-cross and enduro models used motors of Villa's own design.

The Everest 348 was introduced at the 1977 Milan Bike Show and initially looked very similar to the all conquering Montesa Cota 348. Suspension came from the Spanish firm Betor, the same as the Bultaco Sherpa, the handlebar and rims were Akront and the brakes Grimeca, other parts came from Germany and it was shod with Dunlops. The engine used a 28mm Bing carburettor.

GKR, a 1982 example, was entered into the 1983 Scottish Six Day Trial as part of a two bike team, as number 106, ridden by Rob Smith, he received a Second Class award; the other machine, ridden by B. Giles, number 260, retired. They had been imported by Peter (Piero) de Pasquale from Ashford who had been to the factory and bought three off road bikes and then converted two of them for the Scottish by lightening them. He has been in contact with the cataloguer and still has many spares that may be available should the next custodian be interested in competing again. The intention was to set up a dealership with the factory but they went into administration shortly afterwards. Both machines had few competition entries post the SSDT, mainly local events.

Peter then sold it to Daniel Lewis, again in Kent in 2005, the following year it went to Alan Gould of Tredegar in Wales and out vendor bought it in 2007, storing it in his dry garage.

It was last taxed on the roads in 1983 and the current odometer reading is at 74 miles, one presumes that it was refreshed at this time and fundamentally unused since.

Recently recommissioned the next custodian would be advised to complete their own safety checks before entering this historic machine into future events.

Sold with the V5C and various paperwork.

Estimate: 2000 - 3000

Fees: 0% inc VAT for absentee bids, telephone bids and bidding in person

3.6% inc VAT for Live Bidding and Autobids

Lot 1112

1926 Sunbeam Model 4, 599cc. Registration number WU 6573 (non transferrable). Frame number 17824. Engine number 287/20367.

The Wolverhampton based firm of John Marston Ltd. earned fame for their superb bicycles at the end of the 19th and beginning of the 20th century. In 1912 their first motorcycle was presented, equipped with a 2 ¾ hp engine designed by Harry Stevens, one of the talented family of Stevens' who would later found their own company not far from the bicycle production plant Sunbeamland.

Greenwood (who had previously designed the Rover 3 ½ HP engine) altered the Stevens design by moving the magneto to behind the cylinder. In general motorcycle design and manufacture was carried out according to the standards set for the Sunbeam bicycles: elegance, silence in operation, reliability and impeccable finish were the keywords.

Nickel plating on Sunbeams was kept to a minimum, almost all parts were enamelled black. The enamel was of outstanding quality, as witnessed by many vintage Sunbeams still having their first finish. The whole machine followed John Marston's dictum of the best possible quality allied to the best possible specification.

The model 4 was a more powerful version of the all-purpose Model 3. It was equipped with the 85 x 105.5 mm Model 7 engine. The Model 4 profile in the 1924 catalogue mentions: "It will appeal to those who require an outfit of considerable horse power and yet do not wish to include the refinements incorporated in our 4 ¼ h.p. Model 7."

By 1932 WU was with Mr J.J. Swingler of Richmond, with a sidecar attached. Some three years later it caught fire and was written off by the Norwich Union Insurance Company. Bought back by the family, his son, J.A. Swingler, was a Rudge specialist. He retained the machine until selling it in 1975 to our vendor who restored it and successfully applied for a re issue of the West Yorkshire registration number in 1993. There is an MOT on file from 2000.

Used and enjoyed over many years by our vendor, it is now being sold by his estate, hopefully the next custodian will get as much pleasure from it as he did. Over the years many period accessories have been added to make a wonderful machine with almost continually history from new.

Sold with the V5C, V5, old MOT letter from Swingler and insurance documents.

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 1113

1931 Sunbeam Model 6/9, 492 cc. Registration number OG 8315. Frame number B9659 not found. Engine number L5855.

The Longstroke, in its various guises was in production for 17 years – the longest of any Sunbeam motorcycle. The iconic 77 x 105.5 side-valve engine was first seen at the French Grand Prix of 1921. The production version then appeared in the 1922 catalogue as the 3 ½ HP TT Sporting Model, only formally assuming its famous "Longstroke" title in 1923

Major changes were seen across the entire Sunbeam range for 1929. At last, a saddle tank appeared – Marston's being the last of the major manufacturers to go to this design. This necessitated a new frame and a separate oil tank.

In June 1930 a new 492cc sidevalve machine was introduced, christened The Lion in recognition of ICI's ownership of John Marston Ltd, the lion being the ICI symbol. This was the Longstroke Model 6 by another name.

New front forks of Webb pattern graced the 1931 Longstroke, now listed just as the Lion. The 1931 range also sported a very smart chrome-plated petrol tank with black and gold panels. This lasted just for the one year.

OG was first registered on the 27th February 1931 and by 1964 was with George Warren of Stanmore in Middlesex, in 1974 he sold it to our vendors father. At this time the documents show it had an engine number LL5583. This is a model 9 number, so one presumes that the upgrade must have been done before he bought the machine. The number is so close to the current one that it may well have been a transcription error when the data was transferred to the DVLA system.

In long term ownership, it has been improved over the years, most notably with an engine upgrade to Model 9 spec, numbered L5855.

Sold with the V5C, V5 and R.F.60.

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 1114

1928 Sunbeam Model 8, 350 cc. Registration number PP 7991. Frame number C1391. Engine number 273/23250.

Sunbeam had begun experimenting with overhead valves on their factory racers in the early 1920s and these duly appeared on production models in 1924. The new 500 roadster was known as the Model 9 while its race bike counterpart, which could top 90mph, was accordingly designated the Model 90. The 350cc versions were the Model 8 and Model 80 respectively.

The John Greenwood design was advanced for its day, with a specification which included a crankshaft supported by three ball-bearings, dry-sump lubrication, and primary drive enclosed in a cast alloy chain case. Power was transmitted by single-row chain to a three-speed, 'cross-over drive' gearbox with offside power takeoff.

The overhead-valve models' frame and cycle parts, which had much in common with those of Sunbeam's larger side-valve models, evolved slowly. Sunbeam missed the industry's virtually wholesale switch from flat-tank to saddle-tank frames for the 1928 season, and a saddle-tank version of the Models 8 and 9 did not appear until September of that year. Changes to the overhead-valve engine were confined mainly to its top-end. The early flat-tankers featured a straight-ahead exhaust port, a peculiarity which necessitated the adoption of a bifurcated down-tube. Later on in the 1920s Sunbeam followed the then-fashionable trend to twin-port 'heads before reverting to a single-port design. M9's didn't get the two port head until 1929, single port heads were an option right through to 1931, then it was two-port only through to 1935. Pushrod enclosure had arrived by 1930 to be followed a couple of years later by partial enclosure of the rocker gear.

PP is a late flat tank example before the change to saddle tank and has Model 1 crank cases fitted. Registered with the DVLA in 1978, it was owned by Ian Young of Gloucester in 2012 before selling it to our vendors father in 2013.

An older restoration it is presented in oily rag condition.

Sold with the V5C.

Please note that this Sunbeam was sold by Bonhams in April 2012 <http://www.bonhams.com/auctions/19766/lot/325/>

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 1115

1927 Sunbeam Model 9, 493 cc. Registration number RA 1513. Frame number not found, see text. Engine number L1302. The Model 6 was one of the longest running Sunbeam models having been introduced in 1922 and remaining in the catalogue, with changes of name until the manufacture of Sunbeams effectively ceased at the end of 1939. The Model 6 492cc side valve single had benefitted from the company's experience with a prototype machine raced at the 1921 French Grand Prix. Dubbed the "Longstroke" by enthusiasts and the factory alike as a means of differentiating it from the existing 85mm x 88mm engine, whose origins lay in the design dating from 1913, the new power plant had dimensions of 77mm x 105mm giving a displacement of 492cc. The new model quickly demonstrated its worth, securing victory in the 1922 Senior TT with a lap of 59.99 mph in the hands of Alec Bennett resulting in the model being marketed as the "Longstroke TT" for the 1922 and 1923 seasons. From 1924 it was known simply as the Model 6 sharing its cycle parts with the short stroke Model 5 between 1923 and 1926. The ICI takeover of Sunbeam resulted in a change of name to "The Lion" from 1929 and a saddle tank was adopted in 1930, the turn of the decade also marking the shift in the "Longstrokes" role from rakish sportster to reliable tourer, whilst retaining the high quality finish and sound, reliable, engineering for which Sunbeam motorcycles were renowned.

RA was first registered on the 11th January 1927 and by 1940 it was with John Tideswell of Mansfield, postwar James Ridgewell owned it in 1946 followed by Roy Powell in 1947, all in Mansfield. Our vendors father bought it from him in 1976, some 50 years ago. By this time the engine had changed from J1118 to its current L1302 (Model 9), and the frame from J1118 to D1182, as shown on a 2001 and 2005 MOT.

Upgraded and fitted with many period accessories this machine has benefitted from long term love and improvement.

Sold with the V5C, V5, R.F.60 and several MOT's.

Estimate: 11000 - 13000

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

Lot 1116

1927 Sunbeam Model 9/90, 493 cc. Registration number SV 7509 (non transferrable). Frame number D1721. Engine number not found.

The introduction of the Parallel Model 9 so called because of the top frame tubes was introduced in 1924. It featured overhead valves, a 3 speed gear box and flat tank. Sunbeam introduced the model as a sports roadster complete with toolkit mounted below the chain guard. There was no kick start so being fairly adept at a running start was a necessity.

In 1926 saw the provision of a kick start as standard. The 1927 M9 was now a much more user-friendly machine with a kick start, a balanced front mudguard, and a rear carrier as standard. The front fork was strengthened, and adjustable damping provided. A larger front brake was fitted, but the single spring clutch was retained. A Best & Lloyd pump supplied oil for the total loss lubrication system, and the familiar end-plate type rocker box was introduced.

The 1927 catalogue description mentions: "This model has been improved in many ways since last season. The engine lubrication has been simplified, the overhead rocking gear has been redesigned, giving greatly increased bearing surfaces. A luggage carrier has been added and shock absorbers incorporated in the front forks." In 1928 the cost was 75 guineas.

SV is believed to be fitted with a Model 90 engine, which by the mid-1920s George Dance's development programme had moulded the overhead-valve Sunbeam into one of the most formidable racing motorcycles of the vintage era, the 500cc Model 90 in particular being a match for anything in its class by the decade's end.

Acquired by our vendors father in 1998, and then registered with DVLA, it has constantly been upgraded with many of the correct 90 parts fitted.

Sold with the V5C, V5 and several old MOT's.

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 1117

1929 Shaw Special, 10.5 hp. Registration number AW 6769. Frame number 3534083 (ABC). Engine number M32171 (Austin).

In my time as an auctioneer one occasionally comes something that you are at a loss of how to catalogue, this wonderful creation is one of those times, so I think the best way is to tell a story with a little bit of poetic license.

In 1929, engineer, John Shaw of Scarcroft in Leeds, began designing and building his own motorcycle using an ABC motor cycle frame and an Austin Seven motor car engine. One presumes that he either had an old ABC with a broken engine or an Austin with a damaged chassis/body. The ABC was produced by the Sopwith Aircraft Company and designed by Granville Bradshaw, who had developed a 398cc overhead valve flat twin engine during the Great War and placed it in a duplex loop frame with sprung front and rear forks. It was one of the most advanced designs of its time but did not sell well and the company folded in the mid 1920's. The Austin, being of small size, fitted quite well within the frame and he then designed the shaft drive to power it. There is a photograph on file of the shaft drive being on the right-hand side of the machine, maybe a mark one version, as he soon decided on across the frame with flexible couplings to the rear wheel via a cardan shaft. By late 1929/early 1930 he had decided on the finished article which used the c.1927 Austin Seven and gearbox, mounted at an angle, with twin radiators, (similar to a Scott). With three forward gears and reverse, it used either a hand or lever operated clutch, coupled brakes by hand or foot, electric or foot start, riding on AJS 26" wheels, the rear being detachable. During 1930 and 1931 Shaw then undertook some 8,000 miles of touring on all kinds of roads and tracks in Britain including Park Rash (Kettlewell), Keighley Gate (Ilkley) and Middle Tongue (Cumbria) which provided information on the performance of the motor bike. By 1931 he was satisfied that his machine was running perfectly and he successfully patented the coupling mechanism with the shaft drive (patent number 393,947, submitted on the 10th December 1931 and granted on the 12th June 1933). In the mid 1930's he toured the continent with his wife as pillion rider for two or three weeks at a time on several occasions.

Interestingly George Bough introduced the Brough Superior Austin Four for the 1931 Olympia Motorcycle Show. It was listed

in the 1932 Brough Superior catalogue as the 'Straight Four' but it was commonly known as the Brough Superior Austin Four, or BS4, or '3-wheeled Brough'. The machine is powered by a modified Austin 7 engine and gearbox unit, from which a driveshaft emerges on the centre-line of the motor. Rather than design a new gearbox, George Brough kept the central driveshaft, and use a pair of close-couple rear wheels driven by a central final drive box. This 3-wheeled design was legally considered a motorcycle as the wheel centres were within 24". One wonders if Brough had seen Shaw's machine? During 1931 The Motor Cycle magazine had four articles on the Shaw Special, August 31st under the title "The Nameless Wonder", September 3rd, December 10th when Shaw, under the pseudonym Austin Primus, describes its particulars and the 24th December under "An Enthusiast's Austin-engined Machine".

At some point the engine was bored out by 40 thousandths, possibly to gain more power.

John Shaw was an engineer of some repute having also designed and built an aluminium bodied car with the A55 engine and latterly even designed his own house in Scarcroft. He was recruited as works manager to the purpose built factory at Crewe to produce the Merlin aero-engines which powered the Spitfire and Avro planes during WW2.

Shaw passed away in 1967 and his wife loaned the machine to the Nostell Priory Museum, where it remained until Sotheby's sold the Harry Fenby collection that had made up the bulk of the museum in 1980. It was returned to Mrs Shaw who gave it to her nephew in law, our vendor. Unfortunately, the museum had lost its original number plates and substituted others and therefore our vendor applied to the Local Vehicle Licensing Office in Hull in 1983 for a V5 with the correct registration mark and this was provided. As they could not locate a frame number, they issued it a new one and asked for it to be stamped, and this was to be undertaken during restoration. However during the stripping the original number appeared on the headstock when the frame was restored. Unused for many years, he decided in 2010 to have it restored by Chris Woodcock of Norton. The engine was stripped and rebuilt, (when the rebore was discovered), gearbox and clutch overhauled, a replacement Zenith carburettor was fitted as the original Amal had metal fatigue (included with the sale), frame and metalware was powder coated, radiators overhauled, nickel plated and rechromed where required, speedo, magneto and dynamo reconditioned and the seat recovered (original included).

Since the restoration it has been regularly started up but not ridden and he has now decided to part with this wonderful creation, when viewed the engine fired on the first pull of the starter and sounded very quiet and smooth.

Sold with the V5C, copy V5, copy of the patent, the original magazine articles, various period photographs, a CD of the restoration work and other paperwork. It is the subject of a magazine article by Classic Bike.

Estimate: 20000 - 30000

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

Lot 1120

1949 Moto Guzzi Airone 250cc. Registration number MSL 414. Frame number 16443. Engine number M83426.

Moto Guzzi was founded by three friends who met while serving together in the Corpo Aeronautico Militare (the Italian Air Corps) during the first World War. Two of the three men were pilots – Carlo Guzzi and Giovanni Ravelli – and the third – Giorgio Parodi – served as an aero-mechanic. The trio were stationed just outside of Venice and in their down time discussed their love for motorcycles, before eventually kicking around the idea of starting a marque of their own after the war.

Each of the three had something substantial to bring to the table: Guzzi could engineer the bikes, Ravelli was a fairly well-known professional racer who could promote the company and its machines, and Parodi came from a wealthy family of ship-owners and had a father who was able to bankroll the company with an initial loan of 2,000 Lira in 1919. Parodi's brother Angelo would also join the three Italians in starting the business...or rather two Italians, as sadly shortly after the war Ravelli would perish in a plane crash. Supposedly, the airplane and motorcycle pilot's untimely death was commemorated via the wings in the marque's logo.

Carlo Guzzi's very first prototype motorcycle of 1919 was unconventional in so far as its 500cc single-cylinder engine was installed horizontally and built in unit with the gearbox, and although the company would eventually turn to other engine layouts, the 'flat single' had established itself as a Guzzi hallmark by the end of the 1930s. Guzzi recommenced production post-war with range of updated pre-war designs, which in the case of the 250cc Airone (Heron) meant it gained a telescopic front fork, larger diameter brakes and an aluminium-alloy cylinder barrel and head. The Airone offered a 70mph top speed and the ability to cruise at 60-plus all day, and remained a top seller well into the 1950's.

MSL is an older restoration and the tinware is potentially original, little is known of its past history. Registered with DVLA in February 2000 and sold to David Cohen of Manchester in the August our vendor bought it in January 2002. An MOT certificate from then shows a recorded mileage of 521 miles with the speedo currently reading 997. A fun looking machine, it would make a welcome addition to a classic collection or ideal for someone wanting to start an old motorcycle assortment.

Sold with V5, previous MOT certificate and V11's.

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 1121

1967 Ducati Monza Junior, 160cc. Registration number unregistered. Frame number 160MJ 26688 (see certificate). Engine number DM160 26688.

Designed by Fabio Taglioni, the first Ducati overhead-camshaft single - the 100 Gran Sport, appeared on the racetrack in 1954 and soon proved unbeatable in its class. Taglioni's versatile design proved capable of considerable enlargement, being produced in various capacities up to 450cc. A scaled down version of Ducati's 250cc Monza, the exquisite Monza Junior was introduced to the UK market in 1967 and, like its larger brother, was powered by the proven single-overhead-camshaft engine. A four-speed gearbox was fitted and the diminutive Junior could top 70mph, while 100mpg was achievable when ridden with restraint. Production ceased in 1969, though some dealers were still clearing stocks a year later. Lightweight, nimble, sure-footed and possessing a gem of an engine that sounds glorious when 'on the cam', these little Dukes are a

delight to ride.

Our vendor purchased this bike in 2012 and has had cycle parts powder coated, fitted a new alternator, new exhaust, new speedo, new rear shock absorbers and had the wheels rebuilt with stainless steel rims and spokes. An age-related certificate was issued by the Ducati Owners Club (GB) in May 2013, and our vendor obtained a genuine maker's plate for the engine number and frame number to be engraved on.

Sold with dating certificate and genuine owner's hand book.

(Extract from dating certificate) Over time the stickers often became detached, resulting in bikes with no frame numbers. All Monza Juniors were produced within the period 1964-68 and this engine number indicates 1967. The correct frame number for this machine would have been 160MJ 26688. P Ward, Ducati Owners Club (GB)

Estimate: 1800 - 2300

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

Lot 1122

1954 AJS Model 18, 500cc. Registration number GCK 408. Frame number A 11326 (painted covered). Engine number 15970. Albert John Stevens and his three brothers became involved in motorcycles before the turn of the 20th Century. By 1909, they were manufacturing motorcycles under the name AJS. The company failed in 1931 and was taken over by Matchless, the two later operating under the name, Associated Motorcycles in London. During World War II, the company supplied the War Department with thousands of Matchless G3/L 350cc singles.

The company's first big postwar splash was with a civilian version of the G3/L. in 1946. There were both 350 and 500cc singles in 1946. The AJS version of the 500 was the Model 18. These 500 singles would be the mainstay of Associated Motorcycles from their introduction until the company foundered. The last AJS Model 18 was produced in August 1965. GCK was first registered in March 1954 and by 1986 it was with Arthur England of Padstow, he sold it to Frank Grant in 1988 and some 30 years later sold it to Neil Hassall of Horncastle. Our vendor bought it from him in February 2016.

An older restoration, the machine presents very well and is only being sold due our vendors advancing years.

Sold with the V5C, V5 and various old receipts.

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 1123

1961 James Flying Cadet, 149cc. Registration number 578 PVK. Frame number CL15A 9689. Engine number 15T 5424.

The marque James first appeared in 1880 as bicycle manufacturers, turning to motorcycle production in 1902, and perhaps its greatest achievement was in supplying a robust lightweight machine for use by the airborne forces in World War II. The old company was swallowed up into the AMC conglomerate in 1951 and production was concentrated on lightweight Villiers-powered machines. For the 1950 range the name Cadet was applied for the first time to the 122cc models which featured new telescopic front forks. By 1959 the Cadet was powered by a 147cc Villiers two-stroke, single-cylinder engine and was grown up in appearance with enveloping rear tinware and dual seat. The L15A Flying Cadet was launched in 1959 with the new AMC engine retailed at just 107 guineas (£112.35p including purchase tax).

PVK was first registered on the 28th August 1960 by dealers Stuarts of Scotswood in Newcastle upon Tyne and sold to Albert Garfitt of Blyth a month and then passed to his relative William at a later date. In 1981 it was MOT'd at 23,465 miles and by 2014 it was with Alan Birkett of Llanon in Wales. He contacted the VMCC for a dating certificate and successfully retained the original registration. Our vendor acquired it from him two years later.

The machine now has a lovely patina and is sold with the V5C, R.F.60, old MOTs and various James handbooks.

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 1124

1961 Norton Jubilee, 250 cc. Registration number 496 YUY. Frame number 17 98309. Engine number 98309 17.

The Jubilee 250 twin was introduced in 1958 to coincide with Norton's Diamond Jubilee. Designer Bert Hopwood's original conception had called for integral cylinder barrels and 'heads but convention won the day and separate components were used in the production version. Built in unit with the four-speed gearbox, the Jubilee engine was very 'over-square' by the standards of the day (bore/stroke measurements were 60x44mm) and could be buzzed to 8,500rpm, a quite exceptional figure for a British motorcycle. This modern-looking power unit was installed in a Francis-Barnett derived frame, with fabricated 'down-tube', while the Jubilee's distinctive rear enclosure panels reflected the fashion of the day. In late 1960 the model was improved, gaining separately adjustable ignition contact points and a 7" headlamp; two versions were now available: De Luxe (with enclosure) and Standard (minus bodywork and with less voluminous mudguards).

According to the Norton Owners Club records YUY was built on the 15th June 1961 and dispatched to Bryant's of Biggleswade who sold it to K. Whiting of Sandy Bedfordshire on the 5th February 1962, the original registration number was 307 FMJ.

Acquired in 2017 by our vendor, with a MOT recorded mileage of 17,631 it has only risen to 17,639 now.

A quality older restoration it is now being offered for sale due to lack of use. Sold with the V5C, old MOT, Owners Club record and a quantity of Jubilee literature.

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 1125

1963 Ariel Arrow 247cc. Registration number PAG 370A. Frame number 28496. Engine number T28496 B. Designed by Val Page and his team, the Ariel Leader, and its sports derivative, the Arrow, sought to combine the virtues of speed and agility with those of cleanliness and convenience. Launched in 1958 and powered by an all-new 247cc air-cooled two-stroke twin with unit gearbox, the Leader also broke with British tradition in its frame and suspension design, employing a stiff, fabricated-steel beam instead of tubes, and a trailing-link front fork. Detachable panels enclosing the engine and most of the rear wheel extended forwards to meet leg shields and screen, and the rear chain was fully enclosed. Announced late in 1959, the Arrow dispensed with the Leader's enclosure panels and weather protection while remaining mechanically virtually identical. A highly promising design capable of further development, the Leader/Arrow deserved better than to be prematurely axed by BSA in 1965, thus allowing the Japanese to exploit the growing market for 250 two-stroke twins without serious competition.

PAG is a fine example of the Arrow with semi-drop down bars, folding kick start and period fairing.

In 2008 it was with Allen Jardine of Saltburn and then Barry Davies of Sleaford bought it in 2013 and presumably restored it as the 2015 MOT records a mileage of only 2 miles.

Sold with the V5C and a 2015 MOT, unused recently it will require recommissioning.

Estimate: 1200 - 1600

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

18.6% inc VAT for Live Bidding and Autobids

Lot 1126

1962 BSA A65 Star Twin, 650 cc. Registration number 393 ERH. Frame number A50 301. Engine number A65 237.

The decision by Lucas in the late 1950s to switch production of motorcycle electrical components (from magneto/dynamo systems to alternators/coil systems) forced British motorcycle manufacturers to completely redesign their engines. Triumph and BSA took the opportunity to move from pre-unit and semi-unit construction to full unit construction, that is, with the engine and gearbox together in an integrated casting. At the same time, Bob Fearon, managing director and general manager of BSA, recognised the need for a new look that built on the best features of the A10s but would succeed in the potentially lucrative, but competitive, US market. Working with chief development engineer Bert Perrigo, he developed the unit construction Star twins.

A range of these 650 cc Star twins were produced between 1962 and 1972, and improved on the old pre-unit A7 and A10 series, being lighter and easier to manufacture, with more up to date styling.

When the range was revised for 1965, the touring twins were renamed 'Royal Star' (A50) and 'Thunderbolt' (A65).

ERH, an early A65, was first registered by Brown's of Witham (it still has their badge) on the 24th April 1962, and they sold it to John Walker of Hull in 1963, followed in the August by Malcolm Pearce and then in 1964 to Leonard Brown, ten years later it was in Burnley for a short time before coming back to Hull in 1974 with Robert Himsworth. Our vendors father bought it from him in 1976 for £65.

Last MOT'd in 1997 at 40,248 the mileage is now only 40,286.

This very original example is offered for sale with the R.F. 60, 1997 MOT, V5, V5C and purchase document from 1976.

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 1127

1960 BSA Golden Flash, 650cc. Registration number 639 XVG. Frame number GA79606. Engine number DA106180.

The BSA Golden Flash, commonly referred to as the Gold Flash, was a 646cc air cooled parallel twin motorcycle designed by Bert Hopwood and produced by Birmingham Small Arms Company (BSA) at Small Heath, Birmingham. The Golden Flash was the first model in the BSA A10 series. It was available in black and chrome; but it was the distinctive golden paint scheme that gave the Golden Flash its name. Production continued until 1963, when it was superseded by the BSA A65 Star. The A10 Golden Flash drew heavily from the A7 design by Val Page and Bert Perkins.

Early Golden Flash A10s had frames with either no rear suspension, or plungers, and had a semi-unit engine and gearbox, with the gearbox bolted to the rear of the engine. From 1954 BSA moved to swinging arm suspension until the end of production in 1963. The A10 was increased to 650cc, with a revised alloy rocker box and cast-iron cylinder head, plus an integral manifold for the single Amal carburettor. A semi-unit gearbox meant the primary chain was adjustable via a slipper tensioner within the primary chain case.

XVG was first registered in the UK in July 2019, having been imported from Denmark. Given the mudguards, fork gaitors, headlight brackets and handlebars, in all probability this bike was exported to the USA as 80% of A10 'Flash's were for the American market.

Given a check over, XVG could soon be recommissioned for road use.

Sold with 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 1128

1969 Triumph Trident T150T, 750cc. Registration number not registered, NOVA 18E187901. Frame number EC3876 T150T. Engine number CCO2636T150T.

Launched in the UK 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 BSA-type

inclined engine). Bike magazine achieved a top speed on 128mph with the BSA version back in 1971, demonstrating that the triple gave nothing away in performance terms to the Honda CB750.

Although ultimately upstaged in the showroom by Japanese rivals, the Triumph and BSA triples did more than enough on the racetrack in Formula 750 events to ensure their place in motorcycling history, while the important production race victories achieved (notably by the works Triumph 'Slippery Sam') is eloquent testimony to how effective a high-speed road-burner a well-fettled triple can be.

This T150 originally being a US export, was still in the USA in 2014 according to a 'Dealership Reassignment' document from the state of Minnesota dated 8 February 2014. Between 2014 and 2017, it had made its way from the US to Denmark and then the UK. A NOVA was issued on 30 October 2017. In December of 2017 it passed an MOT with no advisories and a mileage of 42,013, with no further mileage added to date. Thus, it would not be too difficult to recommission this machine for the road.

Sold with NOVA, USA and Danish paperwork and the previous MOT.

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 1129

1971 Triumph Bonneville T120R, 649cc. Registration number not registered. Frame number AE074. Engine number AE07451

The 1971 Triumph Bonneville was a totally new bike. Only the engine carried over from 1970. Not since the 650 twin went into construction in 1963 had so extensive a redesign taken place. 1971 model year started for the Triumph T120 Bonneville with Engine #NE01436. While the new frame and running gear were getting all the attention, the engine received some updates also. Most significant were the changes made to the cylinder head, head bolts & rocker boxes. These changes were engineered at the last minute by the Meriden factory when they found that the engine wouldn't fit into the new oil-bearing frame. Their approach was brilliant and also yielding some added benefits. Gone were the tiny screw-in valve inspection caps. The headbolts were reworked so that they took the load off the already over-burdened rocker boxes & made the top end easier to torque down. Otherwise, there were minor changes to the pushrod tubes & their O-rings, a new crankshaft flywheel & bolts, and a new timing-side (right) main bearing. Changes were intentionally kept to a minimum because virtually every other part on the bike was new.

There is no previous history or documentation for this machine, but the 'R' suffix would designate that originally it was an American export. In need of restoration it would make an ideal winter project and be an asset to any collection.

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 1132

1967 BSA B40, 350cc. Registration number NSC 108F. Frame number B40GD219. Engine number B40GD556. Introduced in September 1958, the unitary construction BSA C15 250cc roadster replaced the outgoing C12 and would provide the basis for an entire range of singles in capacities up to 500cc. The first new C15-based model to feature an enlarged engine was the 343cc B40, an addition to the line-up for 1961. When road tested by The Motor Cycle in January 1961 the B40 demonstrated a top speed around 75mph and a miserly fuel consumption of just 86mpg. Additional performance was catered for by a larger front brake. The overhead valve engine would rev to 7,000rpm at which level it generated optimum 21bhp. The B40 remained in production until 1965, many seeing service with the British Armed Forces, which ordered 2,000 following an extended reliability test.

NSC was registered with DVLA in January 2018 by Michael Ives of Liversedge, our vendor buying it soon afterwards with an MOT mileage of 15,725 miles, the same as it is today.

Sold with a copy of the V5C as the original has been misplaced, the new owner will have to deal with DVLA.

Estimate: 1500 - 2000

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

Lot 1133

1954 AJS Model 18, 500cc. Registration number TPP 113. Frame number A1805656. Engine number G80134083.

"Honest, dependable and free of phony pretensions, the big singles built by Associated Motor Cycles after WWII neatly balance price and performance," wrote Real Classics magazine in their retrospective on the AJS Model 18 and Matchless G80. That opinion would no doubt please Albert John Stevens, who along with his three brothers, first sold motorcycles bearing the AJS nameplate in 1909.

The company failed in 1931 and was taken over by Matchless, the two firms soon operating under the Associated Motor Cycles banner in London. During World War II, the company supplied the British War Department with thousands of Matchless G3L 350cc singles. In fact, AMC's first big postwar splash was with a 'civilianized' G3L in 1946, available in 350 and 500cc displacements, the only difference being size of the cylinder bore. The AJS version of the 500 was called the Model 18. The power unit was a robust overhead-valve engine that developed 23bhp at 5,400rpm. List price in 1951 was just £180, making for a most affordable sporting machine. These big singles, either with AJS or Matchless tank badges, would be the mainstay of AMC from their introduction until the company eventually foundered – the last AJS Model 18 was produced in August 1965.

TPP is a complete machine that with a little effort could soon be once again on the highway. Exported to Denmark in 1998 and with a Peter Junkuhn it was brought home in 2019, it would now need recommissioning before use.
Sold with V5C and Danish registration certificate.

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 1134

1973 BSA A65 Lightning, 650cc. Registration number CTC 718M. Frame number A65LEE08883. Engine number A65LEE08883.

BSA turned to unit construction for its range of parallel twins as the 1960s dawned, launching the all-new 500cc A50 and 650cc A65 in January 1962. The basic architecture of the preceding A7/A10 was retained, so the new engine remained an air-cooled parallel twin with 360-degree crankshaft and single camshaft mounted at the rear of the cylinder block. The first high-performance variant, the A65R Rocket, arrived in October of '63, aimed squarely at America's speed-obsessed throttle jockeys. It was superseded the following year by the yet-faster Lightning 650, first of the BSA unit-construction twins to be equipped with the new splayed-port cylinder head fitted with twin carburettors.

Cycle World's editors really liked the Lightning out on the open road. "It is a sumptuous, torquey machine suited to a wide open highway where it can stretch its legs," they wrote. "It's smooth, quiet gearbox, good muffling and excellent powerband all contribute to fatigue-free riding for hours on end." Produced through 1970, the A65s are considered to be the last of the classic BSA twins, as first the Rocket III triple, then the oil-in-frame 650 met with mixed market response, no doubt hastening the company's demise in 1973.

CTC was first registered with the DVLA in June 2019 having being imported from Denmark. The machine is one of the last to run off the production line with the oil in the frame configuration. The bike also benefits from an owner fitted external screw on oil filter.

Sold with V5C and two ignition keys.

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 1135

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 x 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 respoled 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 folder of receipts for parts purchased during the rebuild.

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 1136

1953 Velocette MAC, 350cc. Registration number 331 XVK (non transferrable). Frame number RS2244. Engine number MAC25196.

In 1933 Veloce Limited augmented its range of overhead-camshaft models with an overhead-valve 250: the MOV. The newcomer's power unit was a 'high camshaft' design with enclosed valves, and the compact and sprightly machine featured a four-speed gearbox equipped with Veloce's new foot-change mechanism. The following year an overhead-valve 350 built along MOV lines appeared - the long-stroke MAC - which was subsequently bored out to create the 500cc MSS. Post-war, the trio of overhead-valve Velos continued much as before, with rigid frames and, initially, Webb girder forks. The MAC gained an alloy cylinder barrel and 'head for 1951, plus Velocette's own telescopic fork in place of the previous Dowty, and was further updated with a swinging-arm frame in 1953.

XVK was recently rebuilt from a project bike and registered with DVLA in March 2020. Finished in the traditional 'Velo' colours of black with gold lining on the tank and fish tail exhaust. Carrying out the usual safety inspection would see this machine commissioned for road use.

Sold with V5C

Estimate: 4000 - 5000

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

Lot 1137

1958 Velocette Valiant 192cc. Registration number USU 184. Frame number 1501/33. Engine number V2001956. Launched in 1948, as the 'motorcycle for everyman' Velocette's LE addressed the criticisms most-often levelled at motorcycles - that they were noisy, dirty and needed special clothing to ride - achieving impressive levels of silence, comfort and practicality. A sports version of such a machine must have seemed improbable but nevertheless Velocette went ahead with the idea, launching the Valiant in 1957. More conventional than its predecessor, the Valiant boasted a tubular cradle frame, air cooling, overhead valves, twin carburettors and a four-speed, foot-change gearbox but was otherwise mechanically almost identical to the LE. Significantly more sporting than the LE, the 192cc, overhead-valve engine developed 12bhp at 6,000rpm and gave the early models a top speed of around 70mph. Contemporary advertising boasted of 'performance unbounded, economy unexcelled and reliability unswerving'. Visually, the sporting Valiant could not have been more different but the model was expensive for a machine that was not a full 250 and sales were disappointing. Production ceased in 1964.

USU was registered with DVLA in 1989, presumably a restoration as the MOT of that year is at 52 miles and then sold to Edmund Tubb of Bognor Regis in 1990 with an MOT mileage of 1,967 miles, (tax discs present as well) before passing to Arthur Webb of Chichester in 1994. In 2006 it passed to Gordon Allanby of Ulceby with a MOT mileage of 2,145 miles and later that year to our vendor who used it occasionally, 2008, 2,220 miles, 2009, 2,342 miles, 2011, 2,426 miles. Today it is at 2,480. It will need a little recommissioning after a period of inactivity.

Sold with V5, V5C, previous MOT's and period instruction manuals.

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 1138

1968 BSA Bantam D14/4 175cc. Registration number SWD 572G. Frame number PC12211D14B. Engine number PC12211D14B.

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.

SWD was first registered on the 9th December 1968 and by 1988 was with Derek Jobling of Brough. Tax discs go back to 1997 and MOT history starts in 2008 at 18,381 miles, over the years this rises to today's 24,268 miles. Our vendor states that SWD has benefited from a full restoration after being purchased in a very poor state of repair in 1997.

The bike has many stainless steel imperial fasteners and 12 volt electrics with a Triumph type encapsulated stator. A centre plug cylinder head is fitted and the crank has been repaired with a Suzuki piston fitted. There are numerous new parts including the silencer, front rim, stainless spokes, clutch basket, Yuasa battery and rear units. Wiring for indicators is present but not connected to the indicator units, but these accompany the machine along with a rack. This machine could be soon recommissioned for road use with a safety check.

Sold with V5C, V5, previous MOT's and tax discs.

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 1139

1939 Dayton Autocycle, 98 cc. Registration number YWG 415 (non transferrable). Frame number 1123. Engine number SH.4185.

The Dayton Cycle Co Ltd at Dayton Works, Park Royal Road, North Acton, London NW10 originated at 221-222 Shoreditch, London E1 as Chas. Day & Co and was a well-established manufacturer of high quality bicycles. Although primarily a pedal cycle manufacturer, Dayton made occasional forays into the motor cycle arena. The first of these was the Dayton Motorised Bicycle, a 162cc machine produced in 1913 and, as its name suggests, little more than a strengthened bicycle frame with an engine attached.

The name "Dayton Motorised Bicycle" was resurrected when Dayton produced its autocycle, just before the Second World War. This machine was very similar in appearance to most other pre-war autocycles, having inverted brake levers, rear stand and the smaller style of fuel tank. It was also fitted with a rear carrier and a curved toolbox mounted low down between the left-hand chain and seat stays. Both brakes on the Dayton were cable operated and the machine retailed at 17 gns (£17.85) in 1939, a guinea cheaper than most other autocycles. The autocycle was only produced for the 1939 season; Dayton did not produce any autocycles after the war although they continued as producers of pedal cycles.

Dayton's final excursion into motorised machines was a scooter, the Dayton Albatross, produced from 1954 to 1961.

Very few Dayton's were made; it is probably the rarest of all autocycles (excluding those that never made it past the prototype stage). At the time of writing, the NACC has only heard of one surviving example of the Dayton autocycle.

YWG was originally registered on the 10th October 1939 with a registration of BBE 799 and by 1946 was with G.W. Capes of Lincoln. and on the road until at least 1957. By 2016 our vendor had restored the machine and applied for a dating certificate, DVLA gave it a new number as the BBE had been reassigned.

Sold with the V5C, R.F.60 A, dating certificate and other paperwork.

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 1142

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, current MOT and the Road and Track receipt, this is a rare opportunity to acquire one of these machines.

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 1143

1990 Suzuki GXSR 400, 400cc. Registration number J234 GGO. Frame number GK76A – 104902. Engine number K709 – 104982.

Please note: Tank has been damaged and screen broken in transit.

The Suzuki GSX-R400 was a 400cc class sports bike produced by the Japanese motorcycle manufacturer between 1984 and 1996. It was the first GSX-R model ever made by Suzuki as a race replica evolution of sport touring GSX series. Like other bikes in its class, the GSX-R400 was continuously updated and subsequently there is a slew of different models.

In 1989, the name of the model was additionally supplemented with the letter "R". The new GSX-R400R model name. In 1990, Suzuki introduced a completely new model GSX-R400 with inverted forks and new double cradle aluminium frame and with a new 4 into 1 exhaust power increased to 60hp. In 1993 power was reduced to 53hp because of a power restriction in Japan. Production ceased in May 1996.

GGO is a fine complete example of the model and tribute to the legendary Barry Sheene in the Heron Suzuki colours from the 1970/80's. Declared manufactured in December 1990 and subsequently registered with DVLA in September 1996, presumably an import from Japan with an age related registration.

The DVLA MOT history shows 2006 at 55,727km, 2007, 56,624, 2008, 56,624, 2009, 58,579 and it was last MOT'd in 20110 at 59,933km. Today it stands at a recalibrated MPH speedo at 35,641 miles. It will require recommissioning before road use. In 2016 it was with Peter Marsh of Mirfield and then in 2016 with Michael Ives of Liversedge, our vendor buying it soon afterwards.

Sold with 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 1144

1994 Kawasaki GPX 600R, 600cc. Registration number L533 WLF. Frame number ZX600C-601590. Engine number ZX600AE-098428.

Once one of the most commercially important market sectors, the 600cc or 'Supersport' class was created overnight by Kawasaki's introduction of the GPZ600R in 1985. The GPZ featured a water-cooled, 16-valve, six-speed engine/gearbox unit housed in a steel perimeter chassis clad in 'race replica' bodywork, an outstandingly successful formula that would be copied by every other Japanese manufacturer within a few years. In 1989 the original GPZ600R was joined by the more powerful GPX600R, which featured a new engine with more-compact valve gear and the alternator repositioned above the six-speed gearbox, innovations already seen on the GPX750R. There was also a new tubular steel cradle frame rather than the GPZ's perimeter type.

Our vendor purchased WLF over four years ago and in most of that time it has been garaged. With just 20,584 miles on the clock, with an MOT certificate from 2003 giving a mileage of 18,540. This bike has spent the majority of its life in a garage.

The vendor has recently put the bike through an MOT, the expiry date being 25 August 2021. The bike benefits from new tyres, oil changed and new plugs.

As with all lots in the sale, this lot is sold 'as is/where is' and bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.
Sold with V5C and current and previous MOT certificates.

Estimate: 1300 - 1400

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

Lot 1145

1996 Kawasaki ZX9R, 900cc. Registration number N797 RUT. Frame number ZXB012971. Engine number ZX900B012996

The first ZX-9R could be seen as a ZXR750 incorporating a number of ZZ-R1100 design features. The wheels - three-spoke cast aluminium alloy 3.5-inch x 17-inch front and 5.5-inch x 17-inch rear -, the front forks - fully adjustable 43mm upside-down KYB - and unbraced fabricated aluminium box-section swingarm with fully adjustable remote-reservoir KYB monoshock were direct carry-overs from the ZXR. The twin-piston rear Tokico caliper no longer mounted via a torque arm, and the clip-on handlebars mounted above the top triple clamp, not below. The four-piston Tokico front calipers and 320mm front discs were common to the ZZ-R and the ZXR.

The frame was a welded aluminium-alloy dual-beam with cast steering head and swingarm end plates, but with steel-tube engine cradles and swingarm-mount end plates extending back to support the rider's seat and attach the bolt-on subframe, like the ZZ-R1100.

The engine displacement was 899cc. The crankcases, clutch and gearbox were carried over from the ZXR750, with a longer-throw crank and a bigger-bore, taller cylinder block for the larger capacity. The cylinder head was externally highly similar to the ZXR, as well, but incorporated rocker valve actuation like the ZZ-R1100 instead of the ZXR's direct actuation. Redline was 12,000rpm against the Fireblades 10,500rpm. Induction was by 40mm Keihin CVKD carburettors, and the engine breathed through a 10-litre airbox fed by dual ram-air intakes on the nose of the bike, under the single headlight, via ducts passing back and over the frame beams near the steering head, like on the ZZ-R.

The vendor has owned RUT for six years with the machine spending the majority of that time in the garage. A recent MOT was acquired with the expiry date being 18 August 2021. A new battery and new front brake disks and pads have recently been fitted. A discrepancy in mileage from the current mileage to that recorded on the government MOT checker, point to the speedometer being changed, but the vendor believes it was the cable at fault as replacing the cable cured a non-registering speedo.

As with all lots in the sale, this lot is sold 'as is/where is' and bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.
Sold with V5C and current and previous MOT certificates.

Estimate: 1700 - 1900

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

Lot 1146

1993 Kawasaki ZXR750, 750cc. Registration number L854 JRM. Frame number ZX760L 010977. Comes with service record, owner manual and V5C.

Such is the predominance of the 'race replica' motorcycle today that it is hard to imagine a time when they were seen as unusual, even exotic, but back in the 1980s such machines had the power to amaze. Although now ignored by all except Suzuki, the 750cc class was fiercely competitive 20 years ago, and while Honda (RC30) and Yamaha (OW01) offered expensive track-focused models that were little more than thinly disguised 'homologation specials' aimed at the World Superbike Championship, Kawasaki opted to produce a contender which, although lacking its rivals ultimate specification, was at least available at an affordable price. Introduced for the 1989 season, the ZXR750 used a revamped GPX750 engine in a sexy-looking alloy chassis based on that of the ZXR-7 factory endurance racer. Much more practical as a road bike, the ZXR750 gave little away to the considerably more expensive RC30, Bike magazine finding that the Kawasaki was quicker through the standing quarter-mile and flying half-mile, while possessing a superior top gear roll-on. It also handled brilliantly, once the over-hard rear suspension had been sorted, and had one of the best front ends around. Kawasaki began by offering a separate race kit before introducing the limited edition ZXR750-R, which came with most of the kit as standard. Introduced for 1991 alongside the road-going ZXR750J, whose new short-stroke engine it shared, the 'R' (ZXR750K) version came with a raised compression ratio, 39mm flat-slide carburettors, close-ratio gearbox, alloy fuel tank, single seat and a greater range of suspension adjustments.

JRM was the road bike for East Riding motorcycle racer Mick Brown. Mick had the bike resprayed in his racing colours and all the panels appear to be present and without serious defects. According to MOT history, JRM passed MOT in April 2013 with no advisories and had a recorded mileage of 20,092. With the usual safety checks this machine could soon be recommissioned for road use.

Comes with service record, owner manual and V5C.

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 1147

1984 Kawasaki KLR 600, 564 cc. Registration number A 317 TAG. Frame number KL600A-003628. Engine number KL600AE003008.

The KLR 600 Enduro model was introduced in 1984, and used a liquid cooled DOHC single cylinder, four-stroke engine. It was replaced by the KLR650 in 1987.

TAG was first MOT'd in December 1998, presumably when it was imported into the UK, at this time it had a recorded mileage of 15,965 KM, and a year later it was with Keld Motorcycles of York.

Our vendor bought it in 2010 and changed the speedo to MPH with a mileage of 14 miles in 2011, rising slowly over the years to 999 miles in 2018, today the speedo reads 839 miles.

Sold with the V5C, previous MOT history and various receipts for works undertaken a literature relating to the model.

PLEASE NOTE: THIS LOT IS NOT AVAILABLE FOR VIEWING OR COLLECTION AT DRIFFIELD. PLEASE CONTACT AUCTIONEER FOR COLLECTION OR VIEWING DETAILS.

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 1148

1998 Aprilia RS 250, 250 cc. Registration number S808 RMJ. Frame number ZD4LDA000WS101075. Engine number 111655. For a company with an impressive racing pedigree, Aprilia were late to the 250cc road bike market. Their beautiful RS250 race bike appeared in GPs in 1991 and won its first world title with Max Biaggi at the end of 1994. With almost perfect timing, Aprilia had announced their roadgoing RS250 before Mr B had washed the champagne out of his goatee.

Aprilia did a deal with Suzuki to buy RGV250 engines (3500 in the first year), which they modified and fitted into a chassis designed to be as beautiful as it was functional. To this package they added high-spec adjustable suspension, even higher-spec Brembo brakes and bodywork that looked as close to the racer as they could. It even had a lap timer built into the clocks.

Aprilia used the Suzuki engine pretty much as it was in the RGV. They skimmed the head for raised compression, remapped the digital ignition for improved midrange, added an extra solenoid to the two that controlled air/fuel mix in the carbs and used their own exhaust pipes. The RS250 has around ten per cent more power and torque than the standard RGV between 8000-11,000rpm.

By the time Aprilia got hold of the V-twin, RGV motor it'd had six years of development, one major upgrade and a ten per cent power increase on the original 1988 version. More importantly, Suzuki changed the design of the power valves in 1991 to make them much more reliable and continued to work on power delivery and reliability in the meantime.

RMJ was first registered by Market Motorcycles and by 2003 was owned by Michael Penrose of Hemel Hempstead who had it serviced at 4,351 KM, MOT's from 2001 at 2,167 miles, 2002 at 2,516, 2004 at 2,737, 2005 at 2,871, 2009 at 3,261, 2011 at 6,144 KM (3,817 miles, the odometer can be in either Miles or KM), 2018 at 3,930 and 2019 at 4,055 confirm the very low mileage and occasional use.

In 2018 our vendor purchased it from Moto Revolution and has hardly used it.

Sold with the V5C, MOT history, original warranty booklet and card, experian check in 2018 two keys and other literature.

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 1149

1976 Honda Gold Wing 1000cc. Registration number UCK 301R. Frame number GL1-2019978. Engine number GL1E-2019008.

The first production Honda Gold Wing, the GL1000 design style was kept as minimalist and conventional as possible. The bike was named after the Honda logo, gold wings. Fitted with the engine and transmission that had been developed in the Project 371 the final production motorcycle featured a steel, full duplex cradle frame with the fuel tank mounted below the seat behind the unusually large side covers.

What looked like the fuel tank was actually a glove box and tool box compartment which contained a tool kit and kick starter lever just in case of failure of the electric starter or a flat battery; and the compartment also contained the top up tank for the radiator and easy access to the electrical fuses. The engine used single overhead camshafts on each bank of cylinders, and instead of noisy cam chains Honda used toothed belts to operate the cams.

The bike's colours for its first year of production were Candy Antares Red and Candy Blue Green followed by Sulphur Yellow the following year. With its liquid cooled engine exhaling through a big efficient exhaust system, belt driven camshafts and shaft drive with cush drive the GL1000 was a quiet limousine of a motorcycle reminiscent of a Rolls-Royce except with two wheels.

UCK was first registered in August 1976. Former tax discs show the bike to have been in West Yorkshire in the late eighties, in 2012 it was MOT'd in Newport, Wales at 41,919 miles, before heading to Surrey with Paul Griffiths. Our vendor bought it in May 2015 and has only covered 114 miles since the last MOT.

The bike is fitted with 8 spoke Lester alloy wheels but the original steel spoked wheels are included with the sale. Sold with V5C, previous MOT certificates, former tax discs and a Honda owner's hand book. It will recommissioning before use.

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 1150

1979 Yamaha XS650, 650cc. Registration number EEL 398T. Frame number 2FO – 153373. Engine number 2FO - 153373. The Yamaha XS650 was introduced in October 1969, and produced through to 1985. The XS650 began with the 1955 Hosk SOHC twin, after about 10 years of producing the 500 twin, the Hosk engineers designed a 650cc twin. Later the Hosk company was acquired by the Showa Corporation and, in 1960, Yamaha had bought Showa with Hosk's early design of the 650cc twin.

When the Yamaha XS650 was launched in October 1969 it had one of the most advanced engines in its class of large parallel twin motorcycles. The engine and gearbox are unit construction with the crankcase split horizontally for ease of assembly whereas almost all contemporaries in its class in 1969 are either unit construction with a vertically split crankcase or pre-unit construction with separate engine and gearbox. The XS650's engine was used in AMA professional dirt bike racing by national champion Kenny Roberts.

EEL was first registered in the UK in 2019, little is known of its early life, but from a custom's form issued in Northern Germany in 1998, it states the last vehicle owner being in the USA. In October 2015 the bike was issued with an MOT, the mileage being 7,304, the current mileage being 7,329. With some TLC EEL could soon be back on the road.

Sold with the V5C, German certificate and 2015 MOT.

Estimate: 2200 - 2600

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

18.6% inc VAT for Live Bidding and Autobids

Lot 1151

1978 Honda CB750 Automatic, 736cc. Registration number XUJ 159S. Frame number CB750A 7203410. Engine number B750A L720347.

Introduced to the North American market exclusively in 1976 as an addition to the CB750 line of motorcycles, the CB750A – "A" for automatic, offered easy riding via a clutchless two-speed transmission, with gears manually selected by a foot-controlled hydraulic selector. The Hondamatic name was shared with Honda cars, though mechanically the CB750A's transmission was unique. The CB750A used the same 736cc engine as the regular CB750, although detuned with lower compression, smaller carburetors, and wet sump lubrication. Often thought of as a smaller cousin of the GL1000 family of motorcycles, the detuned inline-4 delivered 47hp, plenty sufficient for leisurely cruising down pastoral country lanes or American freeways.

The motorcycle presented here has a recorded mileage of 26,984 miles, just 243 more than the mileage stated on the last MOT certificate in August 2015. Previous documentation show that it was in the State of New York in 1999, but no mileage submitted as it was exempt being over ten years old. Given the overall look of the machine, one could assume that the mileage is genuine.

An unusual machine for its day, sold with V5C, NOVA, previous MOT and other documentation.

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 1152

1983 Honda Silver Wing with side car, 650cc. Registration number YNE 878Y. Frame number JH2RC1006 DM000567. Engine number RC10E-2000572.

In 1981 Honda released the GL500 Silver Wing, which was a mid-sized touring bike based on the CX500 engine. The GL500 engine was similar to the CX500 engine, but used the more reliable transistorized ignition system, which meant the stator would contain only charging windings and thus would put out more power for operating the lights and other devices commonly added to touring motorcycles. The GL500 also used Honda's Pro-Link monoshock rear suspension and was available as either a naked bike or as an Interstate model with fairing. The Interstate included a large factory fairing, hard saddlebags, and a trunk. This made the Silver Wing look like a miniature Gold Wing GL1100 Interstate.

In 1983 the GL500 was upgraded to the GL650. Apart from the larger engine, the GL650 had a slightly different fairing mounts and front engine hanger mount than the GL500, and portions of the GL650 engine are painted black. The fuel economy of the GL650 was improved over that of the GL500 due to significantly taller gearing and the replacement of the CX/GL500's mechanical radiator fan with an electric fan.

YNE comes with a sidecar mount and was first registered in the UK in 1994. In 2014 it was with Kenneth Ingham of Stockport our vendor buying it the following year. An MOT certificate from 2014 shows the mileage being 1,891 and the current reading is 2,122. Buyers should make their own investigation as to this being the genuine mileage of the machine. In need of some attention, YNE is a modern classic of the 1980's.

Sold with V5c, previous MOT and SORN notification.

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 1153

1976 Moto Guzzi Convert, 948 cc. Registration number DDE 211P. Frame number 131354. Engine number VG 131354. The V1000 Convert was made by Moto Guzzi at Mandello del Lario, Italy. The designers were aiming the bike at the US police motorcycle market and were the first to produce a big capacity automatic motorcycle with shaft drive.

Moto Guzzi increased the pushrod-operated V-twin's bore and stroke to give a displacement of 949 cc, and replaced manual gearbox with a torque converter built by Sachs, with a two-speed gearbox.

The "Convert" name referred to the torque converter which fed engine power to a conventional clutch. The clutch had to be used to shift between two speeds but the torque converter enabled the bike to stop in either gear and accelerate smoothly without using the clutch.

DDE was first registered with DVLA in November 2015 by Duncan Smith of Settle and the MOT at the time was at 21,934 miles. He set about a recommissioning/restoration which included silencers, brake overhaul, cables, front fork dampers and petrol tank, some £1,300 in part receipts are on file.

In 2016 Richard Skelton of Holmfirth bought it and had the starter motor overhauled and replaced the battery, the MOT in January 2017 was at 22,659 miles.

Our vendor bought it from Made in Italy Motorcycles of Suffolk in October 2017. Little used, the mileage is now at 22,818 miles. When viewed the machine fired up with ease.

Sold with the V5C, Dating Certificate from the Moto Guzzi Club, two MOT's, the last one expired in January 2018 and various receipts for parts.

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 1154

1982 Honda FT500, 500cc. Registration number NOVA. Frame number JH2PC0700CM005053. Engine number PC07E-2006746

Honda noticed that the Yamaha SR500, although a best-seller in many countries, was not moving quickly off dealership floors in the U.S., due to the lack of two components: a counter balancer and an electric starter. The downside of thumpers was always hard starting and vibration, which on some bikes was so bad it would rattle the fillings in your teeth. The Yamaha design team was able to dampen the SR500's vibration and used a sight glass for lining up top-dead-center combined with a decompression lever to ease the kickstart-only ignition. However, by 1982, most American riders expected an electric start, and the commuters who were the 500's natural market just wanted to get to work in the morning without having to learn a complex starting ritual. At the end of 1981, Yamaha decided not to continue importing SR500s into the U.S., while at the same time Honda announced the FT500 Ascot. The Honda Ascot, designated FT500, was sold in 1982 in the colours Monza Red or Black. The tank stripes and the "FT500" decal were gray and silver on the red bike and red and orange on the black bike. On American bikes, the speedometer was limited to 85 mph as was required, in other markets the bike received an 112 mph speedo.

The motorcycle is believed to been imported into Denmark and then to the UK, a NOVA being issued on 31 October 2016. Sold with the NOVA, spare carburettor with overall kit and a master cylinder assembly.

Estimate: 800 - 1000

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

18.6% inc VAT for Live Bidding and Autobids

Lot 1155

1980 Kawasaki 440 Ltd 440cc. Registration number unregistered NOVA17E188981. Frame number KZ440A-020030. Engine number KZ440AE029381

The KZ400 went through several model changes over the years. From 1974 to 1977 the changes were mostly in the colour scheme; the biggest model change came in 1978 with the B model. It had a new cylinder and cylinder head design, in 1979 there came a custom styled LTD model with cast alloy wheels, the 400H. Next model change was in 1980 when the engine capacity was increased from 400cc to 440 cc.

This KH was imported as spares bike from the USA and then built up by our vendor. Sold with the NOVA and USA title, it will need commissioning before use.

Estimate: 600 - 800

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

18.6% inc VAT for Live Bidding and Autobids

Lot 1156

1981 Kawasaki KZ440 Ltd 440cc. Registration number SVR 981W. Frame number JKAKZHD11BB503327. Engine number KZ440AE065529

The KZ400 went through several model changes over the years. From 1974 to 1977 the changes were mostly in the colour scheme; the biggest model change came in 1978 with the B model. It had a new cylinder and cylinder head design, in 1979 there came a custom styled LTD model with cast alloy wheels, the 400H. Next model change was in 1980 when the engine capacity was increased from 400cc to 440 cc.

SVR was manufactured in the USA by Kawasaki Motors, but unfortunately, records from the US factory do not specify the exact date that the machine was born in 1981. Our vendor imported the bike in 2014. In 2018 it was put through an MOT with no advisories. With the customary safety checks and an MOT, it could be recommissioned for road use.

Sold with V5c, NOVA certificate, current SORN and previous MOT.

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 1157

1990 BMW R100GS 980cc. Frame number 6333209. Engine number 07890269.

Several factors came together to create the R80GS and R100GS. First, the original "G/S" designation ("gelände/strasse," or terrain/street) implied the bike was intended for off- and on-road use. BMW's own market research showed that G/Ss were used 98 percent on the street, so the new bike's personality would be steered that way. Second, the Monolever rear suspension had drawn criticism: torque reaction from the big boxer engine would "jack up" the rear end under hard acceleration, upsetting the handling. BMW's answer was the Paralever, which added a torque rod to the outer casing. Together with revised bodywork, the R80GS and R100GS ("gelände-sport") were launched for 1987.

Overall, the new GS was bigger, heavier and less off-roadable than the G/S, but struck the right note in terms of its intended market. Offered alongside was a Paris-Dakar version with larger gas tank, hard bags, luggage rack and front impact bars. These items (except the gas tank) were incorporated into the GS for 1991 as well as a new colour scheme of black with yellow highlights, earning the nickname "bumble bee."

The R100GS was last produced in 1996, when it was replaced by the four-valve, oil/air-cooled R1100GS. Finding fame with the series 'Long way round', the GS series is now iconic among the fans of the marque.

DEL was owned by Tim Cox in 2012 with a mileage of 40,700, by 2015 this had risen to 45,000 and by 2018 47,125 miles. Service history from this time shows new stainless exhaust, clutch and gearbox overhauls. In 2020 Will Coull was the owner who serviced it with new fork seals being fitted. Complete with Krauser panniers, extras from factory spec include Brembo front brake and twin plug heads, the tyres have been replaced recently as has the Hagon rear shock.

Sold with V5C, previous MOT certificates, currently until 05/2021 and receipts.

PLEASE NOTE: THIS LOT IS NOT AVAILABLE FOR VIEWING OR COLLECTION AT DRIFFIELD. PLEASE CONTACT AUCTIONEER FOR COLLECTION OR VIEWING DETAILS.

Estimate: 6500 - 7500

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

18.6% inc VAT for Live Bidding and Autobids

Lot 1158

1957 BSA Gold Star CB 32, 350cc. Registration number 343 UYK (non transferrable). Frame number CB32 508. Engine number BB32 GS 1026

In 1937, a specially prepared Empire Star 500 ridden by the great Wal Handley achieved a 100mph lap of the Brooklands track on its way to a debut race victory and an award of the Gold Star that would give BSA's new super sports model its evocative name. Possibly the most successful production four-stroke single racing motorcycle ever, the post-war Gold Star formed the mainstay of clubman's racing in the 1950s. In fact, it was the model's domination of the Isle of Man Clubman's TT which led to the event being dropped after Gold Star rider Bernard Codd's 1956 Senior/Junior double victory. Post-WW2, the Gold Star did not return to the BSA range until 1949. First displayed at the Earls Court Show in 1948, the B32 350cc Goldie boasted the telescopic front fork first introduced on BSAs larger models for 1946 and came equipped with a new alloy cylinder barrel and cylinder head. For 1950 a 500cc version – the B34 – was added to the range, and this larger Goldie was the first to switch to the new die-cast top-end, with separate rocker box, in 1951. The 350 followed suit in 1952 and the pair continued as the "BB" Gold Stars after the new swinging arm frame was introduced in 1953.

UYK was issued with an age related registration in February 2015 supported by a dating certificate from North Leicester Motorcycles. Both the frame and engine numbers coming from that years numbers. In the 1970's/80's the bike was raced by Mr Ashley Brooks of Lincolnshire, but no other history is known for the bike. A period one sided 8" front brake is fitted and the forks benefit from a Taylordon Superleggera top yoke and double damping rods. The engine has a new big end, mains, 10:1 compression piston and MK1 Amal Concentric carb, all mated to a believed reconditioned RRT2 close ratio gearbox.

Sold with V5C and dating certificate.

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 1159

1954 Triton 750cc. Registration number AOD 297A. Frame number K122-60215. Engine number PA14704

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

AOD sports a Triumph Bonneville T140 engine from 1979, mated to a Norton Model 88 Wideline Featherbed frame from 1955. MOT exempt, little is known of the past history of the bike and who built it. Nicely prepared with recent Boyer Ignition kit, a safety check could soon see AOD recommission for road use.
Sold with VSC.

Estimate: 6500 - 7500

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

Lot 1160

1946 Triumph Tiger 100, 500cc. Registration number USL 768 (non transferrable). Frame number TF8731. Engine number 46 T100 79052.

Although Edward Turner's Triumph Speed Twin caused a sensation when it appeared at the 1937 Motorcycle Show, few can have guessed how influential the design would prove to be. And whereas previous vertical twins had suffered from excess bulk, Turner's was lighter and narrower across the crankcase than the single-cylinder Tiger 90, whose cycle parts it shared, and from certain angles looked just like a twin-port single. This was just what the conservatively minded motorcycling public wanted and the Speed Twin proved an enormous success for Triumph. Performance proved exemplary for a road-going '500', around 85mph being attainable by the Speed Twin while the Tiger 100 sports version was even faster. The Tiger's performance was boosted by the use of high-compression forged pistons and polished ports and internals, the result being a machine that could touch 100mph in road trim and exceed it with the silencer end-caps removed. Today, the stylish Tiger 100 is one of the most collectible of all post-Vintage Triumphs.

USL was registered with DVLA in 1960 and we know very little of its history, an older restoration, said to be in good running order it presents very well.

The engine is from the first year of production post war and it is suggested that due to the bomb damage on the 14th November 1940 when the factory was flattened that the existing frames built prewar in 1939 were never built up, so when the factory started up civilian production they first used the frames they already had in stock. We have not been able to confirm this yet.

Sold with VSC.

Estimate: 9000 - 12000

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

Lot 1161

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, he has had the 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 VSC

Estimate: 9000 - 11000

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

Lot 1162

1968/2012 Seeley/Titchmarsh/BSA DBD34, 497cc. Registration number PHO 160G. Frame number B.25 B5415. Engine number DBD34. GS. 8162 (home stamped).

One of the ultimate race bikes of the 1960's was the BSA Gold Star, builders were always after a better handling frame, Colin Seeley came up with it and then licensed his Mk III frame, designed with Reynolds 531 steel to Roger Titchmarsh. His designs were used by many builders, whether with a G50 engine, or later with Japanese power.

In 2012 our vendor decided to build his own replica, using a MkIII frame, he fitted a new ABSAF engine, stamped DBD 34 GS. 8162 (out of the normal DBD engine number range), an aluminium tank, Ceriani forks with a 250mm 4L/S Fontana front brake, Triumph five speed gearbox (four speed converted to five speed with T140 cluster - all new bearings and bushes), Swan neck clip-ons. A B.S.A. conical rear hub was used with three Dural cooling fins shrunk on and bolted through using the original spoke flange as a fourth fin and then spoking the wheel from the route of the original spoke flange exactly, like a Manx Norton, a Pearson self starter was fitted,

Maxton Racing rear shocks, single seat with a 13amp hour battery in the hump, reconditioned Goldie Mag Dyno with 12v armature, bespoke exhaust, new rims/tyres/tubes with stainless steel spokes, new chains, reconditioned Gold Star chronometrics and a hydraulic steering damper. All of the boxes ticked here then!

Since construction it has travelled some 1,000 miles and sounds wonderful when fired up for the photo shoot.

Sold with the V5C and some paperwork, this machine is a work of art!

Estimate: 15000 - 20000

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

18.6% inc VAT for Live Bidding and Autobids

Lot 1163

1971 Rickman Metisse Commando 750cc. Registration number not registered with DVLA. Frame number 34. Engine number 1333

Initially Rickman frame designs were for scrambles, and then for road racing. Later, in 1966, road bikes were produced as well, the first street legal bike used a Triumph Bonneville engine. Rickman initially supplied frame kits to the public, as no major British motorcycle manufacturers would sell engines separately. The frame kits were built for many engines, including Triumph twins, BSA singles and Matchless. In the mid-1960s, Rickman also produced road-racing frames for AJS 7Rsingles, and in the 1970s they began selling chassis kits for Japanese bikes like the Honda CB750 and Kawasaki Z1. The road bikes were the first to use disc brakes both front and rear (a joint project with Lockheed). The bikes or frame kits were known for their beautiful fiberglass work and nickel - plated frames and are often referred to as "Metisse" frames, a term used for their own first effort. The Rickmans had a sense of humour, Google translates the word politely as "mongrel".

This well used racing example was raced by East Yorkshire rider Mick Brown throughout the 1970's and 80's. He was a stalwart at local club events such as Carnaby, Elvington and Cadwell, while attending national events at Oliver's Mount and Croft, his last event with the bike at the Bob Mac Memorial at East Fortune in June 2007.

The frame is believed to have come from Essex and was originally made for a Matchless G50 and is believed to have a Tom Kirkby connection, but this has not been verified. In an official programme for the 1986 Festival of Yesteryear at Oliver's Mount, Scarborough, Mick had entered the bike as being from 1971. The only identification marking is the number 34 on the head stock, but after consultation with Gerry Lisi at Metisse, he asserted that this would not be a Rickman number.

Mick slotted a 750 Norton Commando lump into the frame that was first built and tuned by Jim Bowen and maintained by Mick himself. The engine sports a 4S camshaft with 34mm Mk1 Amal Concentric carbs on inlet extensions with an original Smiths Racing Conical rev counter to keep an eye on the horses. Power is delivered via chain primary drive through a Mick Hemmings supplied Quaife 5 speed box, identification number 00711. Stopping power is through Norton Lockheed calipers and discs front and rear. The wheels are period Borrani – WM2/1.85 – 18 rims.

The machine would benefit from an overhaul but could be soon returned to it's natural pastures on the race track.

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 1165

2003 Ken McIntosh Manx Featherbed Dominator 500cc. Registration number not registered with DVLA. Frame number 07/03. Engine number 78514.

When production resumed post-war, Norton's over-the-counter Manx racer emerged much as it had been in 1939, with single-overhead-camshaft engine, 'square' cylinder head finning, upright gearbox, and plunger-suspended 'garden gate' frame. Only the presence of the Roadholder telescopic front fork readily distinguished the new Manx from its immediate predecessor. 1949 brought the first significant change in engine specification, the Manx gaining a double-overhead-camshaft cylinder head like that enjoyed by the works bikes for many years, but the major development was the arrival of the Featherbed frame for 1951. Works rider Geoff Duke had debuted the Featherbed at Blandford in April 1950, crushing the opposition and setting a new lap record, and the McCandless-designed chassis would enable Norton to remain competitive with the more powerful multi-cylinder opposition for the next few seasons. Today the popularity of the Manx in classic racing remains undiminished, with original examples racing alongside replicas of differing specification produced by specialist manufacturers worldwide.

Made to exacting standards and to the same dimensions as the originals, a McIntosh Manx Featherbed replica would compliment any collection or classic race enthusiasts stable. This well raced McIntosh Dominator engined machine was used by East Yorkshire racer Mick Brown, the engine was originally in a genuine Manx frame which Mick purchased from Dick Helm, but sold the frame in the late 70's. Fast forward into the naughties and with redundancy money, Mick was able to purchase a Ken McIntosh Manx Featherbed to once again hold the Dominator engine. Unfortunately, paperwork has been lost as to the purchase when Mick's home was flooded.

The cataloguer made contact with Ken McIntosh, he was not able to release any records without an invoice, but did say that looking at the photos supplied of the bike that it was one of his frames and that the date of manufacture is on the top face of the top head steady lug at the top of the steering head as per originals. The date stamp on this bike shows that it was born in July 2003. Ken has confirmed that he welds all the frames and his employee Peter, who has worked for him for 36 years, does all the tube fitting and fabrication.

The frame supports a 500cc Norton Dominator engine with primary drive being by chain to a close ratio four speed gearbox. To keep the decibels at bay, a Steve Maney two into one high level exhaust is used exiting on the left hand side

of the bike. To keep an eye on the horses, an original Smiths Conical racing rev counter is used. The engine breathes through twin Amal Mk1 Concentric carbs, and stopping power is by a Triumph Conical rear hub drum brake, while the front uses a Robinson 4 leading shoe configuration. Unfortunately, the back plates are missing for the front brake. Various Dunstall parts also adorn the bike.

Last raced by Mick at Cadwell Park on 1 October 2006, the machine would benefit from an overhaul and usual safety checks to recommission it for racing or classic parade use.

Sold with the Historic Racing Certificate from 2006, his competition licence and a 1976 Oliver's Mount race program where his number was 120.

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